Hailsham

Historic Character Assessment Report

June 2008

Sussex Extensive Urban Survey (EUS)

Roland B Harris

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in association with Wealden District Council

west sussex county council

East Sussex County Council

Brighton & Hove

ENGLISH HERITAGE

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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1 INTRODUCTION

1.1 Background to the project

This report is an archaeological, historical, and historic urban character assessment of Hailsham. 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 *Sites & Monuments Record* (SMR) and the East Sussex County Council *Historic Environment Record* (HER).

• Informing historic environment management guidance specific to each local planning authority, for the 41 EUS towns and Winchelsea, produced under the new Local Development Frameworks, and subject to formal consultation procedures.

• Background papers for the Sussex EUS project. Documents that include the project design, a summary of the methodology and an overall bibliography.

1.4 The structure of this report

1.4.1 The Setting

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

1.4.2 History

The history of Hailsham 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. Aspects of the history of the parish – such as the history of the manor and of the monasteries at Otham and Michelham – are largely outside the remit of this study.

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 maps of the town from 1811 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 Hailsham 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

Given the obviously medieval origins of the town, Hailsham has long been the subject of historical and architectural interest, although not, rather surprisingly, of subsurface archaeological interest. 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

The most significant and scholarly history of the town is that by **Louis Salzman**, published in 1901.[3] The late 19th and early 20th centuries – in which rope-making and related production played such an important part in the economy of the town – have been examined more closely by a group of local historians under the aegis of the Centre for Continuing Education at the University of Sussex, with the resulting publication edited by **Brian Short**.[4]

1.5.2 Archaeology

In comparison, archaeological investigation of the historic town is lacking, with no substantial controlled excavations in the town, and only a small-scale evaluation at **Vicarage Road** in 2001[5] and a watching brief at **63 North Street** in 2007.[6]

The **East Sussex Historic Environment Record** (HER) database has been invaluable for assessing the number of unpublished sites in the area, and for providing the pre-urban archaeological context.

1.5.3 Historic buildings

David and Barbara Martin have undertaken useful surveys of three individual buildings,[7] which have demonstrated that contrary to

external appearance, systematic internal analysis of Hailsham's buildings would be likely to find evidence for substantially earlier fabric. English Heritage's statutory list of historic buildings is of use, although many of the descriptions date from the 1950s 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. A *Plan of the Waste Lands in the Manor of Michelham Park Gate* (*East Sussex Record Office* ACC 2933/2) shows the extent of the common and adjacent town in 1811, and the 1842 Tithe Map (*East Sussex Record Office*) captures Hailsham at a large scale prior to the opening of the railway. All these maps have been digitized and rectified to fit the National Grid to allow comparison with other maps and data. Vertical air photo coverage of 2000 provides a useful snapshot in time. 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 Hailsham covers the extent of the town *c.*1874.

Hailsham is one of nine towns in Wealden District that have assessments such as this. The others are Alfriston, Crowborough, Heathfield, Mayfield, Pevensey, Rotherfield, Uckfield and Wadhurst.

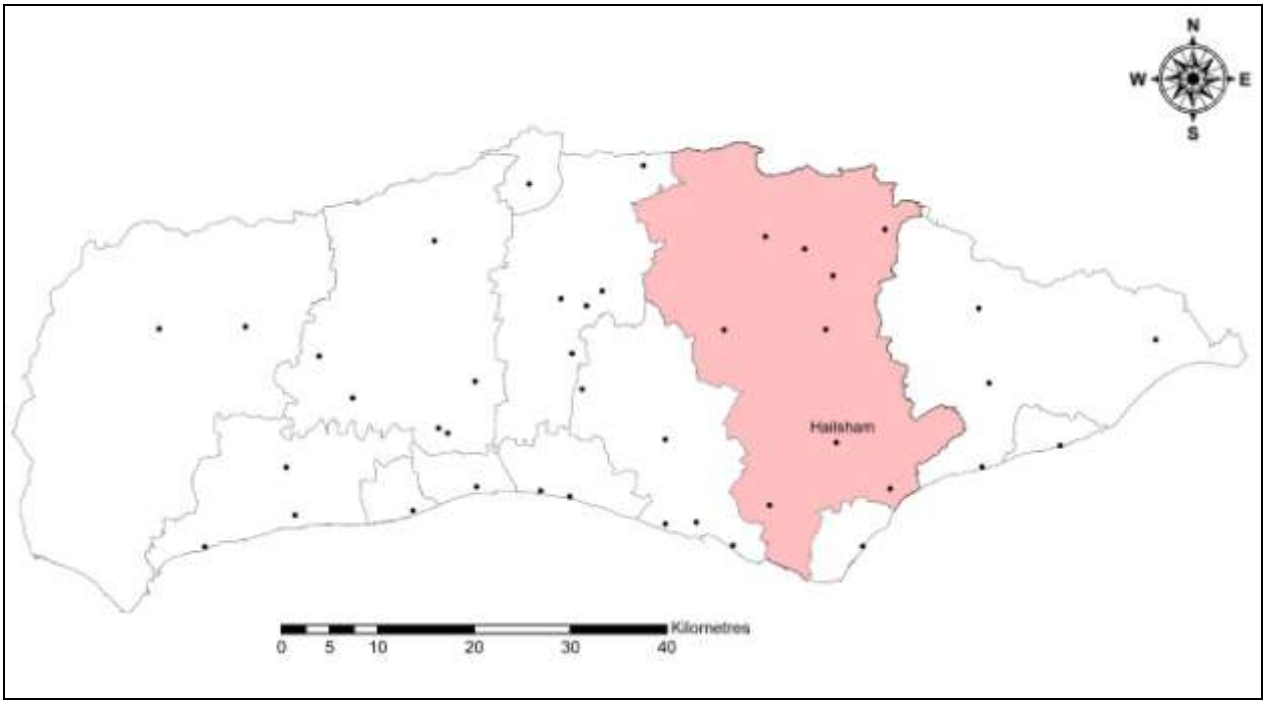

Fig. 1. Location of Hailsham within Sussex. Wealden District is highlighted and points locate the 41 Sussex EUS towns.

2 THE SETTING

Fig. 2. The common pond at Hailsham, a relic of Hailsham Common, enclosed in 1855.

2.1 Topography (Map 2)

Hailsham is situated on a natural spur of higher land on the west side of Pevensey Levels, which is an area of reclaimed marshland that previously represented a large embayment extending inwards from the present coastland of Pevensey Bay.

The Common Pond is the lowest part of the historic core of the town at *c.*17m OD. The south-east to north-west central street of Mill Road-Market Street-Market Square-High Street-London Road roughly follows the ridge of the spur rising gently from 23m OD at the junction with St Mary's Avenue to 33m OD at the junction with Battle Road. The middle section of this street (i.e. High Street, Market Square and the north-western end of Market Street) forms the principal street of the town and the focus of retail activity. Suburbs extend in all directions from the historic core of the town, although they are less extensive on the east side of Hailsham.

The town lies towards the north-east of the historic parish and towards the centre of modern Hailsham Civil Parish: the south-western part of the historic parish now forms the greater part of Polegate Civil Parish, and the northern part of Hailsham Civil Parish includes the southern part of what was formerly Hellingly parish.

2.2 Geology (Map 2)

2.2.1 Solid geology

Along with the whole of Sussex, the rocks of the Hailsham area are sedimentary. Descending the Downs and crossing the Low Weald, where Hailsham is located, the rocks get progressively older. The historic town itself lies over the mudstones (commonly clays) of the Weald Clay Formation (Lower Cretaceous), although the southern and northern extremities of the modern suburbs lie on the interbedded siltstones, mudstones and sandstones of the older Tunbridge Wells Sand Formation (Lower Cretaceous).

2.2.2 Drift Geology

The drift geology of the Hailsham area shows that the scoured and embanked drainage channels that cross Pevensey Levels are surrounded by reclaimed marshland. Alluvium marks the location of the former marshy lagoon, which contained multiple and changeable channels comprising tidal creeks and minor rivers draining the Weald. The entrance to the former embayment extends from Langney to Cooden (8km). From the present coastline the embayment extended inland for 8km.The alluvium extends to within 900m of the historic core, or EUS study area, of Hailsham and within 175m of its modern suburbs on the south-east of the town. To the north-west, the alluvium and the sand and gravel river terrace deposits of the Cuckmere lie 1.2km from the EUS study area, with the north-western suburbs extending 125m into the river terrace deposits and within 15m of the alluvium.

2.3 Communications

2.3.1 Water

Although not directly on the coast or a river, the historic core of Hailsham lies near Pevensey Levels and near the Cuckmere river.

By the medieval period, the main port for the embayment was located on the east side of Pevensey (7km south-east of Hailsham) on the channel that then runs south of the town (now,

mostly part of Langney Sewer) and along the parish boundary.[8] This was one of two tidal channels which drained the levels: the other was at the minor port of Northeye (10km from Hailsham).[9] The development of a shingle spit by longshore drift has repeatedly moved the outfall of Pevensey Haven, but since the 17th century it has debouched at Pevensey Bay, 1.5km south-east of Pevensey Bridge. Of course, navigable water extended well into Pevensey Levels (at least until inning of the marshland, which had begun by 1180 – prevented this) so that at least as late as the 12th and 13th centuries navigable channels probably extended within 2-3km of the town. The close relationship of Hailsham with the levels is reflected in the fact that part of the parish was within the Lowey of Pevensey and, thus, from 1207 part of the Cinque Ports (a confederation with privileges in exchange for ship-service to the king), under the head port of Hastings.[10]

The Cuckmere (which reaches the sea at Cuckmere Haven, 14km south-west of Hailsham) remains tidal as far as Milton Lock, 800m north-east of Alfriston and 8.5km south-west of Hailsham. The present channel differs from the natural state of the former estuary. Reclamation of the valuable alluvial soils of the river valley, the associated management of freshwater drainage in the Weald, and the prevention of tidal ingress (through creation of sea walls) increased silting so that the Cuckmere was reduced to a narrow drainage channel. The date of these works is unclear, but, on analogy with similar reclamation elsewhere, is likely to have been advanced in the 13th century, and there is no evidence that the river was used for water-transport to Hailsham town.

2.3.2 Road

Hailsham lies on the A295. Formerly this was part of the Eastbourne to Tunbridge Wells road, but this route – in the form of the dual-carriageway of the A22 – now bypasses the town itself. The route through Hailsham (passing along North Street) was turnpiked in 1754 and that from Polegate to Hailsham Common was turnpiked in 1792.[11]

2.3.3 Railway

In 1849 The London, Brighton and South Coast Railway (LBSCR) opened a single-track branch line from Polegate to Hailsham. Hailsham remained a terminus until 1880, when the line was extended to Eridge (thence London).[12] The railway, which was never electrified, ceased carrying passengers in 1965, and closed for goods in 1968.[13] North of the station the track bed has been re-used for the Cuckoo Trail cycle route and footpath.

2.4 Evidence for pre-urban activity

2.4.1 Prehistoric

There have been no significant archaeological excavations or evaluations, nor have there been any findspots within the EUS study area. However, finds in the vicinity include:

• West side of the London-Eastbourne Road, *c.*1.5 km west of Hailsham – Mesolithic (10,000 BC to 4001 BC) medium tranchet axe was found [HER ref: TQ 50 NE21 – MES5175].

• Saltmarsh Farm, *c.*1.3 km south of the EUS study area – Mesolithic flints were found in 1963 in a ploughed field, as was some medieval pottery [HER ref: TQ 50 NE10 – MES5159].

2.4.2 Romano-British

No Romano-British finds or features have been found through controlled excavation in the town, nor have there been any chance findspots in or near the EUS study area.

2.4.3 Anglo-Saxon

No 11th-century or earlier medieval finds or features have been found through controlled excavation in the town, and there have been no chance findspots of this period.

2.4.4 Implications of pre-urban archaeology

The paucity of known pre-urban archaeology at Hailsham is likely to reflect the lack of controlled excavations rather than an actual absence. Certainly, given known occupation of this part of Sussex, prehistoric, Romano-British and Anglo-Saxon finds should be anticipated in any excavation in the area.

3 HISTORY

Fig. 3. St Mary's church from the south-east.

3.1 Origins: 11th-15th centuries

3.1.1 Place-name

The name *Hailsham* is first recorded in 1086 (Domesday Book) as *Hamelesham*. The first element appears to derive from a personal name, so that the place-name most probably means *Haegel's ham(m).*[14] The second element may derive from Old English *hamm* ('land hemmed in by water or marsh; wet land hemmed in by higher ground; river-meadow; cultivated plot on the edge of woodland'[15]) rather than from *ham* (settlement). Its location on the edge of Pevensey Level is consistent with this and *hamm* certainly applies to nearby and similarly located Hankham.[16]

3.1.2 Church

The earliest reference to a church is in 1229, when the advowson was granted to Michelham Priory. Later in the 13th century the advowson was the subject of a long running dispute between Michelham Priory and Bayham Abbey: after nearly 20 years of suits and claims, in 1296 the matter was settled by the Archbishop of Canterbury in favour of Bayham Abbey. The abbey's claim was based on Hailsham being a dependent chapel of Hellingly church: the Bishop of Chichester held that Hailsham church was a parish church. The lengthy and complex dispute drew on evidence no longer available, but was evidently far from overwhelming. Salzman suggests that the origins of Hailsham church lie in its foundation as a dependent chapel in the 1190s, immediately following the foundation of Hellingly church in *c.*1190.[17]

A vicarage had evidently been ordained by 1286, and a vicar's house is recorded in 1352.[18]

3.1.3 Urbanization

The Domesday Book entry for the manor of Hailsham includes four smallholders, land for four ploughs, and 13 salterns. There is nothing to suggest significant nucleated settlement.

Hailsham appears to have been established as a small town in the second half of the 13th century. A weekly Wednesday market was granted in 1252 and clearly was successful.[19] A charter of 1270-98 granted the men of *Haylesham* freedom from work services and heriot, and, thus, gave them some of the rights of burgesses, evidently to stimulate growth of the nascent town.[20] Other documentary evidence suggests that Hailsham in the late 13th century was indeed a town. Records of Jewish residents (Benedict, found guilty in the Sussex Assize of 1263 of clipping coin; and Vinys, recorded in the Sussex Assize roll of 1278[21]) indicate that Hailsham was of a sufficient size to attract an essentially urban Jewish community before the expulsion of the Jews from England in 1290. Simon the merchant is recorded in 1274, 1278 and 1287: he evidently traded in wine and cloths.[22] Cobblers are recorded in 1278 and 1306;[23] tanners are recorded in 1296 and1322; a glover in 1327; and two tailors in 1327.[24] In 1306 there was a tavern.[25] In 1381-3, John Jamette, or Jenette, built a shop in the market place.[26]

Julian Cornwall suggests that Hailsham ranked eighth in terms of wealth of towns in Sussex in 1327, but this is based on figures for the extensive parish, and excludes the Cinque Ports.[27] The modest scale of Hailsham in the late 13th century is evident from the 1296 lay subsidy roll for the *Villata de Heyllesham* which lists 26 taxpayers, suggesting a population of perhaps around 130. In 1327 this had risen to 41 taxpayers, but in 1332 there were only 33 taxpayers.[28] Nevertheless, Hailsham was evidently a recognized market town and, along with Pevensey and East Grinstead, Hailsham

was chosen as the location of a special assize court in 1352.[29]

Hailsham men involved in Cade's rebellion in 1450 included three tanners, two shoemakers, and a tailor. Few other leatherworkers were recorded amongst the 400 named rebels from Sussex and this suggests a significant leather industry at Hailsham in the 15th century.[30] By the end of the medieval period the population was broadly similar to that in the early 14th century: in 1524, it was around 220.[31]

Although the building called Proclamation House, which was formerly on the corner of High Street and George Street (i.e. now the location of the National Westminster Bank of 1930), has been identified as the 'equivalent' of a medieval town hall by Aldsworth and Freke,[32] they cite no source and, although it was evidently a medieval – possibly 15th-century – house,[33] there seems little support for the suggestion.

3.2 The town *c.*1500-1800

3.2.1 Economic history

In the mid-16th century Hailsham still had a leatherworking industry,[34] although – notwithstanding its market – it was little more than a village.[35] Hailsham market had a significant Wealden hinterland in 1581,[36] but, although recorded in 1639, it died out either later in the 17th century or in the 18th century. The market was revived in 1786.[37]

In the survey of inns and alehouses of 1686, Hailsham had modest provision of stabling and accommodation, consistent with its location on a minor trans-Weald route. With 20 stablings and 10 guest beds, the town was on a par with Wealden towns such as Mayfield and Lindfield, but insignificant when compared to the major Wealden towns for travellers: Horsham provided 365 stablings and 83 beds, on the main road from London to Brighton, via Steyning; and East Grinstead provided 247 stablings and 103 beds, on the main road from London to Lewes and (increasingly) Newhaven and Brighton.[38] There has been no study of the development of inns in Hailsham, but the Fleur-de-Lys, Market Street, had been established by 1540.[39] The Crown was in existence by 1632:[40] it appears to have been located at 4-6 George Street, closing *c.*1770 and partly demolished in 1974 during extension of the National Westminster Bank: fireplaces exposed at this time have been dated to the 16th century. The later Crown Hotel (now styled the Corn Exchange) in the High Street dates from the 18th century.[41] Although the earliest surviving fabric at the George Hotel dates from the early 16th century (see below section 4.2.1), the origins of its use as an inn are obscure, though evidently within this period.[42] Hailsham was one of the thirteen post towns in Sussex established in 1670.[43]

Wealden roads had long been notoriously bad so were ripe for improvement by turnpike trusts. The road from Horsebridge through Hailsham (along North Street, not the High Street) and Stone Cross to Langney, was turnpiked in 1754.[44] The road from Swines Hill (Polegate) to Hailsham Common was turnpiked in 1792.[45]

From a parish total of around 220 in 1524, the population rose to around 390 by 1676. The 1676 population calculation is based on a perhaps suspiciously rounded figure of 300 adults in Bishop Compton's survey and, thus, it may be inflated. Certainly, the Hearth Tax Assessments of 1662 suggests a lower population of around 315. Even this figure, however, is substantially higher than that of *c.*235 suggested by the diocesan survey of 1724.[46] Thereafter population grew rapidly, reaching 897 by 1801. The predominance of parish, rather than town or village, statistics and the diverse source of these figures, mean that they should be taken as indicative of general trends only.

Fig. 4. The Homely Maid, Market Square: timber-framed house, of 17th-century or earlier date.

3.2.2 Church and religion

Fig. 5. The former vicarage of *c.*1700-10.

Hailsham's long association with Bayham Abbey came to an end before Henry VIII's Dissolution of the Monasteries, since the abbey was dissolved in 1525 to help endow Cardinal Wolsey's new college at Oxford (Cardinal College, later Christ Church).[47] Cardinal College did not retain the rectory for long, however, as it passed into private hands in 1531.[48] Whilst the parish church itself was otherwise institutionally robust, it felt the impact of Protestant Reformation and counter-Reformation, with the incumbent, Thomas Buckland, a victim of Marian deprivation in 1554. The new vicar was installed under the patronage of the Roman Catholic Sir Edward Gage (described as a 'tormentor of innocents', by John Trewe of Hellingly, who in 1556 had had his ears cut off by Gage at the pillory in Hailsham and in Lewes[49]). A riotous attack on the parish church in March 1559, a few months after the death of Mary and possibly stimulated by the celebrations of the Feast of the Annunciation of the Blessed Virgin May (25th March), suggests that there was little local sympathy for counter-Reformation.[50] A parsonage house is recorded in 1560,[51] but the surviving vicarage (now a private house called The Grange) dates from *c.*1700-10.

Bishop Compton's census of 1676 recorded no Roman Catholic recusants, but there were 22 adult protestant nonconformists.[52] The Chichester diocesan survey of 1724, records two Anabaptist and six or seven Presbyterians (presumably families rather than individuals).[53] There was an Independent Baptist mission in Hailsham in 1792 (apparently in Chapel Barn, north of the present market[54]), with a chapel established in Market Street in 1795.[55]

3.2.3 Urban institutions

There is little evidence of urban institutions in this period, consistent with Hailsham's modest status.

In 1762, the parish acquired the Fleur-de-Lys Inn, on the corner of the Market Square, for use as a workhouse (Fig. 13).[56] Despite the late 18th-century revival of the market – or perhaps because it impeded it – the medieval market cross, formerly in the middle of Market Square, was removed *c.*1800.[57]

Early records of sport include the playing of football in 1625.[58] Cricket was played in the parish by 1762.[59] From the outset cricket appears to have been played on Hailsham Common and this was certainly the case in 1788.[60]

3.3 Expansion: *c.*1800-2008

3.3.1 Economic history

The Revolutionary and Napoleonic Wars against France (1793-1815) saw great influxes of troops to the coastal area. Barracks for 1,000 men were built on Hailsham Common in the autumn of 1803. The adjacent Grenadier Inn, High Street, was built the same year to supply beer to the solidiers. The need for defence reduced in the wake of Waterloo, and the barracks closed in 1815.[61]

Despite the closure of the barracks, the newly revived market flourished, by the middle of the 19th century being the most important cattle market in Sussex. In 1871 it was moved from the Market Square and High Street into its purpose-built enclosure off Market Street.[62] In 1871, 18,016 animals were sold at the market, comprising, 6,671 cattle, 8,997 sheep, 1,320 pigs and 1,028 calves. In 1892 the total had risen to 24,950 animals. In 1962, the number was greater still, totalling 27,083 and comprising 6,326 cattle, 6,204 sheep, 10,828 pigs and 3,725 calves.[63]

Thomas Gooche founded a brewery in 1827, 350m north of the town at that date in what is now Battle Road, and was expanded in 1887.[64] A corn exchange hall was built at the rear of the Crown Inn (now itself called the Corn Exchange), High Street, probably in 1862-7.[65]

Rope-making began in Hailsham by 1807, part of a national increase in this cottage industry, and initiated here by Thomas Burfield, a saddler and collar maker. Initially located at the rear of a High Street shop, the Burfield family's business expanded to include spinning walks around the town and by 1830 was principally located in South Road. At this date George Green left the Burfield business to establish a second works, near later Summerheath Road. By the mid-19th century Hailsham's rope industry was highly diversified, with products including bell-ropes, bags and sacks (including nosebags for horses, coal sacks, flour bags, and bags and sacks for the Wealden hop industry), coir matting and twines.[66] In1846 the rope and cordage industry employed 90-100 workers.[67] The Crimean War (1853-6) stimulated the industry through its demand for cavalry-related items. In 1871 there were over 100 people living in the town directly involved in rope making, and numerous others in clerical and other related jobs. Cheap imports from the Netherlands damaged the industry by 1905, but Hailsham's industry survived and was reviving by the outbreak of war in 1914.[68] The two rope-making companies merged in 1953, [69] when rope-making in Hailsham was taken over by the Hawkins & Tipson Group. Ropes continue to be made at Hailsham, since 1957 under the Marlow brand, being man-made fibre ropes for sailing, industrial and defence uses. The Marlow Ropes Ltd. factory is in Diplocks Way, but is approximately on the previous South Road site: the Summerheath Road site has ceased to be used.[70]

The importance of manufacturing industries – most notably the rope-making and allied businesses – is evident through the occupations of the residents in Hailsham. For example, although agriculture accounted for a significant 24% of the working population in 1871, manufacturing dominated, employing 31% of the workforce.[71] With growth, there arrived more diverse occupations: by 1870 Hailsham had the specialized and typically urban services of accountant, architect, carriage maker, ophthalmic surgeon, photographer, chemist and druggist, and china and glass dealer.[72]

Expansion of the rope-making industry and the wider economy of Hailsham was aided by the early arrival of the railway. In 1849 the London Brighton and South Coast Railway (LBSCR) opened a single-track branch line from Polegate (which was on the Lewes-St Leonards line of 1846, and also of the Polegate-Eastbourne line of 1849) to Hailsham. Hailsham remained a terminus until 1880 (hence the surviving Terminus Hotel, built between 1858 and 1867[73]), when the line was extended to Eridge, where it joined the Lewes-Uckfield-Tunbridge Wells (thence London) line (completed 1868).[74] Plans for the line were promoted by the Duke of Devonshire to improve the rail service to growing Eastbourne, in which he had so much invested, although, in the event, it developed as a rural branch line.[75] The line became known as the Cuckoo Line, referring to the fair at Heathfield. The railway, which was never electrified, ceased carrying passengers in 1965, and closed for goods in 1968.[76] The railway buildings were demolished, probably in 1972,[77] with the site becoming a housing estate in 1980.[78]

Fig. 6. Terminus Place: terraced housing by the station (*c.*1900).

The enclosure of Hailsham Common under an award of 1855 was also of importance to the economic development of the town.[79] Located immediately on the west and south-west side of the town and adjacent to the railway station, the common was colonized for rope-walks, brick fields, nurseries and, increasingly from the

1870s, for housing: by 1873, villas within easy walking distance of the station had been built at Devonshire (now South) Road and Gordon Place. By the late 19th century, the northern part of the common had seen the building of the new section of the railway line to Eridge and building of villas on Summerheath Road overlooking the expanded rope walk.

An increase in population of the parish from 897 in 1801 to 1,825 in 1851, accelerated thereafter reaching 2,964 in 1881, 4,604 in 1911, and 5,420 in 1931. These parish statistics include the new town of Polegate, however, which began to emerge around the railway junction in the late 19th century: in 1871 the Polegate area accounted for a modest 231 people,[80] but in 1931 had risen to 1,389. In 1939 Polegate became a civil parish of its own,[81] and this accounts for the apparent drop in the Hailsham population figures to 4,788 in 1951. Population continued to grow even faster thereafter, reaching 10,294 in 1971 and 19,658 in 2001.

The late 19th-century economic basis of Hailsham continued in the 20th century, although the importance of the rope-making industry declined. This comprised a combination of manufacturing and, increasingly, service industries and retail outlets serving the town and its newly re-established low Weald hinterland, and a commuting population. In many regards the, ultimately overwhelming, competition offered to the railway by the bus and, especially, the motor car did not change this economic basis.

Unlike many wholly new Wealden towns – such as Burgess Heath, Haywards Heath and Heathfield – historic Hailsham already had a retail focus, based on the Market Square and the streets leading off it. This continued to be the retail centre of the town in the late 19th and the 20th century. In the post-1945 period this was remodelled to meet perceived modern shopping needs: for example, Woolworths was built in 1956 on the High Street and, more dramatically, in 1965-6 a shopping centre was built on Vicarage Field, north of the church.[82] To the rear of this there is a more recent Waitrose supermarket, with a large Co-Op built to the rear of another shopping centre (The Quintins, built in the 1980s[83]) on the west side of the High Street. A third large supermarket (Tescos) was built in 2008 just to the north-west of this on North Street. Industrial estates at Diplocks Way and Station Road apparently date from the 1980s.[84]

3.3.2 Church and religion

The church of St Mary the Virgin has remained intact as an institution throughout this period.

Fig. 7. Baptist chapel, Market Street.

The church saw extensive alterations in 1870, 1876-8 and 1889 (see section 4.1.1). Hailsham church became responsible for a decreasing area, with the formation of the new ecclesiastical parish of Polegate in 1937, from the parishes of Hailsham, Jevington, Westham and Willingdon,[85] although Polegate church dates from 1874-6[86]).

The loss of a High Street building to fire in 1894 allowed the churchyard to be extended, creating the present wide entrance where previously there was a narrow path.[87] The rising population put considerable pressure on the small graveyard and, thus, the Sandbanks cemetery, Ersham Road, was opened in 1872.[88]

A parish church room was built in Victoria Street in 1895.[89] The 18th-century vicarage was sold (and re-named The Grange) and the new vicarage built within the garden in 1951-4.[90] A church hall was added to the church in 1985.[91]

Nonconformism continued to flourish in the 19th century. The original timber Baptist chapel in Market Street was burnt down and replaced *c.*1820, and this then largely rebuilt in 1909.[92] In 1829, it had a congregation of 240, 180 of whom were from Hailsham parish.[93] Wesleyan Methodism established itself in the town as a result of the evangelizing of Eastbourne Methodists, where, unusually, the impetus came from Methodists amongst the soldiers flooding

Fig. 8. Memorial to the first parish schoolmaster (Francis Howlett, 1751-1831), St Mary's churchyard.

the coastal town in 1803. In Hailsham the Methodists used temporary rooms – including a room at the Grenadier – until they built a chapel in the High Street in 1868.[94] A Congregational church (now Hailsham Free Church) was built in 1905 at the junction of South Road and Western Road.[95] Hailsham Gospel Hall, Gordon Road, (now Gordon Road Evangelical Church) was built in 1936, having previously been in Carriers Path (i.e. the twitten linking North Street and High Street) from the late 19th century.[96] A Roman Catholic church – St Wilfrid's, South Road – was built *c.*1920,[97] and has been used as the church hall since the new church was built adjacent in 1955.[98]

3.3.3 Urban institutions

During the 19th and 20th centuries Hailsham has seen the development of a range of social functions that did not exist previously. The detail of these is beyond the scope of this brief account, but the salient institutions are included.

In 1932 the 18th-century house now known as Cortlandt, George Street became offices for Hailsham Rural District Council and, from 1974, its successor, Wealden District Council. In 1982 the district council moved to the purpose-built offices in Vicarage Lane.[99]

A charity school was established in the church vestry in 1814.[100] This was replaced by a National School, built on the common in 1827 (on the site now occupied by the car park at the northern end of South Road). This school is shown on the 1842 tithe map, so a reference to a new school being built there in 1846 may relate to rebuilding. A National School for infants, at the junction of High Street and North Street, followed in 1862, and was expanded in 1880. Construction of the new railway line from Hailsham to Eridge (opened 1880) required demolition of the National School for the older children. Under the provisions of the 1870 Education Act, Hailsham School Board had been established in 1875, and when its new Board School on Battle Road opened in 1878, it took the pupils from the closed National School as well as broadening, through compulsory attendance, the provision of elementary education in the town.[101] The Board School came under county council control in 1903, following Balfour's Education Act (1902). In 1934 the school became a Hailsham Senior Mixed School, with juniors going to the new Hailsham County Junior School in Grovelands Road. In 1945 the senior school became a secondary modern and then, in 1971, a comprehensive school: in 1993 it was re-styled Hailsham

Fig. 9. Former National School for infants, at the junction of High Street and North Street.

Community College,[102] and has various facilities – such as a floodlit all weather multi-sports pitch (opened 2001) – that are shared with the community.[103] The junior school was renamed Grovelands County Primary School in 1969,[104] and in 1996 move to Dunbar Drive.[105] White House Infants (now County Primary) School, North Street, opened in 1964,[106] presumably replacing the 1862 National School for infants, and moved to new premises off Marshfoot Lane in 2008 (the old building being demolished for a supermarket). Hawkes Farm Primary School, Hawks Road, opened in 1970,[107] and Marshlands Primary School, Marshfoot Lane, opened in Jan 1972 (and was much rebuilt in 2008).[108]

Hailsham's increasing size was reflected in provision for its own policing, provided in 1848, although the Police Court (i.e. police house and court house) was not built until 1861 (recently closed).[109] Prior to this – and certainly *c.*1825 – petty sessions had been held in upper rooms at the George Inn.[110] In 1967 the sub-divisional headquarters of the Sussex Police opened in George Street.[111]

In addition to the workhouse, the parish acquired cottages for the poor in the early 19th century: this included Samuel Lambert's house, bought in 1808. Following the 1834 Poor Law Amendment Act, in 1835 a new workhouse was built *c.*1.4km north of Hailsham in Hellingly parish to serve the new Hailsham Poor Law Union (closed 1932, and demolished). The old parish workhouse in the Market Square continued in use, however, until it was closed in 1854: it later became the post office and was badly damaged by fire in 1889. The new-built part became the fire station (until the present fire station was built in Victoria Road in the 1960s[112]) and the repaired part became the meeting room for Hailsham Vestry (from 1894, the parish council and, from 1974, the town council).[113]

In 1920 a library and the Memorial Institute were opened in South View Villa, Western Road (where they are still located – albeit with new buildings to the rear).[114] In the following year the war memorial in the High Street was erected and, to the rear of it, a memorial hut was built: relocated nearer to the churchyard in 1968, during the building of the shopping centre, the latter is now known as Hailsham Club.[115]

The Pavilion Cinema, George Street, was purpose-built in 1921 (see cover), superseding the Picture Palace in the Corn Exchange at the rear of the Crown Hotel.[116] The Pavilion was a bingo hall between 1965 and 1987, and after lying derelict, was restored and re-opened as a cinema and theatre in 2000.[117]

With the demise of Hailsham Common, the recreation ground by the railway was laid out in 1855,[118] although apparently the ground was not formally given to the town until 1885.[119] The Common Pond was bought by the parish council in 1922, and the area around set out as formal garden.[120] In 1936 the pond was given a brick-built edging.[121]

Cricket, which we have seen was played in the parish from the mid-18th century (section 3.2.3), continued, with the Hailsham Cricket Club being founded at the recreation ground in 1884,[122] and a pavilion built in 1909.[123] Hailsham Football Club was started the following year,[124] and also made use of the recreation ground.[125] Hailsham Lawn Tennis Club was established at the recreation ground by 1901.[126] An indoor swimming pool was built off Vicarage Lane in 1986-8,[127] and now forms part of a leisure centre which includes gyms and ten-pin bowling.

The old railway line between Heathfield and Hailsham was re-opened as a path for walkers and cyclists, and as a bridleway, in 1992. Known as the Cuckoo Trail it was later extended to Polegate.[128]

4 ARCHAEOLOGY

4.1 Origins: 11th-15th century (Maps 5 and 6)

Fig. 10. St Mary's church: interior view looking east.

4.1.1 Buildings

Although there was probably a parish church on the present site of St Mary's by *c.*1200 and certainly by 1229 (see section 3.1.2), the earliest visible fabric is from the early to mid-15th century. Indeed, the church appears to have been wholly rebuilt at that time and essentially survives in that form, albeit heavily restored. Although the present clerestory was inserted in 1889, this merely reversed an earlier (pre-1784) lowering of the roof. Likewise the new south aisle of 1870 removed a brick and stucco post-medieval (probably 18th-century) aisle that had replaced the 15th-century original. The 15th-century chancel has been restored and the chapels on the north (now a vestry) and the south are replacements of 1876 and *c.*1878 respectively.[129] An *ex situ* architectural fragment – a foliate double-capital of 13th-century date – currently in the south chapel almost certainly derives from a monastic cloister, with nearby Michelham Priory the most likely source.

Other than the church there are few surviving as yet identified medieval buildings within the EUS study area at Hailsham, although future analysis of interiors may increase the number. The Stone, Vicarage Lane has an exposed timber frame and reputedly is a Wealden house:[130] as such it is likely to date from the 14th or 15th centuries. The L-shaped building at 25-7 High Street has been identified as 15th century,[131] but the exposed close-studding of the side (i.e. northern) elevation suggests that that it may in fact be a continuous jetty of the early 16th century.

4.1.2 Excavations

The paucity of medieval archaeology within the historic core of the town largely reflects the lack of controlled archaeological excavation. An evaluation in **Vicarage Road** in 2001 identified a pit containing artefacts from the 14th and 15th centuries: this was consistent with rear of plot usage of a plot fronting, and at right-angles to, Market Street.[132] A watching brief at **63 North Street** in 2007 found nothing of archaeological significance.[133]

4.1.3 Topographic analysis (Maps 5-6)

In the absence of archaeological excavation, the topography of Hailsham is of particular importance to the understanding of the early development of the town. The most significant topographic feature of the town is its relationship with Hailsham Common. In 1811, prior to enclosure, the junction between common and town followed the approximate line of Bell Banks Road, Garfield Road, the eastern part of Western Road, and the footpath from the Memorial Institute, Western Road, to The Grenadier, High Street (see Fig. 15). The extensive area of waste along the High Street running south-east from The Grenadier to what is now Carrier's Path, suggests that the footprint of the town in the early 19th century represented encroachment on to the east side of the common. Certainly, the large block of land between the Memorial Institute-The Grenadier footpath and North Street looks to have been carved out of the common, very probably representing post-medieval enclosure. To the east of North Street it is difficult to determine on topographic grounds alone whether there has been significant post-medieval encroachment on the common, although the fact that some plot boundaries from the High Street frontage continued (until late 20th-century redevelopment) as far west as North Street suggests that part of this area was occupied by narrow plots at right-angles to the street (akin to burgage plots) in the medieval period. To the south of George Street

Fig. 11. Plan of the Waste Lands in the Manor of Michelham Park Gate, 1811 (rectified detail: copy in ESRO[134]).

the boundary of the common in 1811 was erratic, suggesting piecemeal enclosure due to encroachment by the growing town. The earlier extent of the common is difficult to determine, but it may be that the twitten called Stony Lane represents an early boundary between town and common and that the extensive rear plots of The George (i.e. west of the twitten) are a late encroachment and that the inn itself initially occupied a small roadside plot only: the earliest architectural evidence for The George is from the 16th century (see below, section 4.2.1) and, thus, even this may represent post-medieval encroachment.

On the east side of the High Street, the former extent of the common is less problematic although here there is no evidence of regular and extensive plots akin to burgage plots. The majority of the pre-19th-century plots on this side of the High Street form a narrow band in front of the churchyard. Similar shallow plots in front of the churchyard are seen in other towns in the Weald (for example, at East Grinstead, Mayfield and Wadhurst), but here there is no evidence of medieval fabric nor from documentary sources to clarify the date at which they originated or whether they represent encroachment from the churchyard or (as in these other examples) from a wide street used as a market place. However, a kink in the frontage immediately north of these plots suggests encroachment on the street. The only extensive historic plots on the High Street lie on the south side of the churchyard, and here it seems evident that these represent encroachment on to Vicarage Road, although again a medieval date is by no means certain. To the south of this, burgage-like plots on the east side of the northern end of Market Street appear medieval in origins and this is consistent with the late medieval rubbish pit found at the Vicarage Road evaluation (see above, section 4.1.2), which is typical of rear of plot usage.

4.2 The town *c.*1500-1800

4.2.1 Buildings

Hailsham has *c.*20 surviving buildings, or groups of buildings, and monuments that have been identified as dating from between 1500 and 1800: one (or two: see below) from the 16th century, four from the 17th century, and 15 from the 18th century. The George, George Street, has a late 19th-century rendered brick façade, which hides the fragmentary remains of a two-storey timber-framed building of early 16th-century date, modified in the early to mid-17th century and then extended at either end in the 18th century.[135] As we have seen (section 4.1.1) the L-shaped building at 25-7 High Street may not be 15th century as commonly supposed, and

Fig. 12. 25-7 High Street: close studding from *c.*1500.

Fig. 13. The Fleur-de-Lys, Market Square: former inn and workhouse, now town hall.

Fig. 14. The Old Manor House, Market Street.

may in fact date from the early 16th century. The few as yet identified examples of 17th-century building are also timber framed although this is not visible at Vicarage Cottage, Vicarage Road (re-fronted in brick), Hempstead House, George Street (later stuccoed and tile-hung), and the Homely Maid, Market Square (now roughcast). At the Fleur-de-Lys, however, the timber framing is exposed on the exterior and includes a jettied gable on the north side.

Brick became the dominant building material in the 18th century. Buildings of this period include substantial houses, such as the former vicarage now known as The Grange, Vicarage Road (an impressive building of *c.*1700-10, with corner pilasters, a mansard roof and a central pedimented doorway with Ionic pilasters: see Fig. 5), the Old Manor House, Market Street (a seven-bay house with a parapet, of *c.*1740, possibly incorporating earlier fabric), and Cortlandt, George Street (built *c.*1793,[136] with the central three bays – which have canted bay windows – added to by substantial wings *c.*1900).

4.2.2 Excavations

Again, a lack of excavations in the town means that subsurface archaeology has yet to contribute to the understanding of post-medieval Hailsham.

4.2.3 Topography (Maps 7-9)

Given the uncertainties surrounding the extent of the medieval street pattern (see section 4.1.3), the degree of change in this period is not entirely clear. It is evident, however, that the built-up area remain focused on the linear main street (successively High Street, Market Square and Market Street) and, to a lesser degree, the roads which cross it at the Market Square (George Street and Vicarage Road). Moreover, we have seen (above) that it is likely that the town expanded westwards on to the eastern edge of Hailsham Common in this period. Thus, plots near the centre of the town (such as the George Inn, George Street) may represent 16th-century encroachment, while spacious plots to the west (most notably Cortlandt, George Street), which almost certainly represent building on previously undeveloped land to the rear of the built-up area, may represent encroachment of the 18th century.

4.3 Expansion: *c.*1800-2008 (Maps 1, 3 and 10)

4.3.1 Buildings and topography

This period began with a dramatic, if short lived, change in the town with the building of a large-

Fig. 15. The Grenadier: built *c.*1803, re-fronted 1910.

scale barracks on the common on the north-west edge of the town in 1813. The barrack buildings lay west of the Memorial Institute-The Grenadier footpath, in the area now crossed by Summerheath Road. Although the barracks closed in 1815, a permanent legacy survives in the form of the former sergeants' mess (now the bungalow called Wellington Lodge, Eastwell Place[137]), and the Grenadier Inn, built in 1803 (see above, section 3.3.1), but given a new façade in 1910.[138] Moreover, after closing the barracks site did not revert to common land: on the tithe map of 1842 the area is represented by several small fields. The early 19th century is marked by significant rebuilding and modification of existing houses, but little wholly new building or expansion of the town. Buildings ostensibly of this period have proven on closer internal analysis to be earlier structures. Examples include the Corn Exchange (formerly the Crown Inn), High Street, where an early to mid-19th-century brick front disguises an early to mid-18th-century range.[139]

On the south-western side of the town the new railway line and terminus station (1849) saw another long-lasting encroachment on the common, followed by enclosure of the rest of Hailsham Common in 1855. While what became known as Station Road itself pre-dated these events, new roads were set out on the western side of the town as a result (Garfield Road and the eastern part of what became Western Road).

Almost inevitably, the area between the station and the town began to fill up with housing. By 1874 Station Road, Garfield Road and Bell Banks Road were partly built-up, mainly with modest-sized terraced housing for workers (and the Gothic-style Railway Tavern). North of the terminus station houses were built adjacent to the 1827 school, at the east end of Western Road and, increasingly, on both sides of North Street: these were predominantly large, typically detached, villas. Noteworthy individual buildings surviving from this period include the National School for infants, at the junction of High Street and North Street (1862, extended in 1880); the corn exchange hall at the rear of the Crown Inn (now itself called the Corn Exchange), High Street, probably of 1862-7;[140] and the simple stuccoed Neo-Classical Methodist Chapel, High Street (1868).

By 1874, building on the east side of the High Street (which in 1842 hardly extended north of the churchyard) had developed beyond even the junction with Battle Road: this development was more mixed, including terraced houses (such as Alexendra Terrace, 46-64 High Street: 1860s[141]), shops, and the new police and court house (1861). On the west side of the High Street, building filled in much of the roadside waste north of Carrier's Path and extended to the north of the Grenadier Inn. Expansion of the town in the next 25 years followed a similar pattern with the railway – itself extended northwards from

Fig. 16. The Railway Tavern, Station Road (*c.*1850-70).

Fig. 17. Late 19th-century houses and shops on the corner of George Street and Station Road.

Hailsham to Eridge in 1880 – providing a westwards focus for development. Thus, while the eastern extent of the town stayed almost unchanged, the western side saw new roads such as Victoria Road (1881[142]) and Summerheath Road and, more significantly, development west of the historic town (but convenient for the station) on and off South Road. The late 19th-century pattern of development followed that of *c.*1850-75 with housing east of the station and south of George Street predominantly comprising terraced and small semi-detached houses for workers and that to the north of the station consisting of larger villas, albeit with some terraces too (such as the stuccoed terrace at 30-6 North Street). New terraces and semi-detached housing just west of the station – outside the EUS study area – at the eastern end of South Road and on Gordon Road were modest in size. Individual buildings of note from this period include the stationmaster's house of 1892, a lone survivor from the station buildings, on the west side of Station Road.[143]

Edwardian expansion saw more building of terraced and small semi-detached houses south and west of the station – as at Sackville Road and Windsor Road – with more substantial semi-detached villas, interspersed with fields, nurseries and rope walks, further from the centre of the town – as on Ersham Road and Summerheath Road. Nearer the centre of town, the red brick Congregational church (now Hailsham Free Church) was built in 1905 at the junction of South Road and Western Road, and the Baptist chapel in Market Street was rebuilt in red brick in a loosely Early English Gothic style (1909).

The inter-war period saw development mainly within the pre-1914 extent of the town, with the important exception of ribbon development (mostly comprising detached housing) on the north-western side of the town along Western Road and London Road. In the centre of the town, this period brought new building forms, which include the remarkably ornate Neo-Classical Pavilion Cinema, George Street (1921: see cover), and, more prosaically, the purpose-built National Westminster Bank, Market Square (replacing timber-framed, and possibly 15th-century, Proclamation House in 1930). Road widening schemes in this period included Western Road (*c.*1927[144]) and Vicarage Road at its junction with Market Square (1937), the latter involving demolition of 16th-century St Mary's House.[145]

Fig. 18. 30-6 North Street: late 19th-century housing.

Post-1945 expansion of Hailsham has been considerable, extending the town in all directions from its pre-Second World War extent. Although these large-scale housing, civic and commercial developments have been concentrated outside EUS study area, they have had a significant impact on the historic core, especially where this formerly abutted open country. For example, the 1950s council estate off Bell Banks Road was built over fields that extended to the common pond; and the east side of the town saw the development of shopping centres, civic buildings and schools in the Vicarage Lane area immediately to the rear of the shallow High Street plots and abutting the north side of the churchyard.

Within the historic core itself there has been considerable change too since 1945. Infill residential development has taken place in the rear of previously more open plots as, for example, with the creation of Southerden Close, to the east of Market Street; and Timbers Court, opposite the 18th-century vicarage. The closure of the railway in 1968 was followed, in 1980, by clearance of the station and goods-yard,[146] and the construction of Lindfield Drive housing estate, although to the north of the station site the old track bed has been retained for cyclists and walkers, as part of the Cuckoo Trail. Whilst the shopping centre on the east side of the High Street was built in 1965-6 on open land, retails developments on the west side of the street have had a greater impact on the historic environment. More modest redevelopment such as Woolworths new store (1956) was followed by the larger scale construction of the Quintins shopping centre in the 1980s, which, with the Co-Op supermarket to the south and the nearby retail development of St Mary's Walk has resulted in extensive losses of historic buildings and plots on both High Street and North Street. The west side of North Street saw losses of earlier buildings to the new White House Infants (now County Primary) School (1964) and an adjacent car park, both now (2008) replaced by another supermarket (which has entailed the loss of 63 North Street, of *c.*1800[147]).

Fig. 19. Hailsham tithe map, 1842 (rectified detail: copy in ESRO).

5 STATEMENT OF HISTORIC URBAN CHARACTER

5.1 Town summary

5.1.1 Historic environment overview

The economic growth of Hailsham has had considerable impact on the historic fabric of the medieval and post-medieval town: the late 19th and, particularly, the 20th centuries have both added to and destroyed much of the earlier town. Coupled with the modest scale of Hailsham until after the arrival of the railway, this means that the number and range of surviving pre-*c.*1850 historic buildings is modest, and survival of historic plots is limited. The buildings and plots that do survive are clustered around the Market Square and the adjacent streets: High Street, Market Street, George Street and Vicarage Road. Less visible is the archaeological evidence of the medieval town. The potential of this archaeology has yet to be realized through archaeological excavation: through extensive late 20th and early 21st-century development the subsurface archaeology is a diminishing resource.

5.1.2 Historic environment designations (Map 4)

There are 29 listed buildings, or groups of buildings, and monuments in the EUS study area, of which three are Grade I, three are Grade II*, and 69 are Grade II. Of these, two (or possibly three) predate 1500; one, or two, are from the 16th century; four date from the 17th century; 15 are from the 18th century; three are early 19th century; one is from 1841-1880; one is from 1881-1913; and one is from 1914-45.[148]

Hailsham has three Conservation Areas, within, or partly within, the EUS study area. There are no Scheduled Monuments in the town.

5.1.3 Historic building materials

Timber-framed construction dominates the pre-1700 buildings: the main exception is the parish church (mainly of sandstone). Brick is the principal building material of the 18th-century and later buildings, and, in many cases, is used for the re-fronting of the earlier timber-framed houses. There is some use of tile-hanging and weatherboarding.

5.2 Historic Character Types

5.2.1 Historic Character Types and chronology (Maps 5-11)

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.

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.

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 5-10) 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.

5.2.2 Historic Character Types in Hailsham (Map 10)

Although Historic Character Types represent county-wide types, modern Hailsham is characterized by its particular concentration of some types and the comparative rarity, or absence, of others. For example, the identification of significant areas of *irregular historic plots* and an absence of recognizable *regular burgage plots* probably reflects the fact that the market town was not planned, but was a permissive settlement.

5.3 Historic Urban Character Areas (Maps 12 and 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 Hailsam combines three Historic Character Types that represent a *church/churchyard* from Period 6 (1150-1349), *irregular historic plots* from Period 6 (1150-1349) to Period 9 (17th century), a *farmstead/barn* from Period 11 (1800-40), and *suburbs* dating from Period 15 (1946-present). Combining this complexity into a single HUCA called *Church* reflects the largely coherent character of the area today as well as the origins of this part of Hailsham. 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) 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 (such as the prehistoric, Romano-British, and Anglo-Saxon features and finds that are likely to be located in the Hailsham area) 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 13)

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 Wealden District.

5.3.4 Vulnerability

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

5.3.5 Research questions

Where relevant, reference is made to questions in the **Research Framework** for Hailsham (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 Hailsham's Historic Urban Character Areas (Maps 12 and 13)

The following assessments of the Historic Urban Character Areas (HUCAs) of Hailsham 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 Church (HEV 4)

HUCA 1 lies near the heart of the medieval and modern town. The area includes the church – probably founded as a chapel of Hellingly *c.*1200 – together the former and present vicarages, as well as houses, and a farmstead, formerly on spacious plots on Vicarage Road, set away from the commercial street frontages to the west and south-west of this HUCA. Today the area is still dominated by the church and the former vicarage, although the east side of Vicarage Road has seen considerable post-1945 residential infill. There are six listed buildings or monuments (one Grade I, one Grade II*, and four Grade II), of which two are Period 7 (1350-1499), one is Period 9 (17th century), two are Period 10 (18th century), and one is Period 11 (1800-40). The parish church of St Mary (Grade I) is a replacement for that established *c.*1200, with the earliest visible fabric dating from the early to mid-15th century. The church is essentially of this date, albeit with 19th-century restorations and modifications that include: the present clerestory (inserted in 1889, reinstating a lost medieval precursor), a new south aisle of 1870, and chapels off the chancel of 1876 and *c.*1878 respectively. The Stone, Vicarage Lane (Grade II) has an exposed timber frame and reputedly is a Wealden house: as such it is likely to date from the 14th or 15th centuries. The old vicarage (now called The Grange, Vicarage

Road: Grade II*) is the most impressive house in Hailsham: it is a substantial brick house from *c.*1700-10, with corner pilasters, a mansard roof and a central pedimented doorway with Ionic pilasters. More modest 18th-century brickwork at Vicarage Cottage, Vicarage Road (Grade II) conceals a timber frame of possible 17th-century date.

The functional requirements of a graveyard will have been destructive to some extent, and dense infill development on the east side of Vicarage Road will have removed some subsurface archaeology. However, the antiquity of the churchyard, the church, and the listed buildings in the HUCA, means that the **archaeological potential** of this HUCA is moderate.

The survival of the medieval church and other historic buildings, combine with the archaeological potential to give this HUCA a high **Historic Environment Value (HEV)** of 4.

HUCA 1 has seen significant change in the 20th century, mostly in the form of infill and redevelopment on the east side of Vicarage Road. There is little scope for more such development outside the curtilages of the listed buildings and, thus, the **vulnerability** is low.

Research questions especially relevant to this HUCA relate to the origins of the church and palace (RQ2, RQ3, RQ4, RQ5).

HUCA 2 Market Square (HEV 3)

HUCA 2 lies at the centre of the medieval and modern town and comprises the small Market Square – essentially a cross-roads – and the adjacent lengths of the four radiating streets: High Street, Vicarage Road, Market Street and George Street. Today the area sits slightly to the south-east of the main retail focus of Hailsham (centred on the modern shopping centres), but is still largely commercial in nature, combining shops, pubs, banks and a cinema, together with some residential properties.

There are 20 listed buildings or groups of buildings (one Grade II* and 19 Grade II), of which one is Period 7 (1350-1499),one is Period 8 (16th century), three are Period 9 (17th century), twelve are Period 10 (18th century), one is Period 11 (1800-40), one is Period 13 (1881-1913), and one is Period 14 (1914-45). Timber-framed 25-7 High Street has a close-studded rear wing which appears to be a continuous jetty from *c.*1500. The George, George Street has a late 19th-century rendered brick façade, which hides the fragmentary remains of a two-storey timber-framed building of early 16th-century date, modified in the early to mid-17th century and then extended at either end in the 18th century. Timber frames of probable 17th-century date are to be found internally at Hempstead House, George Street (later stuccoed and tile-hung), and the Homely Maid, Market Square (now roughcast), while that at the Fleur-de-Lys (already established as an inn on this site by 1540, and from 1762-1854 the parish workhouse and now the town hall), however, the timber framing of this period is exposed on the exterior and includes a jettied gable on the north side. The most impressive 18th-century building is the Old Manor House, Market Street, which is a brick-built seven-bay house with a parapet, possibly incorporating earlier fabric (Grade II*). The Corn Exchange (formerly the Crown Inn), High Street, has an early to mid-19th-century brick front which disguises an early to mid-18th-century range, and, to the rear, has the substantial corn exchange hall, probably of 1862-7. The 20th century is notable for the remarkably ornate Neo-Classical Pavilion Cinema, George Street (1921), which, after being a bingo hall then lying derelict, was restored and re-opened as a cinema and theatre in 2000. Historic plots are only moderately well preserved.

There has been significant 20th-century redevelopment (for example, the building of Woolworths, High Street, and the replacement of key buildings on the corners of the streets on the Market Square), but survival of earlier buildings suggests that the **archaeological potential** of this HUCA is moderate.

The survival of post-medieval buildings and some historic plots, and the archaeological potential combine to give this HUCA a **Historic Environment Value (HEV)** of 3.

HUCA 2 has seen considerable change in the 20th century, most notably in the form of commercial redevelopment for shops, banks, and other businesses, as well as road-widening schemes (chiefly the west end of Vicarage Road). Combined with a significant Historic Environment Value, this suggests that **vulnerability** is medium. The most significant threats are the redevelopment of and extensions to non-listed buildings, and internal and shop front re-fitting of commercial premises.

Research questions especially relevant to this HUCA relate to the origins

HUCA 3 Market Street (HEV 2)

HUCA 3 lies immediately south of the centre of the medieval and modern town. It was partly

built-up by *c.*1800, but largely through a scatter of houses and not through continuously built-up street frontages. It was the openness of even the area nearest the town centre that allowed the market to be moved from the Market Square and High Street in 1871 to a purpose-built enclosure off the north end of Market Street. Today, the market is still functioning and has attracted commercial buildings opposite on the west side of Market Street. Further south and behind the street frontages, the HUCA is predominantly residential.

There are no listed buildings in the HUCA, although the market itself is of historic interest as is the Baptist chapel, Market Street: the latter moved from a site north of the present market in 1795, was burnt down and replaced *c.*1820, and then largely rebuilt as it is today (in a brick with ashlar dressings simple Early English Gothic style) in 1909. Housing includes the typical post-railway architecture of the late 19th-century terrace at 2-20 Bell Banks Road, but the majority of the housing is 20th-century infill.

This HUCA has seen significant redevelopment in the 20th century, largely through residential infill of plots vacant by 1800 (and probably never developed previously. This redevelopment and the low density of pre-1800 occupation, means that it is likely that the **archaeological potential** is limited to moderate.

The survival of some 19th century and early 20th-century buildings, some preservation of historic plots, and the archaeological potential combine to give this HUCA a **Historic Environment Value (HEV)** of 2.

HUCA 3 has seen significant change in the 20th century, mostly in the form of infill and redevelopment. The continuing nature of such change, and the vulnerability of the non-listed buildings, coupled with the Historic Environment Value mean that **vulnerability** is medium.

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

HUCA 4 High Street north (HEV 2)

HUCA 4 lies immediately north of the centre of the medieval and modern town. It was partly built-up by *c.*1800, but largely through a scatter of houses and not through continuously built-up street frontages. At this date the area between Battle Road and Carrier's Path was a wide area of roadside waste (see Fig. 11). The construction of a large barracks on Hailsham Common for 1,000 men in 1803, at the north-west corner of this HUCA and beyond it, had a significant effect: although it closed in 1815, it had attracted building nearby and, moreover, the site did not revert to common land. The area was largely built-up by the 1870s, and included a school. Today the area combines residential properties at the north of the HUCA and commercial premises – forming a northwards extension of the early High Street – at the south.

There is one listed building, the former National School for infants, built in polychrome brick at the junction of High Street and North Street, in 1862 and extended in 1880 (Grade II): it is now a restaurant. Other buildings of note include the former sergeants' mess of the barracks (now the bungalow called Wellington Lodge, Eastwell Place); the Grenadier Inn, built in 1803 to serve the barracks, but given its present ornate façade in 1910; and the Old Courthouse, built as a combined police house and court house in 1861 (recently closed, and now in commercial use).

This HUCA has seen significant redevelopment in the 20th century, such as the replacement of the large late 19th-century villa by the dense housing of St Wilfrid's Green, and continues in 2008 with the demolition of 63 North Street, of *c.*1800, for a supermarket development. An evaluation at the latter in 2007 found no deposits of archaeological significance and this confirms the fact that a location outside the medieval and early post-medieval town, and a high density of 19th and 20th-century development means that the **archaeological potential** of this HUCA is limited.

The survival of some 19th century and early 20th-century buildings, some preservation of historic plots, and the archaeological potential combine to give this HUCA a **Historic Environment Value (HEV)** of 2.

HUCA 4 has seen significant change in the 20th century, mostly in the form of infill and redevelopment for residential and retail purposes. The continuing nature of such change, and the vulnerability of the non-listed buildings (demonstrated in 2007 by the demolition of 63 North Street, of *c.*1800), coupled with the Historic Environment Value mean that **vulnerability** is medium.

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

HUCA 5 North Street (HEV 2)

HUCA 5 lies on the western edge of, and mostly outside, the medieval and early post-medieval town. It is uncertain whether plots along the western side of the High Street extended as far back as North Street: the 1842 tithe map shows such plots to the rear of 17-19 High Street only,

and there is no evidence for the medieval extent of the High Street north of No. 27. The plots on the west side of North Street are part of a block of land that appears to have been enclosed from the common, possibly in the 18th century.

Today the HUCA is largely commercial, albeit with a residential cluster at the north end of North Street in the Carrier's Path area. To the south of this is the Co-Op supermarket and its carpark. On the west side of the street, the White House Infants (later County Primary) School, of 1964 has been demolished (2008), along with the adjacent car park, to make way for another supermarket. To the south of the supermarkets, there are other commercial properties.

There are two listed buildings (both Grade II): Cortlandt, George Street (built *c.*1793, with the central three bays – which have canted bay windows – added to by substantial wings of *c.*1900); and early 19th-century 18 George Street. The two buildings are spacious detached houses, almost certainly on newly created plots, built on the fringe of the town at that time. To the west, the Terminus Hotel (built between 1858 and 1867) recalls the fact that Hailsham's railway was a terminus from 1849 to 1880, and that it heralded a westwards expansion of the town. Running northwards from the Terminus Hotel, there are several late 19th and early 20th-century houses. At the north end of the HUCA, there are mid-19th-century houses along Carrier's Path and a late 19th-century terrace of stuccoed bay-windowed houses at 30-6 North Street.

This HUCA has seen significant redevelopment in the 20th century, with the creation of the Quintins shopping centre/Co-Op and the White House Infants School (now itself being replaced). An evaluation in 2007 just to the north of the HUCA, at 63 North Street, found no deposits of archaeological significance and this confirms the fact that a location outside the medieval and early post-medieval town, and a high density of 19th and 20th-century development means that the **archaeological potential** of this HUCA is limited, although it might be locally higher on the east side of the HUCA, where survival of deposits from putative medieval plots is possible.

The survival of one 18th and several 19th-century buildings, poor survival of historic plots, and the archaeological potential combine to give this HUCA a **Historic Environment Value (HEV)** of 2.

HUCA 5 has seen significant change in the 20th century, mostly in the form of redevelopment, which on the west side of North Street occurred in the 1960s and again in 2007-8. The continuing nature of such change, and the vulnerability of the non-listed buildings, coupled with the Historic Environment Value mean that **vulnerability** is medium.

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

HUCA 6 Station (HEV 1)

HUCA 6 lies to the south-west of the medieval and early post-medieval town. It largely comprises land that was formerly part of Hailsham Common. Prior to the enclosure of the common in 1855, there were piecemeal encroachments, which, in this area, included the National School of 1827 and, more substantially, the railway and station of 1849. The expanding town of the second half of the 19th century filled in most of the gap between the station and the earlier built-up area.

Today the HUCA is largely residential, albeit with some commercial properties (such as those on the corner of Station Road and George Street). The railway station itself was closed in 1968 and has been replaced by a housing estate of 1980. The Common Pond and its surrounding park survives as a remnant of the former common, albeit formalized. There are no listed buildings. The main architectural interest lies in the survivals from the railway period: the stationmaster's house of 1892, a lone survivor from the station buildings, on the west side of Station Road; opposite, the polychrome brick Gothic style Railway Tavern of *c.*1850-70; and, to the south of this, modest workers terraced housing of mid-Victorian to Edwardian date (21-53 Station Road, Cobden Place and Terminus Place).

This HUCA has seen significant redevelopment in the 20th century, most notably with the replacement of the railway station and good yard by a housing estate. This together with the fact that the HUCA lies outside the medieval and early post-medieval town, and the high density of 19th and 20th-century development means that the **archaeological potential** of this HUCA is limited.

The survival of several 19th-century buildings,the quality of 20th-century development, the lack of historic plots, and the limited archaeological potential combine to give this HUCA a **Historic Environment Value (HEV)** of 1.

Although there has been significant change in the 20th century, the low Historic Environment Value means that **vulnerability** is low. The most

significant threat is to the surviving unlisted buildings which mark the railway – an important element in Hailsham's history – and the vulnerability is illustrated by the fact that, at the time of writing, the Railway Tavern is closed and boarded up.

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

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

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 Hailsham				
Historic Character Types (HCTs)	*Historic Urban Character Area (HUCA)*	*Archaeological potential*	*Historic Environment Value (HEV)*	*Vulnerability*
Church/churchyard Irregular historic plots Suburb	**1. Church**	Moderate	4	**Low**
Church/churchyard Irregular historic plots Retail and commercial	**2. Market Square**	Moderate	3	**Medium**
Irregular historic plots Market Suburb	**3. Market Street**	Limited-moderate	2	**Medium**
Irregular historic plots Barracks Retail and commercial School/college Suburb	**4. High Street north**	Limited	2	**Medium**
Irregular historic plots Retail and commercial Suburb Station, sidings and track	**5. North Street**	Limited, perhaps locally higher	2	**Low**
Inland water Irregular historic plots Park Public Suburb	**6. Station**	Limited	1	**Low**

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

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 and standing building investigations in Hailsham 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 were the location, form and construction detail of the church prior to that surviving (from the 15th century), and is there any physical evidence for the extent of the contemporary churchyard?

RQ3: What was the extent and development of the medieval market place and did this have a defined boundary or not?

RQ4: What was the nature of nucleated settlement at Hailsham in the 12th century and how and when did this evolve into the town evident by the later 13th century?

RQ5: What evidence is there for the extent, population, and economic basis of the 13th-century town?

RQ6: What was the topography of the early town? NB This needs to be considered with particular reference to the development of plots akin to regular burgage plots on the west side of the High Street.

6.3 Later medieval town

RQ7: How have tenements developed in the later medieval period?

RQ8: What evidence is there for encroachment on to the High Street and Vicarage Road being a late medieval development?

RQ9: What different zones (e.g. social differentiation, or types of activity: especially consider industry), were there during this period, and how did they change?

RQ10: Are any of the supposedly post-medieval houses actually earlier than suspected, and what evidence can the standing buildings provide for their function and date (i.e. through dendrochronology), especially those on the main commercial street?

6.4 Post-medieval town

RQ11: What different zones (e.g. social differentiation, or types of activity), were there during this period, and how did they change?

RQ12: How were the medieval and early post-medieval buildings adapted for new functions and changing status?

RQ13: What evidence is there for encroachment on to the High Street and Vicarage Road being a post-medieval development?

RQ14: What is the evidence for fluctuating fortunes in the post-medieval period (e.g. prosperity during the Revolutionary and Napoleonic Wars against France)?

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).

[3] Salzmann, L. F., *The History of the Parish of Hailsham, the Abbey of Otham and the Priory of Michelham* (1901).

[4] Short, B. M., (ed.) *The String Town: Hailsham 1870-1914* (University of Sussex, Centre for Continuing Education Occasional Paper No. 11, 1980).

[5] Stevens, S., *An Archaeological Evaluation (Stage 1) at Vicarage Road, Hailsham, East Sussex Sussex* (unpubl. Archaeology South-East report, project no. 1379, 2001).

[6] Martin, D., and Martin, B., *An Archaeological Interpretative Survey and Watching Brief of 63 North Street, Hailsham, East Sussex* (unpubl. Archaeology South-East report, project no. 2944, 2007).

[7] Martin, D., and Martin, B., *Hailsham – The Corn Exchange* (unpubl. Archaeology South-East report no. 1384, 2000); Martin, D., and Martin, B., *Hailsham – The George Hotel* (unpubl. Archaeology South-East report no. 1515, revised 2004); Martin, D., and Martin, B., *An Archaeological Interpretative Survey and Watching Brief of 63 North Street, Hailsham, East Sussex* (unpubl. Archaeology South-East report, project no. 2944, 2007).

[8] Dulley, A. J. F., 'The Level and Port of Pevensey in the Middle Ages', *SAC* 104 (1966), 26-7.

[9] Woodcock, A., 'The Archaeological implications of coastal change in Sussex', in Rudling, D. (ed.), *The Archaeology of Sussex to AD 2000* (2003), 1-16..

[10] Salzmann. L. F., 'The Inning of Pevensey Levels', *SAC* 53 (1910), 32-60; Dulley, A. J. F., 'The Level and Port of Pevensey in the Middle Ages', *SAC* 104 (1966), 26-45; Salzman, L. F. (ed.), *Victoria County History* 9 (1937), 36.

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[13] Griffiths, I. L., 'Road and rail in Sussex', in Geography Editorial Committee (eds.), *Sussex: Environment, Landscape and Society* (1983), 239; Pryce, R., *Heathfield Park, A private estate and a Wealden town* (1996), 163.

[14] Mawer, A, & Stenton, F.M., *The Place-names of Sussex* (1929-30; reprinted 2001), 434.

[15] Gelling, M. & Cole, A., *The Landscape of Place-names* (2000), 46-55; see also, Coates, R., 'Place-Names before 1066', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 32.

[16] Mawer, A, & Stenton, F.M., *The Place-names of Sussex* (1929-30; reprinted 2001), 447; Gelling, M. & Cole, A., *The Landscape of Place-names* (2000), 53.

[17] Salzmann, L. F., *The History of the Parish of Hailsham, the Abbey of Otham and the Priory of Michelham* (1901), 97-104.

[18] Salzmann, L. F., *The History of the Parish of Hailsham, the Abbey of Otham and the Priory of Michelham* (1901), 41-2, 121.

[19] Salzmann, L. F., *The History of the Parish of Hailsham, the Abbey of Otham and the Priory of Michelham* (1901), 31.

[20] Ibid., 24-5; Gardiner, M. F., *Medieval Settlement and Society in the Eastern Sussex Weald* (unpubl. Ph.D. thesis, University of London, 1995), 147.

[21] Salzmann, L. F., *The History of the Parish of Hailsham, the Abbey of Otham and the Priory of Michelham* (1901), 35-6.

[22] Salzmann, L. F., *The History of the Parish of Hailsham, the Abbey of Otham and the Priory of Michelham* (1901), 39.

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Sussex EUS

HAILSHAM MAP 1

Extent of Hailsham EUS study area

KEY

EUS boundary

EUS research and mapping:
Dr Roland B Harris FSA MIFA
July 2008

SCALE 1:4,000

0 20 40 80 120 160 Meters

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Sussex EUS

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Brighton & Hove

ENGLISH HERITAGE

HAILSHAM MAP 2

Solid and drift geology with 10m contours

KEY

- TUNBRIDGE WELLS SAND FORMATION
- WEALD CLAY FORMATION
- HEAD (UNDIFFERENTIATED)
- ALLUVIUM

EUS research and mapping:
Dr Roland B Harris FSA MIFA
July 2008

SCALE 1:10,000

0 40 80 160 240 320 Meters

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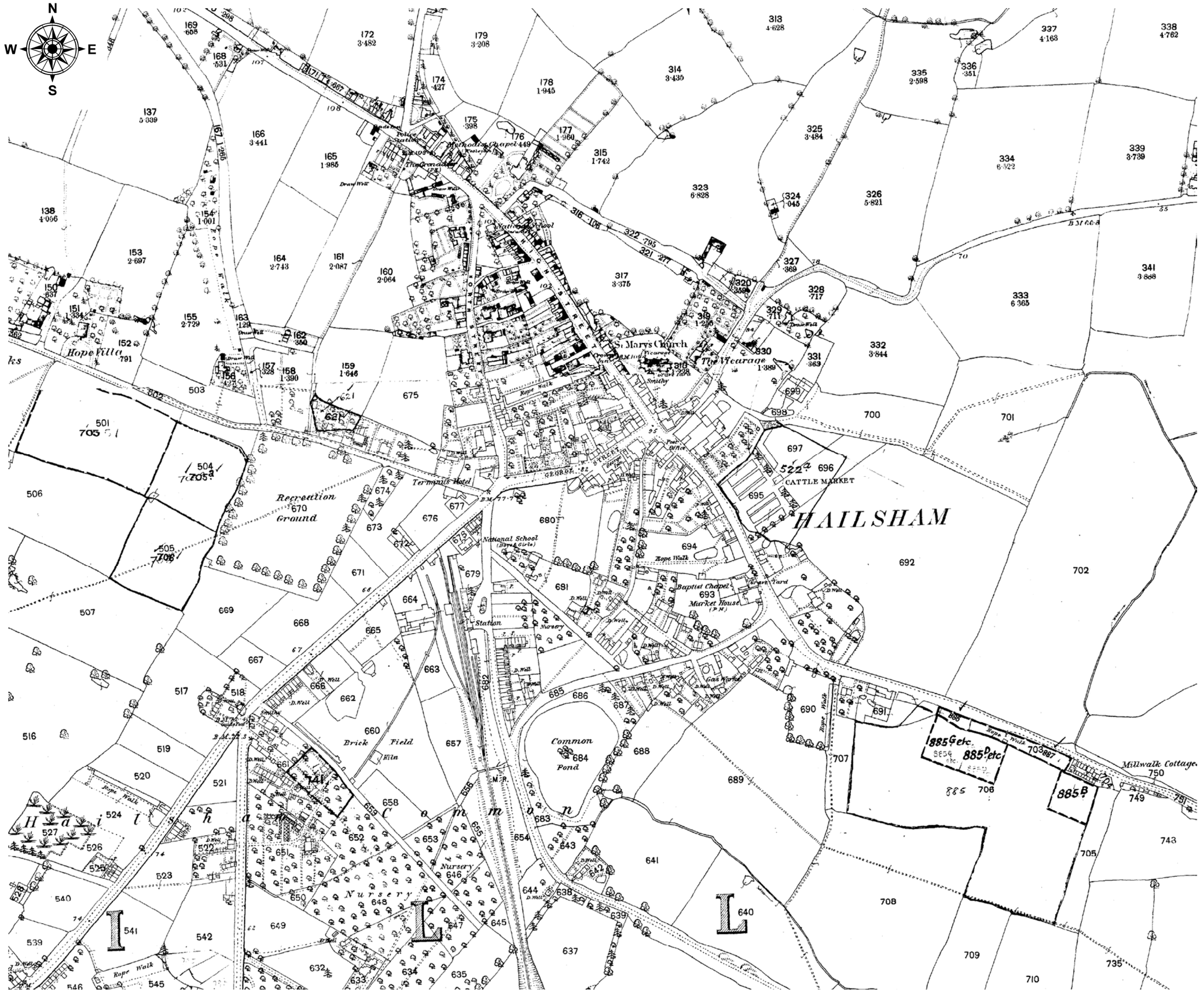

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ENGLISH HERITAGE

HAILSHAM MAP 3

OS 1st series 25" (1874)

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July 2008

SCALE 1:4,000

0 20 40 80 120 160 Meters

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Sussex EUS

HAILSHAM MAP 4

Historic buildings

KEY

Hailsham buildings Listing grade

- I
- II
- II*

EUS research and mapping:
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July 2008

SCALE 1:1,500

Meters
0 5 10 20 30 40

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ENGLISH HERITAGE

HAILSHAM MAP 5

Period 6 (1150-1349)

KEY

HCT

- Church/churchyard
- Inland water
- Irregular historic plots
- Lane/road

NB roads on the south-west side of the town crossed Hailsham Common, but exact routes pre-turnpike are not known and not shown

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Dr Roland B Harris FSA MIFA
July 2008

SCALE 1:4,000

0 20 40 80 120 160 Meters

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ENGLISH HERITAGE

HAILSHAM MAP 6

Period 7 (1350-1499)

KEY

HCT

- Church/churchyard
- Inland water
- Irregular historic plots
- Lane/road

NB roads on the south-west side of the town crossed Hailsham Common, but exact routes pre-turnpike are not known and not shown

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0 20 40 80 120 160 Meters

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ENGLISH HERITAGE

HAILSHAM MAP 7

Period 8 (1500-1599)

KEY

HCT

- Church/churchyard
- Inland water
- Irregular historic plots
- Lane/road

NB roads on the south-west side of the town crossed Hailsham Common, but exact routes pre-turnpike are not known and not shown

EUS research and mapping:
Dr Roland B Harris FSA MIFA
July 2008

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0 20 40 80 120 160 Meters

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ENGLISH HERITAGE

HAILSHAM MAP 8

Period 9 (1600-1699)

KEY

HCT

- Church/churchyard
- Inland water
- Irregular historic plots
- Lane/road

NB roads on the south-west side of the town crossed Hailsham Common, but exact routes pre-turnpike are not known and not shown

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HAILSHAM MAP 9

Period 10 (1700-1799)

KEY

HCT

- Church/churchyard
- Farmstead/barn
- Inland water
- Irregular historic plots
- Lane/road

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HAILSHAM MAP 10

Historic Character Types (2008)

KEY

HCT

- Barracks
- Church/churchyard
- Inland water
- Irregular historic plots
- Lane/road
- Market place
- Park
- Public
- Retail and commercial
- School/college
- Station, siding and track
- Suburb

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ENGLISH HERITAGE

HAILSHAM MAP 11

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

KEY

PERIOD

- 3
- 6
- 7
- 9
- 10
- 11
- 12
- 13
- 14
- 15

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HAILSHAM MAP 12

Historic Urban Character Areas (HUCAs)

KEY

HUCA

- 1 - Church
- 2 - Market Square
- 3 - Market Street
- 4 - High Street north
- 5 - North Street
- 6 - Station

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HAILSHAM MAP 13

Historic Environment Value (HEV)

KEY

HUCA HEV

- 1
- 2
- 3
- 4

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