

# Littlehampton

## Historic Character Assessment Report

April 2009



Sussex Extensive Urban Survey (EUS)

*Roland B Harris*



# Littlehampton

## Historic Character Assessment Report

April 2009

*Roland B Harris*

## Sussex Extensive Urban Survey (EUS)

in association with Arun District Council



## *Sussex EUS – Littlehampton*

---

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

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

All photographs and illustrations are by the author.

First edition: April 2009.

Copyright © East Sussex County Council, West Sussex County Council, and Brighton and Hove City Council 2009

Contact:

*For West Sussex towns:*

01243 642119 (West Sussex County Council)

*For East Sussex towns and Brighton & Hove:*

01273 481608 (East Sussex County Council)

The Ordnance Survey map data included within this report is provided by West Sussex County Council under licence from the Ordnance Survey. Licence 100018485.

The geological map data included within this report is reproduced from the British Geological Map data at the original scale of 1:50,000. Licence 2003/009 British Geological Survey. NERC. All rights reserved.

*The views in this technical report are those of the author and do not necessarily represent those of English Heritage, East Sussex County Council, West Sussex County Council, Brighton & Hove City Council, or the authorities participating in the Character of West Sussex Partnership Programme.*

## **ACKNOWLEDGEMENTS**

The author wishes to acknowledge the advice, assistance, and support of Rachel Salter, Bob Connell, John Mills, Mark Taylor, Peter Ross, Keith Watson and Mike Hicks (West Sussex County Council); Casper Johnson and Greg Chuter (East Sussex County Council); Dr Edward Impey (English Heritage); Dr Chris Lewis (Victoria County History); Richard Harris (Weald & Downland Open Air Museum); Diane Harris; and staff at the county records offices, English Heritage, and the library of the Sussex Archaeological Society.

*Cover photo: Warehouse and quay, River Road.*



## Contents

List of maps, tables and other illustrations	6
1 INTRODUCTION	8
2 SETTING	11
3 HISTORY	14
4 ARCHAEOLOGY	25
5 STATEMENT OF HISTORIC URBAN CHARACTER	33
6 HISTORIC ENVIRONMENT RESEARCH FRAMEWORK	43
7 NOTES	44

## List of maps, tables and other illustrations

- Fig. 1. Location of Littlehampton within Sussex.
- Fig. 2. View north-eastwards across the mouth of the River Arun.
- Fig. 3. Church of St Mary.
- Fig. 4. Vine Cottage, 1 Church Street: 1727.
- Fig. 5. New Inn, Norfolk Road, Beach Town.
- Fig. 6. Amusements built on the remains of the gun battery of 1759-60.
- Fig. 7. Nonconformist school, Church Street (now the Friends' Meeting House).
- Fig. 8. 30-8 South Terrace: resort houses of the 1860s.
- Fig. 9. Hillyards boatyard, which relocated c.1925 to a former shipyard on the west bank.
- Fig. 10. The commercial quayside today.
- Fig. 11. St Mary's church: interior view looking east.
- Fig. 12. Congregational church (now United Church), High Street.
- Fig. 13. Littlehampton fort: crenel wall and SE bastion.
- Fig. 14. Former Town Offices, Beach Road.
- Fig. 15. Board school, East Street.
- Fig. 16. Public library, Fitzalan Road.
- Fig. 17. Leisure boating at Littlehampton.
- Fig. 18. Norman font from St Mary's church.
- Fig. 19. Hampton Cottage, 7-9 Church Street.
- Fig. 20. Winterton Lodge, 34 East Street.
- Fig. 21. 31-7 Surrey Street.
- Fig. 22. 6 Norfolk Place, Beach Town.
- Fig. 23. South Terrace: late 18th and early 19th-century houses.
- Fig. 24. Warehouse of c.1800 in River Road.
- Fig. 25. 7-13 Clifton Road: late 19th-century terrace.
- Fig. 26. 2-3 St Catherine's Road: late 19th century.
- Fig. 27. Purpose-built shops at the north end of Beach Road.
- Fig. 28. The Arcade, High Street.
- Fig. 29. East Beach Café.
- Fig. 30. Littlehampton (c.1841) and Climping (1843) tithe maps (*West Sussex Record Office*).
- Table 1. Sussex EUS Historic Character Types
- Table 2. Sussex EUS chronology
- Table 3. Summary of assessment of Historic Urban Character Areas (HUCAs) for Littlehampton
- Map 1. Extent of Littlehampton EUS study area

- Map 2. Solid and drift geology with 5m contours
- Map 3. Ordnance Survey 1<sup>st</sup> Series 25" (1876)
- Map 4. Historic buildings and Scheduled Monuments
- Map 5. Archaeological excavations in and adjacent to the EUS study area from 1949
- Map 6. Period 9 (1600-1699)
- Map 7. Period 10 (1700-1799)
- Map 8. Period 11 (1800-1840)
- Map 9. Historic Character Types (2009)
- Map 10. Historic Character Type areas showing principal period from which present character is derived
- Map 11. Historic Urban Character Areas (HUCAs)
- Map 12. Historic Environment Value (HEV)

## 1 INTRODUCTION

### 1.1 Background to the project

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

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

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

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

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

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

### 1.2 Aims and objectives

#### 1.2.1 Aims

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

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

#### 1.2.2 Objectives

Key objectives of the project include the:

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

### 1.3 Outputs

The principal outputs of the project comprise:

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

reports, and is available to local authorities as a unique tool to support their decision making. The EUS-generated GIS data includes historic buildings and archaeological data, and mapping of areas for which Historic Character Type, historic land use, and Historic Urban Character Areas have been defined. The GIS data will be maintained and updated by the respective West Sussex County Council and 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 Littlehampton in this report can be a brief summary only. It aims to synthesize published research, and to provide a chronological overview of the development of the town as seen from documentary sources. The focus is placed on those matters – such as origins, economy, trade and institutions – that are most closely related to the urban historic environment today.

### 1.4.3 Archaeology

The archaeology section of this report draws on published and unpublished reports of excavations, archaeological assessments, and records of finds. This section also includes analysis of historic buildings (listed and non-listed) and the topography, the latter drawing on large-scale maps of Littlehampton from 1691-2 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 Littlehampton 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

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

### 1.5.1 History

Littlehampton has been the subject of several local histories,<sup>3</sup> but by far the most authoritative historical study has been that undertaken recently by **Chris Lewis** for the **Victoria County History**, due to be published in 2009.<sup>4</sup>

### 1.5.2 Archaeology

Although of little archaeological interest for its medieval and post-medieval archaeology until recently, Littlehampton has become the subject of increasingly frequent investigation. Much of the riverside development predates this, and most of the recent archaeological investigations have been modest in scale. The one published excavations comprises:

**East Bank, River Road** – 2001<sup>5</sup>

Four unpublished excavations comprise:

**Floyd's Corner, Pier Road** – 1993<sup>6</sup>

**Beach Hotel** – 1995<sup>7</sup>

**Littlehampton Library** – 2002<sup>8</sup>

**Littlehampton Hospital** – 2005-6<sup>9</sup>

Outside the EUS study area there have been several sites that illustrate the pre-urban archaeological potential of the area:

**Gosden Road/Wickbourne Estate** – 1949-52<sup>10</sup>

**Horticultural Research International** – 1997<sup>11</sup>

Solway Close – 2000<sup>12</sup>

Arunside Industrial Estate – 2004<sup>13</sup>

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

### 1.5.3 Historic buildings

Littlehampton has a modest number of historic buildings, none of which appears earlier than c.1500, and none of which have been the subject of detailed archaeological study. English Heritage's statutory list of historic buildings is of use, though many of the descriptions date from the late 1940s and mid-1970s and were necessarily produced without internal inspection. Very limited fieldwork only was possible during this assessment and focused on correcting dating derived from such sources, identifying hitherto ignored buildings of historic interest, and re-evaluating the dating and function of key buildings and monuments.

### 1.5.4 Geology and topography

The contextual discussion of the solid and drift geology has principally derived from 1:50,000 British Geological Survey digital data. Ordnance Survey Historic 25" maps for Epochs 1-4 (1876 onwards) have proved invaluable, especially as these have been used in digital form, allowing overlaying with each other and with other data. The Tithe Maps for Littlehampton and Climping (c.1841 and 1843 respectively: *West Sussex Record Office*) and earlier maps (most importantly the parish plan of c.1790<sup>14</sup>) have been digitized and rectified to fit the National Grid to allow comparison with other maps and data. RAF vertical air photo coverage of 1947 provides a useful snapshot in time, as does the modern equivalent flown for West Sussex County Council in 2001. All analysis and maps utilize the most recent large-scale Ordnance Survey mapping (digital MasterMap data).

### 1.6 Area covered by the report

The Sussex EUS assessment of Littlehampton covers the historic core of the town as defined by its extent in 1876.

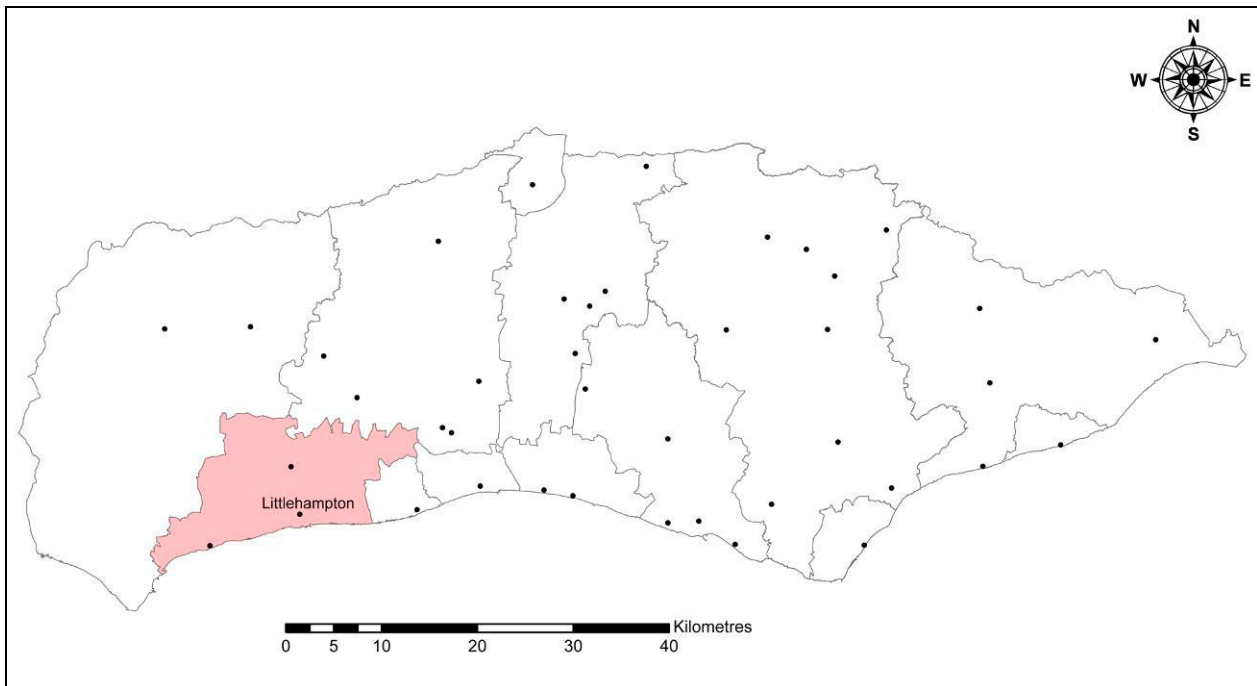


Fig. 1. Location of Littlehampton within Sussex. Arun District is highlighted and points locate the 41 Sussex EUS towns.



## 2 THE SETTING



Fig. 2. View north-eastwards across the mouth of the River Arun to the eastern harbour pier and the beach.

### 2.1 Topography (Map 2)

Littlehampton is located on the Coastal Plain, where the River Arun debouches into the sea. It is located almost entirely on the east side of the river, the mouth of which was formed by a 19<sup>th</sup>-century artificial cut through a shingle spit (on which is located the modern seaside facilities and amusement park around the Green) that previously deflected the river mouth to the east. The historic core of Littlehampton sits at around 2.7-3.7m OSBM, with the parish church on slightly higher land of c.5.0m OSBM. The late 18<sup>th</sup> and early 19<sup>th</sup>-century development of Beach Town is at c.4.3-5.5m OSBM. To the west of this, later parts of South Terrace are as low as 2.1m OSBM, and parts of the extensive suburbs to the north of the historic core are also below 3.0m OSBM. Around 3.3km to the north of the town centre, the South Downs rise from the coastal plain, to local high points at Warningcamp Hill (7.9km to the NNE) at c.120m OSBM and Rewell Hill (8.6km to the NNW) at c.140m OSBM.

The principal shopping street of the town is the east-west High Street, with other notable

concentrations of shops in Anchor Springs and the northern end of Beach Road.

Suburbs extend to the north (up to the east-west Portsmouth-Brighton railway line) and to the east to Rustington, forming part of a continuously built-up coastal strip that extends as far as Brighton Marina. The western extent of the modern town is largely contained by the River Arun, with open countryside beyond towards the village of Climping and the resumption of the densely built-up coast at Middleton-on-Sea.

The modern town fills much of modern Littlehampton Civil Parish, although there are open areas to the north and to the west of the river. The present parish combines the historic parish of Littlehampton with the parts of the historic parishes of Lyminster and Climping.

### 2.2 Geology (Map 2)

#### 2.2.1 Solid geology

Along with the whole of Sussex, the rocks in the vicinity of Littlehampton are sedimentary. Although within the Coastal Plain, Littlehampton is not located on the sands and clays of the Woolwich and Reading Group (which are found to the north and west), but, like the adjacent South Downs, is underlain by relatively pure White Chalk limestones, in this case comprising the Middle Chalk Formation, Upper Chalk Formation, and Seaford Chalk Member (Upper Cretaceous). The uplifting and gentle folding of the chalk began 70-75 million years ago and continued beyond the end of the Cretaceous period (65 million years ago) until as recently as 1.8 million years ago.

#### 2.2.2 Drift Geology

The drift geology of the Littlehampton area shows the clays, sands and gravels of the tidal flat deposits together with the flanking sand and gravel raised beach deposits that mark the location of the former marshy estuary of the Arun on the west side of the town and its east-west tributary on the north side of the town (the Black Ditch: along which runs the modern parish boundary). Most of the historic core of the town (i.e. the medieval village) sits on the raised beach deposits although the parish church and most of the north and eastern suburbs lie on the sand, silts and clays of brickearth. Either side of the mouth of the river there are blown sand deposits, more extensive and noticeable on the west side, where there are sand dunes. To the south of this the beach itself comprises clay, sand and gravel beach and tidal flat deposits.

### 2.3 Communications

#### 2.3.1 Water

Littlehampton is located directly on the River Arun, near to its mouth. Inland communication along the river has been significant, although this is no longer the case. The tidal limit of the River Arun is at Pallingham Lock, 20km to the north of Littlehampton. Reclamation of the valuable alluvial soils of the river valley upstream of Littlehampton, 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 Arun deteriorated as a communications route during the high medieval period. While much late 18<sup>th</sup> and 19<sup>th</sup>-century effort focused on making the Arun more navigable further upstream and connecting the river by canal to the Wey and thence London (Wey and Arun Junction Canal, opened 1816), there were modifications around and downstream of Pulborough. In the late 16<sup>th</sup>-century navigability was extended as far as Stopham bridge, though it is unclear what works were undertaken and how much they were simply restoring a previous navigability or increasing the capacity for larger vessels. By 1623 sufficient expenditure had been made for the river to be navigable as far as Newbridge, and Pallingham is likely to have been accessible by the end of the 16<sup>th</sup> century. More tangible, and still visible, was the Coldwaltham Cut, authorized in 1785. This avoided the sinuous river between Greatham and Pulborough, and included the 360m long Hardham tunnel. This canal joined the River Rother (a tributary of the Arun) and thence the Arun 1.5km west-south-west of Pulborough. Traffic ceased along this section in 1888, but the tidal River Arun remains navigable and was used by commercial traffic until the 1930s.<sup>15</sup> The present channel in the immediate vicinity of Littlehampton was followed by the historic parish boundaries and is as recorded on the earliest maps, although the mouth has been modified as longshore drift has deflected it eastwards (though not as dramatically as elsewhere in Sussex, such as at Shoreham) and by subsequent cutting through of a direct channel (c.1733-7).

Although there is no evidence that Littlehampton was a significant sea port in the medieval period, it is likely that there was a modest seaborne trade at this time. Significant maritime activity is only recorded from the 16<sup>th</sup> century onwards. The modern commercial (i.e. cargo) harbour is located north of the earlier commercial wharves, off Bridge Road, with most of the rest of the

waterfront in Littlehampton given over to marinas and boatyards relating to leisure boating.

#### 2.3.2 Road

Since 1991 Littlehampton has had a bypass (the A259), although the suburbs of Wick continue to the north. Prior to this the east-west coastal main road passed through the town (from 1825 using a chain ferry and then, from 1908, a swing bridge, both located where the present footbridge stands; and from 1973 crossing the present bridge upstream<sup>16</sup>). The earlier north-south route of the A284 leads to Arundel, thence the A29 road to London, via Pulborough.

#### 2.3.3 Railway

The London Brighton & South Coast Railway (LBSCR) opened the Worthing to Chichester main line in 1846, with the nearest station to Littlehampton located 1.6km north of the town, at Lyminster. Littlehampton gained its own station and railway wharf when a branch line was built from Ford to the town in 1863. The line was electrified in 1938 and remains in use today.<sup>17</sup>

### 2.4 Evidence for pre-urban activity

#### 2.4.1 Prehistoric

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

- Floyd's Corner, Pier Road – a single flint flake found during excavation in 1993 may have been prehistoric, but, perhaps more likely, could be a later waste flake from flint-knapping associated with building.<sup>18</sup>
- Littlehampton Library, Maltravers Road – an archaeological evaluation in 2002 recovered three unstratified sherds of Bronze Age (2350 BC to 701 BC) flint-tempered pottery.<sup>19</sup>
- Littlehampton Hospital, Fitzalan Road – during excavation in 2005-6 following demolition of the hospital, linear gullies and pits were found (together with sherds of flint-tempered pottery) which were probably remains of a Late Bronze Age field system or enclosure.<sup>20</sup>

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

- St James's church, Arundel Road – Neolithic (4000 BC to 2351 BC) polished flint axe, an unpolished flint axe and a large flint pick were found during the building of the church c.1909 [HER reference: 2164 – MWS5732].

- Church Street – a perforated Bronze Age macehead was found in an unspecified wall at an unspecified date. Its origins are unknown [HER reference: 2173 – MWS3084].
- River Arun – a Bronze Age Palstave with stop ridges and flanges was dredged from the mouth of the River Arun at an unknown date [HER reference: 2190 – MWS3097].

Although outside the EUS study area a nearby site further illustrates the nature of prehistoric occupation:

- Arunside Industrial Estate – excavation in 2004 revealed evidence of Bronze Age to Roman field systems.<sup>21</sup>

### 2.4.2 Romano-British

One excavation within the EUS study area has produced significant evidence of Romano-British archaeology:

- Littlehampton Hospital, Fitzalan Road – finds of several Roman burials in c.1908 near the hospital, were followed by discovery of a cremation urn in the 1920s, 30 Roman burials during the early 1970s construction of the hospital car park, and two Roman cremation burials during excavation in 2005-6 following demolition of the hospital.<sup>22</sup>

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

- 19-21 Surrey Street – a coin of Constantine was found amongst the foundations of Harris's saddlery shop during construction of its replacement (Woolworths) c.1936 [HER reference: 2167 – MWS5734].
- Manor House, Church Street – coarse Roman pottery (some sherds of which may be Iron Age) found was made in the grounds of Manor House in 1934 [HER reference: 2165 – MWS5733].
- Beach – Roman coins (one a sestertius of Trajan) were found at an unknown date on the beach just east of the pier [HER reference: 2180 – MWS3088].
- The Green - a Roman coin was found north-west of the Pavilion at an unknown date. As the site is that of the former river course, its deposition may be relatively recent [HER reference: 2178 – MWS3087].

Outside the EUS study area several sites further demonstrate considerable Romano-British activity in the area:

- Gosden Road – excavation in 1949-50 revealed remains of a Roman villa of probable mid to late 2<sup>nd</sup>-century date.<sup>23</sup>
- Solway Close – excavation in 2000 revealed a ditch of Roman date, with sherds of Samian ware. The proximity of the ditch to the Gosden Road villa suggests that it formed either part of a field system or even a boundary around the villa itself.<sup>24</sup>
- Horticultural Research International, Worthing Road – excavation in 1997 of an early Romano-British settlement revealed a pottery production site, which operated from c.AD 43 to AD 150.<sup>25</sup>
- Arunside Industrial Estate – excavation in 2004 revealed evidence of Bronze Age to Roman field systems. In the Late Roman period (AD 250-400) the alignment of the field systems was rotated by c.20°.<sup>26</sup>

### 2.4.3 Early to Mid Anglo-Saxon

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

### 2.4.4 Implications of pre-urban archaeology

The implication from the pre-urban finds is clear: although the excavations have been limited in scale within the EUS study area, together with findspots in the historic core and major sites nearby, these show that there was human activity in the area from the prehistoric period onwards and the possibility of pre-urban finds and features should be anticipated in any archaeological excavations in Littlehampton.



### 3 HISTORY

#### 3.1 Origins: 11<sup>th</sup>-18<sup>th</sup> centuries



Fig. 3. Church of St Mary.

##### 3.1.1 Place-name

The name *Littlehampton* is known from 1482, with the earlier name of *Hampton* first recorded in Domesday Book (1086: its actual form in Domesday Book being *Hantone*).<sup>27</sup> It is most probable that the first element of this common name here derives from Old English *ham* (settlement) as there is no evidence in medieval renderings of [Little]Hampton for the Old English *hamm* ('land hemmed in by water or marsh; wet land hemmed in by higher ground; river-meadow; cultivated plot on the edge of woodland'; or even, as at Southampton, a promontory<sup>28</sup>), although – on topographic grounds – this must remain a possibility. The more certainly habitative Old English element *tun* could refer specifically to an enclosure or more generally to a village or estate.<sup>29</sup> It is probable, however, that the two elements *ham-tun* together had a precise lexical meaning for an agricultural unit.<sup>30</sup> The reason for the addition of the prefix *Little* is unclear.

##### 3.1.2 Church

Littlehampton was within the extensive *parochia* of the pre-Conquest minster (a mother church serving an extensive *parochia* from which developed several later parishes) at Lyminster.<sup>31</sup> Views of the medieval church before its demolition c.1824 and discovery of architectural fragments in the 1930s, however, suggest that Littlehampton had its own church by the late 11<sup>th</sup> or early 12<sup>th</sup> century. Rectors are recorded from 1294 to 1353, at which point it was appropriated to both Sées abbey (Orne: founded by Roger of Montgomery and his wife Mabel) and the alien priory at Arundel (itself appropriated to Sées c.1150, abandoned by its monks during the Hundred Years' War, suppressed in 1380 and succeeded by a college of secular canons). St Mary's, Littlehampton, was described as a chapel in 1426, and the stipend of the curate (there being no vicarage) continued to be paid by Arundel College in the 15<sup>th</sup> century. A clergy house had been established well before 1573, when it was recorded as long decayed: it was in good condition in 1662, but had gone by 1724.<sup>32</sup> There were no papists or Nonconformists recorded in the religious census of 1676,<sup>33</sup> but in 1724 one family was Quaker and three families were Presbyterian.<sup>34</sup>

##### 3.1.3 Economic history

Until the late 18<sup>th</sup> century Littlehampton, or Hampton, was a village, lacking the functions, services and economy of the nearest towns of Arundel and Chichester. In the 1296 lay subsidy roll for the *Villata de Hamton* there were 27 taxpayers, suggesting a population of perhaps around 135; in the rolls for 1327 there were 21 taxpayers and 1332 there were 17 taxpayers.<sup>35</sup> Little had changed by 1524, when the population was c.110, or by 1676, when the population was c.100. By 1724, however, the population seems to have grown a little (but only to around its late 13<sup>th</sup>-century level) to c.135.<sup>36</sup>

There was a manor house by 1370, which in 1633 (when the demesne comprised 240 acres) had farm buildings adjacent that included two barns, a cart lodge and a granary. It was located west of the churchyard, just south of the present Manor House.<sup>37</sup> That there was a school is shown by the presence of three schoolmasters recorded between 1579 and 1625.<sup>38</sup> An alehouse was recorded in 1633.<sup>39</sup>

There is no evidence that Littlehampton was a port of any significance in the medieval period, with nearby Arundel, only 8km upstream, providing that function. Although shipping via the Arun estuary suffered from longshore drift



Fig. 4. Vine Cottage, 1 Church Street: 1727.

blocking the river entrance, this was sporadically solved by the cutting of new entrances at Littlehampton (c.1600, c.1630 and in 1657),<sup>40</sup> and Arundel remained a port in the 16<sup>th</sup> and 17<sup>th</sup> centuries. Timber, grain and iron were the main exports, with coastal trade including London, as well as export to the continent. Most ships using the River Arun from the late 16<sup>th</sup> to the early 18<sup>th</sup> century were of less than 40 tons, but a 100-ton ship is recorded in 1572. Vessels of this size were able to navigate to Arundel in 1675, and c.1700 a ship of 300-400 tons was built at Arundel.<sup>41</sup> The first evidence for significant maritime activity at Littlehampton itself is from the 16<sup>th</sup> century, with four mariners in the parish recorded in 1561. Customs accounts for the Port of Arundel include, but do not differentiate, Littlehampton at this period, but the stationing of customs officers in the village in the late 17<sup>th</sup> century and the temporary relocation of the customs house from Arundel to Littlehampton in the 1710s are clear signs that a coastal port was emerging. That said, there is little doubt that the bulk of the 2,032 tons (12.5% of all the Sussex seaborne traffic) handled by the Port of Arundel in 1701, for example, was loaded and off-loaded on the wharves of Arundel itself.<sup>42</sup> Boats and ships at Littlehampton in the late 17<sup>th</sup> and early 18<sup>th</sup> centuries moored south of the village in the east-west part of the river deflected by the shingle spit.<sup>43</sup>

### 3.1.4 Defences

A Survey of the Sussex coast in 1587, in obvious response to the greater Spanish threat, proposed two demi-culverins and two saeres on a site just south-east of the church, overlooking the mouth of the River Arun: given the imprecise mapping and the changes to the coast and river mouth, it is unclear whether this was at or near the site of the 18<sup>th</sup>-century battery (i.e. the site now occupied by an amusement park on the west side of the Green). The battery of 1587 at 'little Hampton haven' was described as being for the defence of Arundel, and is shown on the map as including an entrenchment.<sup>44</sup> This battery may have been that from which two cannon scared off a French ship in 1695.<sup>45</sup>

## 3.2 The emerging port and resort: c.1730-1840

### 3.2.1 Economic history

Although the shingle spit at Littlehampton was comparatively modest in length (c.800m by 1700), by 1733 it was restricting the depth of the river to less than 2m at high water, outside spring tides. At this point, however, ships of 60 tons were still able to use the harbour at Littlehampton. Following a Harbour Act in 1733, a new channel was cut through the spit, flanking piers extended into the sea, the harbour deepened to c.4m, and a 45m-wide quay built together with an access causeway. The works were completed by 1737, and largely funded by a loan from the duke of Norfolk. Although there was subsequent neglect, the tonnages handled by the Port of Arundel (i.e. Littlehampton and Arundel together) rose considerably following the works, reaching 17,346 tons in 1789-90 (17.5% of the Sussex traffic) and 31,527 tons in 1841 (11.5% of the Sussex traffic). The increases in trade in the 18<sup>th</sup> century were mostly handled by the wharves at Arundel, with Littlehampton only becoming significant as a harbour following the improvement of the navigation upriver of Arundel from c.1790 (culminating in the opening of the Wey & Arun navigation in 1816, which provided a through route to London), which saw increasing transfer to barge at the mouth of the River Arun. By 1824, however, Littlehampton had eclipsed Arundel, and handled 80% of the tonnage, although at least half of this was simply transferred to barges to pass up river and to the Wey & Arun and the Rother navigations. Despite this shift in balance between the two ports, Littlehampton remained constrained by Arundel interests: the transfer of the customs house in the 1710s had been short lived (so that



merchants importing foreign goods had to travel to Arundel to clear them), and the harbour commission was dominated by Arundel residents. Coal and timber were the main goods handled at this period, with timber changing by c.1820 from Wealden exports to Baltic imports. Shipbuilding developed along with the port, so that by 1804 there were two shipyards, with two ships of over 400 tons built in 1806-7. Shipyards were initially concentrated on the east bank, but after the opening of the chain ferry in 1825, the industry was focused on the west bank.<sup>46</sup>

In the late 18<sup>th</sup> century Littlehampton began to develop as a seaside resort. Visitors were coming for bathing by the 1770s,<sup>47</sup> and were initially accommodated in the village, chiefly by the Dolphin Inn, Surrey Street (recorded from 1777). As at Eastbourne, however, the inland location of the village poorly suited the needs of bathing and new resort facilities were developed near the beach, detached from the existing village. A coffee house was built c.1775 (on the site of modern Beach Crescent), and in 1778 this provided lodgings. In that year there were four bathing machines, and there were at least nine in the late 1780s. The Beach Coffee House had become the Beach Hotel by 1788 and by the following year had an assembly room used for public breakfasts and balls. In the early 1790s a substantial villa was built by the Earl of Berkeley (later Surrey House: demolished 1946 and replaced by Osborne House) was built, and lodging houses to the west. The development of the nascent resort received a boost with the outbreak of the French Revolutionary and Napoleonic Wars (1793-1815), and a consequent need for renewed coastal defence and for accommodation of soldiers in barracks at Beach Town between 1794 and c.1818-19 (see below, section 3.2.3). By 1825, the seaside development had grown to include Norfolk Place, South Terrace, the eastern part of Western Road, and the southern part of Norfolk Road. Resort facilities also expanded: hot and cold seawater baths were built on the seafront itself in 1802, and extended, to include a reading room, in 1824; the Green was used for a range of activities (see section 3.2.4); a library was located in South Terrace by 1830; a promenade was set out in the early 19<sup>th</sup> century; and the New Inn was built in Norfolk Road by 1828. The village continued to provide visitor accommodation, with the Dolphin Inn extended in the 1820s and the Norfolk Hotel, also in Surrey Street, built by c.1832.<sup>48</sup>

There is no record of a significant fishing industry at Littlehampton in this period, although there are references to part-time fishermen,



Fig. 5. New Inn, Norfolk Road, Beach Town.

which, in 1778 included a barber and the landlord of the Beach Coffee House. The discovery of an oyster bed outside the river mouth in the early 19<sup>th</sup> century saw the construction of the Oyster Pond in Pier Road by 1822, as storage, although the dredging itself was done by Essex fishermen and boats.<sup>49</sup>

Other industries were modest in scale. Two breweries and a malthouse had been established by c.1832 (that north of the High Street becoming Constables in 1836). A Thursday corn market was recorded in 1828.<sup>50</sup>

The modest development of Littlehampton as a port and a resort between the mid-18<sup>th</sup> century and c.1840 is reflected in the population growth. There is little detail to show exactly when the growth occurred in the 18<sup>th</sup> century, during which it rose from c.135 in 1724 to 584 in 1801. It is clear, however, that growth in the early 19<sup>th</sup> century was more rapid reaching 882 in 1811, 1,166 in 1821, 1,625 in 1831 and 2,270 in 1841.<sup>51</sup>

### 3.2.2 Church and religion

With the doubling of the population between 1801 and 1821 (see above) and the influx of visitors, the medieval church of St Mary was





Fig. 6. Amusements built on the remains of the gun battery of 1759-60.

considered too small and was replaced by a new building by George Draper in 1825-6.<sup>52</sup>

There was a Methodist society at Littlehampton at the beginning of the 19<sup>th</sup> century, the impetus coming from Methodists amongst the soldiers then flooding the coastal area, but, as at Shoreham, the society does not appear to have survived the disappearance of the soldiers after 1815.<sup>53</sup> With a revival of Methodism in Littlehampton, a Wesleyan chapel was built in Terminus Road in 1825-6.<sup>54</sup>

### 3.2.3 Defences

A battery of five guns was built by c.1736, east of the newly created harbour entrance: it was probably located just west of modern-day Beach Crescent. This was succeeded by a battery of seven guns, built immediately on the east side of the harbour mouth in 1759-60, on the site later occupied by the coastguard and now by an amusement park (i.e. on the west side of the Green). This was one of seven batteries built along the Sussex coast at this time. In 1801 it had ten 18-pounders, in poor condition.<sup>55</sup>

The advent of the French Revolutionary and Napoleonic Wars (1793-1815) brought troops to Littlehampton. There were no barracks in Sussex before 1793, but by the following year Littlehampton had a barracks for the militia. In

July that year, the temporary barracks provided accommodation for 189 infantry, and in 1898 for 80 infantry. In 1800 there was accommodation for 160 soldiers, at which point the barracks was to be vacated, as the fear of invasion had faded: there was no barrack accommodation in June 1803, but, with renewed fear of invasion by Napoleon, in September a new barracks for 400 men was under construction and this was finally vacated c.1818-19.<sup>56</sup> It must be suspected, however, that there was little occupation of the barracks after 1815.

### 3.2.4 Urban institutions

The customs service was provided with a watch house in Pier Road by 1822, which was replaced, probably c.1834, by a coastguard station to the south (by the 18<sup>th</sup>-century battery, now the site of the amusement park on the west side of the Green).<sup>57</sup>

There was minimal provision for law and order in this period. A lock-up was ruinous by 1833, and was rebuilt south of the High Street. Stocks were located by the Manor House in the early 19<sup>th</sup> century.<sup>58</sup>

A parish poorhouse was first recorded in 1778.<sup>59</sup>

A charity school was founded by 1769, endowed by the will of Jane Downer of Storrington (proved 1764), supplemented by an annuity left by John Corney (will dated 1805). A Nonconformist infants' school was built in Church Street in 1835 by Mrs Welch (now the Friends' Meeting House).<sup>60</sup>



Fig. 7. Nonconformist school, Church Street (now the Friends' Meeting House).

Cricket was played on the Green in 1802, and a cricket ground was in existence there in 1838.<sup>61</sup>

The New Theatre is recorded in playbills of 1808 and 1825, and this appears to relate to the barn on the site now occupied by 20 High Street and used as a theatre until c.1897.<sup>62</sup>

### 3.3 The town: c.1840-2009

#### 3.3.1 Economic history

The period began with the arrival of the railway in Sussex, first connecting the larger port of Shoreham to Brighton (1840: connecting to London in 1841), followed by the coastal main line from Shoreham to Worthing (1845) and on to Chichester (1846). The coastal line passed 1.5km north of Littlehampton, so that the port was not connected to the railway system, and Littlehampton harbour suffered accordingly. More generally, the railways had an immediate impact on the inland water trade on which Littlehampton harbour was so dependent: as early as 1847, the Chichester-Ford navigation (which joined the River Arun 3.5km upstream of Littlehampton) was closed.<sup>63</sup> The decline of the Wey & Arun canal and the Arun navigation, however, only became marked and terminal after the opening of the Horsham to Guildford line in 1867 (which connected with the line through Arundel to the coastal line, completed in 1863), but by then Littlehampton had gained its own branch line (1863), which included sidings on a new wharf. Revival was immediate, with the customs house relocated from Arundel to the new wharf, and the start of steamer services to the Channel Islands and Honfleur. The next 20 years saw the peak of activity at the port, before subsequent decline. In 1882 the steamer services ceased and the broader effect of the railway network – reducing coastal trade and concentrating foreign trade at major ports – began to take its toll.<sup>64</sup>

The shipbuilding industry mirrored the fortunes of the port, with construction of large merchant vessels (including ocean-going sailing ships of up to 550 tons, built by the main yard, Harvey's) continuing until the 1870s, and smaller vessels, such as ketch barges for coastal trade, built thereafter. The fishing industry expanded in the later 19<sup>th</sup> century, doubtless reflecting growth of the resort (see below). In 1869 there were 189 fishing boats, worked by 364 men and boys, and the herring fishing was significant in the 1890s. By 1908 the industry was in decline, and there were 90 boats, worked by 180 men and boys.<sup>65</sup>

Like the port, the resort stagnated in the 1840s and 1850s. There was little building at Beach



Fig. 8. 30-8 South Terrace: resort houses of the 1860s.

Town and no apparent expansion of facilities: the seawater baths appear to have gone by c.1841. The lack of direct railway access doubtless had a major role, as Littlehampton lagged behind other Sussex resorts (Brighton and Hove had rail access to London from 1841, Worthing from 1845, and Hastings from 1851), as did the increasingly obvious lack of sanitation. Although early schemes to address sanitation were incompletely executed (such as the unfinished sewer at Beach Town, begun c.1850, but left debouching on to the Green) until a waterworks was built and mains water supplied throughout the town in 1880-9, and a proper sewerage system was laid throughout the town in 1881-2, the arrival of the railway in 1863 was followed by rapid expansion of the resort. A new esplanade and sea defences were built in 1868, building of houses – including much demanded lodgings – at Beach Town resumed, the Beach Hotel was rebuilt on a much larger scale in the 1880s (slightly to the north-east), new hotels and inns were built (including the Marine Hotel, Selborne Road, by 1880, and the Prince of Wales, Western Road, by 1878) and bathing tents were available by 1870. However, the proposal for a pier – increasingly a feature of the successful seaside resort – c.1882 came to nothing, and Littlehampton remained





Fig. 9. Hillyards boatyard, which relocated c.1925 to a former shipyard on the west bank.

considerably smaller and quieter than most of the Sussex resorts.<sup>66</sup>

With the arrival of the railway, and the renewed growth of the port and resort, the village of Littlehampton developed into what was unmistakably a town from c.1860. The Terminus Hotel opened by the station in 1863 and quickly became one of the main inns of the town. A general market (on Thursdays) is first recorded in 1871, and the emerging town began to attract more specialist service industries, retailers and professionals: for example, a silversmith and opticians was established by 1847; Neville Smart founded a chemists and stationers in 1839, expanding to include books, perfume and groceries by 1847, and printing by 1855; there were photographers from 1874; Groom's wine and spirit merchants operated from 1895-1918; accountants are recorded from 1839; and there were two banks by 1852. Brewing expanded in the late 19<sup>th</sup> century, with the steam-powered Anchor Brewery built in 1872, but had ceased by c.1917. In 1887 the Duke & Ockenden well and water supply engineering firm was established (becoming the Dando Drilling Company, which survives, although manufacturing has been transferred to an industrial estate in nearby

Climping). Builders were inevitable beneficiaries of expansion of the town, with the main firm of the Victorian period being Robert Bushby: he was in business by c.1847 and in 1881 was employing 67 men and boys. John Eede Butt was established as a builder and brickmaker by c.1841, with a brick yard on the north side of Church Street, west of St Flora's Road. The firm was still making bricks in the 1870s, and another yard had opened on the East Ham Road by 1898. Pepper & Son cement manufacturers operated in River Road in the 1880s and 1890s.<sup>67</sup>

The population of Victorian Littlehampton reflects its changing fortunes. The rapid expansion of the early 19<sup>th</sup> century slowed, so that between 1841 and 1851 the population only increased from 2,270 to 2,436, before falling to 2,350 in 1861. The immediate impact of the railway is evident in the sharp increase in population to 3,272 in 1871, 3,932 in 1881, 4,452 in 1891 and 5,954 in 1901.

The port continued its decline in the early 20<sup>th</sup> century despite use during the First World War as a cargo port for military supplies (during which there were 2,098 sailings of military stores to France<sup>68</sup>). Post war imports included Baltic timber (the main import), coal, building materials and road stone. Following military use in the Second World War (see below, section 3.3.3), cargoes and revenue continued to decline, with the coal trade ending in 1951 and the timber trade ceasing by 1982. Aggregates and granite chippings for the construction industry have been the main post-war imports, and stone from France, Holland and Ireland remains the principal cargo handled at the one surviving commercial wharf. As commercial activity has decreased, so has pleasure use expanded: recreational yachting was established by 1914, by 1955 Littlehampton was a notable yachting port, and by 1960 had moorings for over 400 leisure craft. A marina was built on the west bank in 1972, and has been considerably extended since. Shipbuilding in the 20<sup>th</sup> century reflects this change from commercial to leisure craft. The main yard of the 19<sup>th</sup> and early 20<sup>th</sup> centuries, Harvey's, built its last coastal ketch barge in 1919, and the yard was sold off c.1923. New yards had been established focusing on the growing leisure boating, and, most famously, this included Hillyards, established by 1915 in River Road, which continues to build yachts. The fishing industry continued to decline in the 20<sup>th</sup> century. Fishing boats continued to operate in the inter-war years, with lobsters and crabs supplied to the London market, but the industry had effectively ceased by 1962, with only small-



Fig. 10. The commercial quayside today.

scale fishing (including organized sea trips for anglers) continuing thereafter.<sup>69</sup>

The first half of the 20<sup>th</sup> century saw an increase in resort facilities. A bandstand was erected in the south-east corner of the Green by 1903, and succeeded by a grander one (provided by the Duke of Norfolk) to the west in 1913. The council built the Shelter Hall on the western edge of the Green in 1912, which provided a stage, seating for 500, and a café. Nearer the windmill and pond, the Kursaal (literally, 'cure-hall', the name derived from public buildings at German health resorts) was built by private enterprise in 1912, combining a 200-seater pierrot theatre and fun palace, becoming the Casino Theatre. The genteel aspect of the resort was retained, however, until the advent of larger-scale developments in the late 1920s and 1930s. In 1924 a restaurant and dance hall was added to the south side of the bandstand, which could accommodate 1,500 people, and the Shelter Hall was modified for evening shows and variety performances (becoming the Pavilion). In 1928 a swimming pool with café and parking for 1,000 cars was created on the beach, at the east end of the Green. Further east the council acquired land at Mewsbrook in 1933 and had created the park with boating lake by 1938. On the west side

of the River Arun, a beach with chalets and was developed from 1931, this area becoming part of the urban district in 1933. Above all, however, it was Butlin's development of an extensive amusement park on the west side of the Green (incorporating the site of the windmill and the Casino Theatre) that changed the character of the resort. Attractions included a roller coaster. There was no significant change immediately after the Second World War, but by the 1960s demand for lodgings had fallen away and the majority of visitors were day trippers. The Beach Hotel stayed open until the 1980s, and was demolished in 1994, to be replaced by housing. The bandstand and the adjacent dance hall were demolished in 1965, but the amusement park to the west of the Green continued, albeit losing its roller coaster, and the Pavilion was refurbished as a theatre in 1967 (further modified to become the Windmill theatre-cinema in 1972-3).<sup>70</sup>

In the second half of the 20<sup>th</sup> century light industry in Littlehampton became increasingly focused on industrial estates. The Harwood and Fort Road industrial estates began with building between Clun Road and the railway in 1957, and were extensively developed by 1970, when precision engineering was the main industry. The Riverside industrial estate was developing by 1963, the Lineside industrial estate was begun in 1968, and, north of the town, an industrial estate was established near Courtwick Lane by 1978 and the Watersmead business park by 1991 (the Body Shop cosmetics firm is based at the latter sites, and is a major employer).<sup>71</sup>

Retailing in the town also change in the later 20<sup>th</sup> century, with Littlehampton's first supermarket opening c.1960. By 1986 there were three, and in the early 1990s a retail park was created north of Bridge Road (also with a supermarket).<sup>72</sup>

Population growth in the 20<sup>th</sup> and early 21<sup>st</sup> centuries has been considerable, rising from 5,954 in 1901 to 9,814 in 1921, before falling to 8,230 in 1931. By 1951 population had recovered to 9,801 and rose sharply to 15,699 in 1961, and in 2001 was 25,593.

### 3.3.2 Church and religion

The parish church of 1825-6 (see above section 3.2.2) was poorly built, with the result that the chancel was rebuilt by William White in 1891. The whole church was then replaced in 1934-5 (W. H. Randall-Blacking), using brick with stone dressings (see Fig. 3). The Fishermen's Church (St John the Evangelist), Pier Road, was built by a breakaway congregation from the High Church parish church in 1877, and, as a result, was





Fig. 11. St Mary's church: interior view looking east.

independent of the vicar. It never gained its own parish, but lasted long beyond its initial purpose, closing in 1948 (demolished 1974). A mission church (dedicated to St James) was built in 1899 on the northern edge of the town, on the corner of Arundel Road and East Ham Road, to serve the expanding suburb. The present church was built in 1909,<sup>73</sup> it acquired its own ecclesiastical parish in 1929, but was united with the benefices of All Saints, Wick, and St Mary's in 1985.<sup>74</sup> Despite southwards extensions in 1831 and 1851, the parish churchyard was insufficient for the growing town, so in 1872 a new cemetery was created outside the town at Horsham Road.<sup>75</sup>

Provision for Protestant Nonconformism and Roman Catholicism also developed in the later 19<sup>th</sup> century and early 20<sup>th</sup> century. A Roman Catholic chapel (St Catherine) was built on the west side of Beach Road in 1862-3. There was a Franciscan mission in Littlehampton from 1890, which established an orphanage, and moved to a permanent home at Hampton House, East Street in 1898. St Joseph's Franciscan Convent closed as a children's home in 1966, and the convent now functions as a nursing home (having been rebuilt in 1964-71).<sup>76</sup> A Congregational church, High Street, was built in 1861, becoming the United Reformed Church in

1972 and then (following merger with the New Road Methodist church in 1980) the United Church. A Reformed, or Free, Episcopal church of St Saviour was built in New Road in 1877-9, closing c.1887, then, after use as a theatre, was used by the Methodists from c.1896 (who relocated from their Terminus Road chapel, which was eventually demolished in 1982) until 1980 (demolished 1981). A Baptist church was built in Fitzalan Road in 1907-10.<sup>77</sup>

### 3.3.3 Defences

The French threat to channel ports made additional defences necessary, so the harbour was provided with a fort, completed in 1854, and replacing the battery of 1759-60.<sup>78</sup> The new fort was located on the west side of the mouth of the River Arun. The lunette-shaped fort was equipped with three 68-pounders and two 32-pounders, and had a barracks suitable for two officers, a master gunner and 42 ordinary rankings. The fort declined in the late 19<sup>th</sup> century, had its guns removed in 1891, and was reported as dismantled c.1900, but the barrack block was not demolished until the 1960s and substantial remains of the fort survive.<sup>79</sup>



Fig. 12. Congregational church (now United Church), High Street.





Fig. 13. Littlehampton fort: carnot wall and SE bastion.

Defences at Littlehampton were revived in the Second World War, with the building of a coastal battery. Littlehampton was also used by an RAF Air-Sea Rescue unit, working with high speed launches based in the harbour, and D-Day landing craft were built in there.<sup>80</sup>

### 3.3.4 Urban institutions

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

A local board of health was created in 1853 under the Public Health Act 1848. In 1873 this became the sanitary authority, under the Public Health Act 1872, and moved to purpose-built premises in Beach Road in 1893. The following year, the board was succeeded by Littlehampton Urban District, and in 1933 moved to the Manor House. In 1974 the urban district was replaced by Arun District, under the Local Government Act 1972, although council offices were retained, and expanded: in 1986 Arun District Council moved to the new civic centre in Maltravers Road, and the Manor House is used by Littlehampton Town Council (the parish authority).<sup>81</sup>

A county police station was erected next to the railway station, in Gloucester Road, by 1870 (now occupied by the flats of Madehurst Court), and was replaced by the East Street police station in 1967.<sup>82</sup>

The existing coastguard station saw new cottages built in 1904 on the south side of Coastguard Road (since demolished and replaced by the amusement park on the west side of the Green). A look-out tower was built nearby on the shore c.1931 and replaced by the existing building in 1986. A lifeboat station was opened by the coastguard station in 1884, closing in 1921. A new lifeboat station was built in 1967 further into the harbour, by the public hard, and this was replaced in 2001.<sup>83</sup>

A cottage hospital was opened in Surrey Street in 1904. In 1909 this had six beds and a cot. A larger purpose-built hospital in Fitzalan Road replaced this in 1911, but even after enlargement in 1921, had only 14 beds and two cots. This was further expanded to 27 beds in the later 20<sup>th</sup> century, and a health centre built adjacent in 1971.<sup>84</sup> The hospital was demolished in 2005.

The endowed school was replaced c.1846 by a National School in Church Street. Initially accommodating 66 boys and 67 girls, this was expanded by the addition of an infants' class by 1870: the infants and girls schoolrooms were made into a separate school in 1871. Following the Education Act 1870, a school board for Littlehampton was established in 1875, taking over the National Schools. The girls and infants



Fig. 14. Former Town Offices, Beach Road.





Fig. 15. Board school, East Street.

were moved to the High Street in 1876, and then to a new building in East Street the following year. The boys were moved to a new school in Connaught Road in 1900 (the old school becoming St Mary's church hall: demolished 1971). The junior and infant schools were reunited in 1940 in Elm Grove Road. A senior girls' school was established here at this date, and a senior boys school was created by expanding the buildings on the Connaught Road site. In 1958 the senior boys' school moved to Elm Grove Road (then known as Andrew Cairns county secondary school). At the same time the juniors moved to the Connaught Road buildings (in 2009 styled Connaught Junior School). The infants remained at Elm Grove Road, moving to adjacent new buildings in 1967 (now styled Elm Grove Infant School). The Elm Grove senior girls' school expanded into the former junior buildings vacated in 1958, and in 1961 became the Maud Allan School. The two secondary schools at Elm Grove Road merged in 1972 (and is now styled Littlehampton Community College). Additional primary schools were built to serve the expanding suburbs: Connaught county infants (now Arun Vale Infant school), York

Road, and Wickbourne county infants' (now Wickbourne Infant school), Whitelea Road, Wick in 1940; Flora McDonald Junior school, Wick, in 1969. Nonconformist schools continued in the 19<sup>th</sup> century: the infant school in Church Street was still in existence in 1853, and a school for older children was established in 1865, linked to the Congregational church: this divided into girls' and infants', and boys' schools by 1870 and these schools merged with the former National schools in 1875. A Roman Catholic elementary school was founded in 1863, moved to purpose-built premises in Irvine Road in 1869, and to Highdown Drive by 1978 (now styled St Catherine's Catholic Primary School).<sup>85</sup>

Littlehampton's free public library opened in 1906 on the corner of Maltravers Road and Fitzalan Road, where it remains today.<sup>86</sup>

Earlier cricketing on the Green (see above section 3.2.4) was followed by the formation of a cricket club in 1859, which was refounded in 1870 and moved to a ground on the north side of Selbourne Road in 1873. The area was developed c.1900 by St Winefride's Road, with the club moving to the recreation ground at St Flora's Road, where it remains, having merged with the Clapham and Patching club in 1999. The earliest recorded football was again played on the Green (c.1885). Littlehampton Town Football Club was founded in 1896, and from c.1900 has been based at the St Flora's Road



Fig. 16. Public library, Fitzalan Road.



## Sussex EUS – Littlehampton

---

sportsfield. Golf was played on the Green in the 1860s, but a more suitable course was established on the west side of the River Arun with the founding of the present club in 1889. There has been provision for tennis since 1886, croquet since 1870, and bowls since 1905-6. The Duke of Norfolk gave the St Flora's Road recreation ground to the town in 1897, followed by the ground in Maltravers Drive in 1914 and the ground in Water Drive in 1928.<sup>87</sup> Horse races were held sporadically on the beach in the 1830s and 1840s, and in the 1850s and 1860s an annual event was contested on the Green. A sailing regatta was first held in 1851 and continued annually until the early 20<sup>th</sup> century. Regattas were revived in the 1930s, 1960s and in 1995, and there have been numerous

Littlehampton based boat clubs, the oldest of which is the Littlehampton Sailing Club (founded 1896, becoming Littlehampton Sailing and Motor Boat Club in 2009<sup>88</sup>).<sup>89</sup> A swimming and sports centre was opened on the seafront in 1983.<sup>90</sup>

The Terminus Hall by the station was in use for a range of entertainments by 1903, for skating by 1909, and as a cinema in 1911 (renamed the Electric Picture Palace, and then, in 1931, the Regent: it closed in 1960). The Olympic Hall, Church Street, opened as a roller-skating rink in 1910, and became the Empire Theatre in 1913 and the Palladium by 1918, being both a theatre and cinema, then a cinema only from 1920 until demolished in 1986. The large purpose-built Odeon cinema in the High Street opened in 1936 and closed in 1974 (demolished 1984).<sup>91</sup>



Fig. 17. Leisure boating at Littlehampton.

## 4 ARCHAEOLOGY

### 4.1 Origins: 11<sup>th</sup> century to c.1730 (Maps 6-7)

#### 4.1.1 Buildings



Fig. 18. Norman font from St Mary's church, now in St James's, East Ham Road.

There are no identified medieval buildings surviving in Littlehampton. One *ex situ* survival, however, is the medieval font moved from St Mary's church to St James's by c.1910.<sup>92</sup> This plain tapered cylindrical font of probable Norman date sits on a modern base at the west end of the nave.

Two buildings incorporating remains of 16<sup>th</sup>-century date survive. At 7-9 High Street dendrochronology has provided a date of 1535-71,<sup>93</sup> although the exterior of the building dates from 19<sup>th</sup> century. At 39 East Street an exterior of flint and brick (which itself is of more than one phase, and includes a datestone of 1732

towards the north end of the east elevation) conceals timber-framing of 16<sup>th</sup>-century date.<sup>94</sup>

The earliest buildings to survive in any number in Littlehampton date from the 18<sup>th</sup> century. Most of these date from the expansion of the port and, especially, the resort (see below, section 4.2.1), although there are three of pre-c.1730 date in the old village centre. Hampton Cottage, 7-9 Church Street, was built c.1700, while nearby Vine Cottage, 1 Church Street, is dated 1727, and The Old House, 37 East Street, is early 18<sup>th</sup> century (although heavily restored c.1923<sup>95</sup>). The façades of all three have knapped flints with brick dressings, although the two Church Street houses have rounded cobble flints on the other elevations. A timber-framed granary with brick infill panels was moved from a farm in East Street in 1967, to the Weald and Downland Open Air Museum, Singleton, West Sussex, and re-erected.<sup>96</sup>

#### 4.1.2 Excavations

Excavation at **Floyd's Corner, Pier Road** in 1993 found no medieval archaeology, with the only significant discovery being a post-medieval brick wall on a chalk foundation near (and at right-angles to) the Pier Road frontage, forming either part of a building or a boundary wall.<sup>97</sup>

#### 4.1.3 Topography

Early maps of Littlehampton are more concerned with showing the haven than the village itself. A rudimentary sketch map of 1671-2 by William Turner (which survives only as a 19<sup>th</sup>-century copy<sup>98</sup>), depicts the High Street, the southern end of Arundel Road, and, in this case without symbols for houses, the northern part of Surrey Street. The mapping of the village is evidently incomplete, however, and it is clear from surviving and demolished buildings that, in addition to the notable absence of the parish church, there were buildings at the west end of Church Street and on East Street. The fact that maps before the c.1841 tithe map do not show the island at the junction of these streets with the High Street as developed to the degree it was thereafter suggests that this area was perhaps open in the medieval period, although, of course, there is no evidence that there was a market place: indeed, as late as 1810 there was a pond here.<sup>99</sup>

The haven in the vicinity of the village on the 1671-2 map appears to follow River Road and Pier Road and these may well derive from medieval earth sea walls protecting the land and village to the east and north-east.<sup>100</sup> Given the lack of evidence for a significant port at





Fig. 19. Hampton Cottage, 7-9 Church Street.

Littlehampton in the medieval period (see above, section 3.1.3), it is likely that any quay, hard or landing place was of limited extent. Hawkins suggests that it was located at the junction of Pier Road, Surrey Street and River Road, and that the south-western extension of Surrey originated in the later medieval period as Town Quay.<sup>101</sup> This appears to gain support from Turner's 1671-2 map, which shows a quay in this location (although the annotation on the 19<sup>th</sup>-century copy of the map may be later). However, when the 150ft wide Town Quay and a causeway leading to it were built here in 1736-7 by the harbour commissioners, this was on what was previously considered at least by the Duke of Norfolk, to be manorial waste land:<sup>102</sup> perhaps this waste was part of the foreshore that included a landing place, or hard. Also, as we have seen (section 3.1.3), in the late 16<sup>th</sup> and 17<sup>th</sup> centuries ships moored south of the town behind the spit, and this is also shown on the Turner map. Yeakell and Gardner's 1778 map of the southern part of Sussex shows what appears to be the surviving eastern arm, running eastwards from the vicinity of the surviving Oyster Pond (which itself may be a survival from the former channel).

## 4.2 The emerging port and resort c.1730-1840 (Maps 7-8)

### 4.2.1 Buildings

In contrast to the few known survivals from the earlier period, Littlehampton has numerous houses that date from between c.1730 and 1840. These include several 18<sup>th</sup>-century buildings in the village. Notable examples comprise: 67a-69 High Street was built, or remodelled, in the mid to late 18<sup>th</sup>-century (and has a later stucco and a late 19<sup>th</sup>-century shopfront) with a three-storied elevation and a parapet; and Winterton Lodge, 34 East Street, which has an 18<sup>th</sup>-century core built of flint cobbles with brick dressings, with later extensions (which include a bow window of the early 19<sup>th</sup> century). There are also flint and brick former farm buildings of late 18<sup>th</sup> or early 19<sup>th</sup>-century date off East Street (to the rear of No. 39 and adjacent to Summerlea House). At the south-western end of Surrey Street a cluster of 18<sup>th</sup>-century buildings marks expansion of the village. The White Hart dates from the mid-18<sup>th</sup> century, although was heavily remodelled in the early 20<sup>th</sup> century), and 61 Surrey Street is probably of similar date. To the east of the latter, 59 Surrey Street is a late 18<sup>th</sup>-century brick-built townhouse of three storeys, while further to the



Fig. 20. Winterton Lodge, 34 East Street.





Fig. 21. 31-7 Surrey Street.

east 31-7 Surrey Street is a substantial three-storey terrace, again with an entirely brick-built façade and probably of the 1780s.

The early 19<sup>th</sup> century saw building opposite these Surrey Street houses, at the east end of River Road: No. 12 is a red brick detached house of three-bays and three storeys (plus attic); Nos. 4-5 are more modest semi-detached houses; and No. 1 is a four-storey rendered townhouse. Further west along River Road, the eastern part of the works at No. 47 is the earliest surviving riverside warehouse and dates from c.1800 (with the more extensive western part of what is now Riverside Autos dating from the mid-19<sup>th</sup> century): see Fig. 24.

The development of Beach Town, however, represents the most substantial group of late 18<sup>th</sup> and early 19<sup>th</sup>-century buildings. 3 and 4, and 5 and 6 Norfolk Place are each pairs of mirrored three-storied houses of late 18<sup>th</sup>-century date, built in brick. The tall houses of sea-facing South Terrace are varied, with the earliest (i.e. late 18<sup>th</sup>-century) examples probably comprising Nos. 5 and 6 (a red, grey and yellow brick mirrored pair) and 7-10 (a red and grey brick terrace: No. 7 has been modified by the addition of stucco and a full-height canted bay) and 13-15 (a similar terrace). These three-storey plus basement terraced houses, saw addition and infill in the first decade or two of the 19<sup>th</sup> century, with Nos. 11 and 12 (bow-fronted, and probably with canopied balconies from the outset), 16-18

(four-storied and basemented, with full-height canted bays), and 19-20 (a more substantial four-storied and basemented building, with bracketed window pediments, and No. 20 having an equally elaborate side elevation to Norfolk Road, which includes a two-storied porch). Continuing west of Norfolk Road, the canted-bay windows of 21-5 South Terrace are also early 19<sup>th</sup>-century. To the rear of these resort houses (doubtless largely used as lodgings), is the New Inn, Norfolk Road (stuccoed with first-floor bow windows) and, along the eastern part of Western Road, modest workers' two-storied cottages, mostly of flint cobble with brick dressings.

Few civic or public buildings were built in this period, with the Nonconformist infants' school, 23 Church Street (now the Friends' Meeting House) being a rare survival. Dating from 1835, it is built of cobbles with brick dressings, and has a main school room with large Gothic windows (see Fig. 7).

### 4.2.2 Excavations

At the river end of Surrey Street, excavation in 2001 (described by the excavator as **East Bank, River Road**) showed reclamation of land by, and



Fig. 22. 6 Norfolk Place, Beach Town.





Fig. 23. South Terrace: late 18<sup>th</sup> and early 19<sup>th</sup>-century houses.

probably in, the late 18<sup>th</sup> century, at which point a well was sunk. Further building up of the site in the early 19<sup>th</sup> century was followed by construction of a wharf building and an adjacent dock: these probably relate to the use of the site by the shipbuilder George Corney, who leased it from 1822. The dock was later infilled, on cartographic grounds probably between 1887 and 1898.<sup>103</sup>

Excavation on the site of the 18<sup>th</sup>-century **Beach Hotel** in 1995, prior to the construction of Beach Crescent, only found fragmentary traces of the building (demolished by 1896, having been replaced by the new hotel nearby in the 1800s).<sup>104</sup>

### 4.2.3 Topography (Maps 7-8)

A map of c.1736 is of interest in that it confirms that the new harbour works created an entrance where it survives today, and that this opened into a wide haven, with intertidal mud flats flanking a curved channel. In terms of its depiction of the village itself, however, the map is manifestly unreliable.<sup>105</sup> Yeakell and Gardner's 1778 map of the southern part of Sussex and a plan of the parish of Littlehampton of c.1790<sup>106</sup> both show that the earlier plan of the village remained largely unchanged, although by this date occupation had expanded down Surrey Street towards the emerging harbour. The c.1790 map

shows the quayside at the end of Surrey Street already widely developed, which is consistent with the findings of the excavation (see above, section 4.2.2). Reclamation of land either side of this took place in the early 19<sup>th</sup> century and, by c.1841, the east bank was developed for wharves and shipyards from the point where Pier Road meets the river (i.e. just north of its junction with Clifton Road) to 47 Ferry Road (i.e. just short of the site of the chain ferry, built 1825: near the modern bridge), with an isolated wharf c.200m upstream. The opening of the chain ferry encouraged development of the west bank, so that by c.1841 there were shipyards and wharves in the Ropewalk area, south of the ferry.

To the south of the village, two roads were established by the late 18<sup>th</sup> century. The west of these was Pier Road, leading from Surrey Street before converging with then following the east bank of the increasingly closely channelled river, to the gun battery of 1759-60 (see section 3.2.3) and, later, the watch house in Pier Road (1822), and the succeeding coastguard station next to the battery (by c.1834: see section 3.2.4). The other road led from the east end of the High Street, following the line of modern Beach Road as far south as Granville Road, at which point it continued in a near straight line to the Beach Coffee House of c.1775 (now occupied by Beach Crescent) and newly set out Western Road and





Fig. 24. Warehouse of c.1800 in River Road.

South Terrace, which formed the basis of the new resort development of Beach Town from c.1790. This also included north-south streets of Norfolk Place and, connecting to the eastwards continuation of Church Street, Norfolk Road, and thus establishing the largely gridded street plan of the resort that was to be further developed in the 19<sup>th</sup> century.

### **4.3 Expansion: c.1840-2009 (Maps 3, 9 and 10)**

#### **4.3.1 Buildings and topography**

The majority of the buildings in Littlehampton date from this period, partly as a result of loss of earlier buildings, but mainly through expansion in the form of 19<sup>th</sup> and 20<sup>th</sup>-century suburbs. This expansion has seen Beach Town become joined to the earlier village and the town becoming part of a 32km long built-up coast extending eastwards as far as Brighton.

By 1876 Beach Town had expanded northwards along Norfolk Road and westwards to around St Augustine's Road. This saw continuation of the earlier seawards facing South Terrace, although the buildings to the rear, on Western Road, were more substantial than the earlier workers' cottages to the east: examples include 1-3 Western Road, a three-storied building with canted bays of c.1860, with a late 19<sup>th</sup>-century shop front. To the west of the expanding resort, the southern part of Fitzalan Road and the revised southern part of Beach Road were set

out by 1876, although the old route of Beach Road still led directly to the Beach Hotel. To the west of Beach Road, on an isolated site, the stone-built Roman Catholic chapel of St Catherine dates from 1862-3, with the presbytery added in 1883. By 1898 the emerging gridded plan of Beach Town had expanded with the removal of the southern part of the old route of Beach Road, and the laying out of new roads on the west side of Beach Town, including the middle section of modern Fitzalan Road, western extensions of South Terrace and Western Road (the latter now known as Irvine Road). Granville Road and, especially, St Catherine's Road were laid out as sinuously curved, however, with the development of Beach Town c.1880-1900 by the Norfolk estate being a fusion of earlier abortive designs, which included the gridded plan of Henry Currey (1865) and the Morris brothers' spacious and picturesque design (1880).<sup>107</sup>

Other than some commercial development along Pier Road, which included wharves, a saw mill, and the gasworks, the former village had seen little expansion by 1876, but by 1898 New Road, Clifton Road and Bayford Road, had added a suburb to the rear of the High Street. Medium-sized terraced housing of this period still dominates these streets, with that of Bayford



Fig. 25. 7-13 Clifton Road: late 19<sup>th</sup>-century terrace.



Fig. 26. 2-3 St Catherine's Road: late 19<sup>th</sup> century.

Road extending along the rear of the large semi-detached villas of Granville Road, joining the Beach Town to the main town. At the junction of New Road and Beach Road (i.e. just south of the church) the new red brick town council offices of 1893 established a civic character to this part of town, which survives today (Fig. 14). Other late 19<sup>th</sup>-century buildings that gave the former village a more urban form include purpose-built banks such as that at 52 High Street (now National Westminster); large glazed shop fronts (surviving examples at 67a-69 High Street, and 20-4 Surrey Street); purpose-built rows of shops at the northern end of Beach Road (c.1900); and the East Street board school (brick and flint; 1877: Fig. 15).

On the north side of the old village, the building of the railway terminus 1863 had an immediate impact. In addition to the station building (demolished), sidings, and railway wharf upstream of the chain ferry, housing was built immediately adjacent. By 1876 there were terraces at the southern end of Arundel Road, and in the roads to the west (Gloucester Road, Howard Road, Gloucester Place and Howard Place). To the north of High Street, the early 19<sup>th</sup>-century terrace was extended northwards (but has now been largely demolished). The area between Arundel Road and East Street was more extensively built up by the end of the

century, again largely with small terraced housing, but also, such as on Arundel Road itself, some semi-detached villas. On the west side of the town the last two decades of the 19<sup>th</sup> century saw expansion along and off the roads flanking the railway (Terminus Road and Howard Road), again mostly in the form of terraced housing.

The accelerating population growth in the first decade of the 20<sup>th</sup> century (see section 3.3.1) saw a flurry of new building. Again much of this comprised terraced housing on the northern side of the town, east and west of Arundel Road (in the Queen Street and, especially, the East Ham Road areas). Beach Town saw more building on its existing streets. Further terraces were built along South Terrace in the area between the earlier resort houses and Pier Road. Large semi-detached, with some detached, villas were built in Beach Road and Fitzalan Road (the latter extended northwards to Church Street at this time) and in Norfolk Road. The location of civic buildings south of the church continued with the construction of the red brick and stone public library on the corner of Maltravers Road and Fitzalan Road (1906). Of the seaside resort buildings of this period (see section 3.3.1), only the 1912 Shelter Hall survives, in much modified form as the Windmill theatre.



Fig. 27. Purpose-built shops at the north end of Beach Road.





Fig. 28. The Arcade, High Street.

The inter-war years were marked by a fall in population, only recovering to 1921 levels by 1951 (see section 3.3.1). Despite this there was building: large detached villas along sinuous roads (mainly Maltravers Drive and St Winefride's Road) filled in the area between Beach Town and Church Street; council houses were built in a new estate in the Horsham Road area, and in the East Ham Road area; and development along Arundel Road (and new, parallel, Kent Road) saw Littlehampton join the expanding nearby village of Wick. The town centre continued to change, most notably with the building of the Arcade at the east end of the High Street (dated 1922), the 1920s Broadway development at the west end of the High Street, and the final rebuilding of the parish church in brick with stone dressings (1934).

Since 1945 the changes have been greater still. Most of the earlier seaside resort developments along the beach and the west side of the Green have been replaced by new amusement arcades and parks: these include the late 1950s concrete seafront shelter (which incorporates kiosks and food outlets), and the steel-shelled East Beach Café (Heatherwick Studio, 2007). The Beach Hotel was demolished in 1994 and replaced by the faux Regency houses, or apartments, of Beach Crescent. Blocks of late 20<sup>th</sup>-century flats are also a feature of South Terrace, not through demolition of late 18<sup>th</sup> and 19<sup>th</sup>-century houses,

but through infill, with, for example, the largest concentration on the site of the tennis courts between St Augustine's Road and Granville Road. Elsewhere in or near Beach Town blocks of flats have been built following demolition of large Victorian and Edwardian villas. Examples include Clare Court, Woodside Court and Oakland Court at the west end of Selborne Road.

The modifications in the town centre have been more substantial, with the building of the inner ring road (1973) and redevelopment of the area to the south: this saw the demolition of 19<sup>th</sup>-century housing, and replacement with extensive car parks and shops (including a supermarket). This was followed by pedestrianization of the High Street in 1981.<sup>108</sup> Equally extensive, and with a much higher density of building, has been the redevelopment of the wharves on the east bank of the river, south of River Road and west of Pier Road, since 2001, largely in the form of blocks of flats with a river view.

Outside the EUS study area, the post-1945 expansion of the town has been considerable, with suburbs extending inland from Littlehampton. On the north-west the built-up area reaches the A259 bypass (opened 1991); on the north side suburbs extend along the A284 Lyminster road as far as the railway line at Wick, north of which they become more sporadic and include caravan parks; and on the east side they seamlessly join the suburbs of Rustington, East Preston and Angmering. On the west side of the River Arun suburban development has been limited to a modest amount of housing on the west side of Ropewalk, adjacent to the earlier development of boatyards and associated businesses.



Fig. 29. East Beach Café.



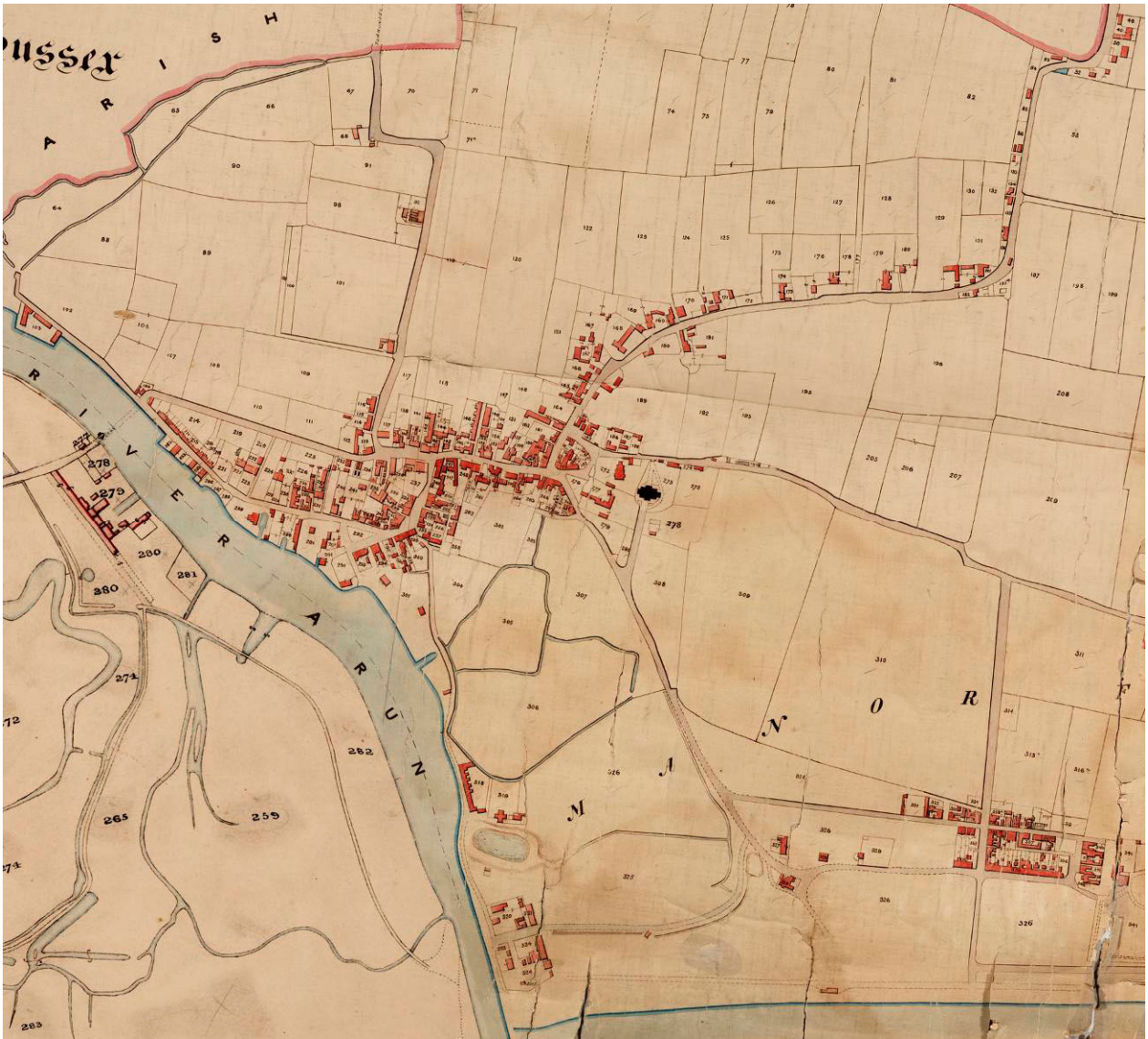


Fig. 30. Littlehampton (c.1841) and Climping (1843) tithe maps (details: rectified and joined. West Sussex Record Office).

## 5 STATEMENT OF HISTORIC URBAN CHARACTER

### 5.1 Town summary

#### 5.1.1 Historic environment overview

Littlehampton was a village in the medieval period, with the main port of the River Arun located upstream at Arundel. The first evidence of significant maritime activity at Littlehampton itself dates from the mid-16<sup>th</sup> century, but it remained a village until the late 18<sup>th</sup> century, when both the port and the seaside resort began to develop. Few buildings survive from before the 18<sup>th</sup> century, and nothing appears to pre-date 1500. Evidence of the emerging port survives in the form of late 18<sup>th</sup> century houses in Surrey Street and early 19<sup>th</sup> century houses and warehouses in River Road. The early resort at Beach Town is represented by large terraced lodging houses in South Terrace and Norfolk Place, and, to the rear, small terraced houses in Western Road, of c.1790-1825. A key survival of the 19<sup>th</sup> century is the fort of 1854. Although there has been some exploration of the archaeology of the emergent port and resort, and the prehistoric and Romano-British occupation in the area, the potential of archaeological evidence for the pre-18<sup>th</sup>-century village has yet to be realized.

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

There are 72 listed buildings, or groups of buildings, or structures in the EUS study area (all Grade II). Of these, one is 16<sup>th</sup> century; 20 are 18<sup>th</sup> century; 32 are early 19<sup>th</sup> century; 13 are from 1841-1880; three are from 1881-1913; and three are from 1914-45.<sup>109</sup>

There are an additional five significant historic buildings recognized in this assessment that have not been listed (one 16<sup>th</sup>-century house, one 18<sup>th</sup>-century house, and three early 19<sup>th</sup>-century riverside warehouses/shipyard buildings).

Littlehampton has three Conservation Areas: Beach Town, East Street/church, and River Road/Surrey Street. Although outside the EUS study area, there is one Scheduled Monument close to the town, covering the mid-19<sup>th</sup>-century fort on the west side of the mouth of the River Arun.

#### 5.1.3 Historic building materials

With the modest survival of two pre-1700 buildings, it is unsurprising that these are the only buildings currently identified as having timber frames. Flint – both as cobbles and in carefully knapped form – was used widely on the 18<sup>th</sup>-century buildings in conjunction with brick dressings, although the more substantial late 18<sup>th</sup>-century terraces in Surrey Street and at Beach Town are of brick. Flint continued to be used in the early 19<sup>th</sup> century, especially in the surviving modest terraces (such as at the eastern end of Western Road), together with brick and increasing use of stucco. Many of the terraced lodging houses of c.1840-80 are stuccoed, although brick was the predominant building material in the town from this period onwards.

### 5.2 Historic Character Types

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

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

Orchard
Market garden [inc. nursery]
Allotments
Race course
Sports field [inc. stadia, courts, centres etc.]
Park
Informal parkland [e.g. small civic areas, large grounds]
Seafront [piers, promenades etc.]
Beach/cliffs

Table 1. Sussex EUS Historic Character Types.

**Historic Character Types** have been developed in the Sussex EUS to describe areas of common character by reference to generic types found across all 41 towns. Historic function is often the key determinant of character type, hence the term ‘Historic Character Types’ and the time-depth implicit in many of the types in Table 1 (e.g. *regular burgage plots*). The types also reflect the character of these towns, and, thus, they are different from those that would be applied nationally or to another county.

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

This approach gives time-depth to the map-based character component of the Sussex EUS, and is structured to take account of both upstanding and buried physical evidence of the past. It enables the generation of maps (e.g. Maps 6-8) showing the changing land use of the urban area throughout the history of each town, and, through use of the Geographical Information System developed as part of this assessment, for simple interrogation of any area in the town to show all its known past land uses.

Period	Date
Period 1	500,000BC-AD42
Period 2	43-409
Period 3	410-949
Period 4	950-1065
Period 5	1066-1149

Period 6	1150-1349
Period 7	1350-1499
Period 8	1500-1599
Period 9	1600-1699
Period 10	1700-1799
Period 11	1800-1840
Period 12	1841-1880
Period 13	1881-1913
Period 14	1914-1945
Period 15	1946-present

Table 2. Sussex EUS chronology.

## 5.2.2 Historic Character Types in Littlehampton (Maps 9 and 10)

Although Historic Character Types represent county-wide types, modern Littlehampton is characterized by its particular concentration of some types and the comparative rarity, or absence, of others. For example, the identification of large (though recently much diminished) areas of *quay/wharf* reflects the fact that the harbour is, above all, the defining feature of the town of Littlehampton.

## 5.3 Historic Urban Character Areas (Map 11)

### 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 Littlehampton combines four Historic Character Types that represent the *church/churchyard* dating from Period 5 (1066-1149) and extended in Period 12 (1841-80), *irregular historic plots* that date from Period 5 (1066-1149) onwards, a *public* area (i.e. the car park) and *suburb* that dates from Period 15 (1945-present). Combining this complexity into a single HUCA called *Church* reflects the largely coherent character of the area today. This coherence renders HUCAs suitable spatial units for describing the historic environment of the EUS towns, for assessing their **archaeological**



**potential, Historic Environment Value** and for linking to **research questions**.

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

### 5.3.2 Archaeological potential

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

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

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

### 5.3.3 Historic Environment Value (Map 12)

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 Arun 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 Littlehampton (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 Littlehampton’s Historic Urban Character Areas (Map 11)

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

#### HUCA 1 Church (HEV 3)

HUCA 1 lies on the eastern side of the post-1800 town centre, but may have been more central to the medieval village: the topography of medieval Littlehampton is unclear. The medieval church – in existence by c.1100 – was located on the same site as the modern building on what is a slight spur of land, higher than the High Street to the west. The area retains its religious and residential function.

There are seven listed buildings or monuments (all Grade II), of which three are Period 10 (18<sup>th</sup> century), two are Period 11 (1800-40), one is

Period 13 (1881-1913), and one is Period 14 (1914-45). Of these, two houses are noteworthy for their knapped flint façades (their other elevations having rounded cobbles): Hampton Cottage, 7-9 Church Street, was built c.1700, while Vine Cottage, 1 Church Street, is dated 1727. The flint and brick Friends' Meeting House, 23 Church Street, was built as the Nonconformist infants' school in 1835: the former school room has large Gothic windows. The Manor House is a substantial rendered house articulated with rather residual pilasters: much of the appearance dates from the 19<sup>th</sup> century, but its origins lie in the 18<sup>th</sup> century. The medieval parish church was rebuilt in 1825-6 and again in 1934-5 (by W. H. Randall-Blacking): the galleried interior is a good example of inter-war church design and contrasts with the austere exterior of brick with stone dressings. Plot boundaries are reasonably well preserved on the north side of the west end of Church Street and at the church.

There has been significant redevelopment in this HUCA in the 20<sup>th</sup> century, which suggests that the medieval and post-medieval **archaeological potential** of this HUCA is moderate and will be concentrated around the surviving historic buildings. That said, discovery of a Roman cemetery on the hospital site to the east – and possibly extending into – this HUCA could mean that pockets of earlier archaeology may survive in gardens east of the church.

The surviving post-medieval and modern buildings, the completeness of historic street-front at the west end of Church Street, and the survival of some early plot boundaries, combine with the archaeological potential to give this HUCA an **Historic Environment Value (HEV)** of 3.

HUCA 1 has seen significant change in the 20<sup>th</sup> century with the rebuilding of the church, redevelopment east of the church, and the creation of a public car park out of the southern half of the grounds of the Manor House. There is limited scope for further redevelopment, however, which suggests that the **vulnerability** is low. Perhaps the main threat is infill development in the car park, and rebuilding of unlisted houses east of the church (which may impact on any surviving Roman archaeology),

**Research questions** especially relevant to this HUCA relate to the origins of the street plan and the church (RQ2, RQ3, RQ6, RQ8).

### **HUCA 2 High Street (HEV 2)**

HUCA 2 lies in the centre of the 18<sup>th</sup>-century (and probably the earlier) village and modern town. Today the High Street, and the northern parts of Surrey Street and Beach Road are the principal shopping area in the town and are continuously built up.

There are two listed buildings (both Grade II), one of which is Period 10 (18<sup>th</sup> century) and one is Period 12 (1841-80). 67a-69 High Street has a mid-18<sup>th</sup>-century façade with a late 19<sup>th</sup>-century shop front. 72 High Street is a mid-19<sup>th</sup>-century stuccoed townhouse with a shop, which is a good example of the rebuilding of the High Street at that period as the village became increasingly urban. There are two unlisted locally important buildings: 7-9 High Street contains timber framing that has been dated to 1535-71, and 63-5 High Street comprises the 18<sup>th</sup>-century knapped flint and brick offices of the former brewery. Later buildings of interest include the late 19<sup>th</sup>-century purpose-built bank at 52 High Street (now National Westminster); the rows of shops at the northern end of Beach Road (c.1900); and the Arcade, High Street (1922). There is limited survival of pre-1800 plot boundaries.

The poor survival of historic buildings and plots in what is the historic core of the post-medieval, and possibly the medieval, settlement through redevelopment (both along the High Street itself and, most notably, in the area to the north, now comprising car parks and modern retail outlets) indicates that the **archaeological potential** of nearly all this HUCA is limited.

The modest survival of historic buildings and boundaries, and the limited archaeological potential give this HUCA an **Historic Environment Value (HEV)** of 2.

The combination of commercial pressures in the High Street area is to some degree counteracted by the modest Historic Environment Value, meaning that **vulnerability** is medium. Internal and shop-front refitting of business premises, minor structural additions, and rebuilding of non-listed buildings are all constant and continuing threats to buildings and archaeology.

**Research questions** especially relevant to this HUCA relate to the medieval and post-medieval street plan and development of built-up frontages (RQ3, RQ6, RQ12).

### **HUCA 3 East Street (HEV 2)**

HUCA 3 lies on the north-eastern edge of the medieval and post-medieval village, and to the

north-east of the modern town centre. It appears to have originated as a linear scatter of farms and cottages along the road, established by the late 18<sup>th</sup> century. Today the area is largely residential.

There are 11 listed buildings, or groups of buildings, or structures (all Grade II) of which one is Period 8 (16<sup>th</sup> century), five are Period 10 (18<sup>th</sup> century), three are Period 11 (1800-40), and two are Period 12 (1841-80). Of these, several are especially noteworthy. At 39 East Street an exterior of flint and brick (within which is a datestone of 1732) conceals timber-framing of 16<sup>th</sup>-century date. To the rear are flint and brick former farm buildings of late 18<sup>th</sup> or early 19<sup>th</sup>-century date. Winterton Lodge, 34 East Street has an 18<sup>th</sup>-century core built of flint cobbles with brick dressings, with later extensions (which include a bow window of the early 19<sup>th</sup> century). The flint and brick board school of 1877 survives at the southern end of East Street as a youth centre. There are few pre-1840 plot boundaries.

The modest survival of historic buildings and plots in what was part of the post-medieval, and possibly the medieval, settlement through redevelopment indicates that the **archaeological potential** of nearly all this HUCA is moderate, and likely to be concentrated at those survivors.

The combination of several post-medieval buildings, and the archaeological potential gives this HUCA an **Historic Environment Value (HEV)** of 2.

HUCA 3 saw significant change in the late 19<sup>th</sup> century (most notably with the building of terraced houses, such as those in Stanhope Road), followed by absorption of the HUCA in the post-1945 suburbs of the town. This has meant that the East Street frontage is now almost built up, and that farm buildings have either been demolished or converted. Given the level of redevelopment the **vulnerability** is now low, with the greatest threat being to further modification of the listed buildings (e.g. arising from potential re-use of the former school).

**Research questions** especially relevant to this HUCA relate to the development of the medieval village and its street plan (RQ3, RQ5, RQ7).

### **HUCA 4 River Road (HEV 2)**

HUCA 4 lies to the south-west of the pre-1700 town. The south-eastern part of River Road and the north part of Pier Road probably originate as medieval river walls, and the area west of this certainly appears to have been reclaimed after

1700, possibly excepting a modest earlier quay or landing place. Wharves were developed in the 18<sup>th</sup> century and, especially, the early 19<sup>th</sup> century, with Surrey Street extended towards the river frontage and built up. Today the area is partly commercial and partly residential, with many of the river frontage wharves being replaced since 2001 by blocks of flats.

There are 11 listed buildings, or groups of buildings, (all Grade II) of which four are Period 10 (18<sup>th</sup> century), five are Period 11 (1800-40), and two are Period 12 (1841-80). The group of houses around the junction of Surrey Street and River Road is especially noteworthy, and includes three-storied brick-built houses of late 18<sup>th</sup>-century date at 59 Surrey Street and the terrace of 31-7 Surrey Street. Early 19<sup>th</sup>-century townhouses survive opposite at 1, 4-5 and 12 River Road. There are two unlisted locally important buildings, which are rare survivals of the east bank wharves and quays: at 47 River Road an early riverside flint and brick warehouse survives, with a mid-19<sup>th</sup> century warehouse built adjoining to the north-west (now Riverside Autos). There are few pre-1800 plot boundaries.

Excavations at Floyd's Corner, Pier Road in 1993 and at Baltic Wharf in 2001 confirmed the absence of medieval archaeology, and reclamation of land in the river front area by or in the late 18<sup>th</sup> century. Combined with the fact that any earlier landing place may have been no more than a hard, and that the part of the HUCA north of River Road lies largely outside the extent of the pre-1800 town, it is likely that the **archaeological potential** of the HUCA is limited.

The surviving 18<sup>th</sup>-century and later historic buildings, and the archaeological potential give this HUCA an **Historic Environment Value (HEV)** of 2.

There has been considerable development in HUCA 4 since 1945. On the north side of River Road this has seen replacement of earlier housing and industrial buildings by houses and flats (e.g. east of the junction with Terminus Road), while to the south this has involved almost complete replacement of the riverside wharves and warehouses by flats. The limited scope for further infill or redevelopment means that **vulnerability** is low, with the main threat being the loss of the remaining 19<sup>th</sup>-century unlisted riverside warehouses in River Road.

**Research questions** especially relevant to this HUCA relate to the origins and development of quays and wharves (RQ9, RQ13).



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

HUCA 5 comprises the railway station, wharves and associated development built on the north-west side of Littlehampton. Although there was a small wharf in this area in the early 19<sup>th</sup> century, this HUCA was largely developed at and following the arrival of the railway in 1863, with the riverside comprising a railway wharf: although the tracks have been removed this remains Littlehampton's one surviving commercial wharf, principally handling imports of stone from France, Holland and Ireland.

There are no listed buildings. Although the 19<sup>th</sup>-century railway station has been replaced by flats (the new station building being on Terminus Road), near contemporary buildings survive in the form of the three-storied customs house, Wharf Road, of 1864, and the lineside terrace at 42-9 Gloucester Road.

Excavation at nearby Arunside Industrial Estate in 2004 revealed evidence of Bronze Age to Roman field systems. However, the impact of the construction of the railway line, wharves and terraced housing, and the fact that the HUCA lies largely outside the pre-1863 town, mean that the **archaeological potential** for urban or pre-urban archaeology is limited.

The lack of pre-1863 historic buildings and plots; and the archaeological potential give this HUCA an **Historic Environment Value (HEV)** of 1.

The Historic Environment Value of the area means that its **vulnerability** is low, with the greatest threat being the demolition of the 19<sup>th</sup>-century customs house, and terraced housing in Gloucester Road.

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

### **HUCA 6 New Road (HEV 1)**

HUCA 6 lies almost entirely outside the pre-1840 town, and predominantly comprises late 19<sup>th</sup>-century suburbs lying to the south of the High Street, between earlier Pier Road (on the west) and Bayford Road (on the east): the suburb was based on the grid of late 19<sup>th</sup>-century New Road, Clifton Road and Bayford Road. The area is largely residential, with the important exception of a saw mill and timber yard between the north end of Clifton Road and Pier Road: this was one of the first developments in the HUCA, being established by 1876. There are also small shops and other businesses on the Pier Road frontage.

There are no listed buildings. The earliest buildings in the HUCA comprise what was then an isolated terrace at the southern end of Pier

Road (nos. 48-60). There are surviving terraces of the late 19<sup>th</sup> century in New Road and to the north: to the south of New Road a long terrace of this date survives along the west side of Bayford Road.

The location of this suburb almost entirely outside the pre-1840 extent of the town, coupled with the subsequent density of building means that the **archaeological potential** of this HUCA is limited.

The lack of historic buildings combined with the archaeological potential gives this HUCA an **Historic Environment Value (HEV)** of 1.

The Historic Environment Value of the area and the lack of opportunity for significant further infill mean that its **vulnerability** is low.

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

### **HUCA 7 Beach Town (HEV 3)**

HUCA 7 lies in a formerly isolated location south-east of the medieval village, and comprises the first purpose-built seaside resort development at Littlehampton. Built near Beach Coffee House of c. 1775, the development began c. 1790, comprising the substantial villa later known as Surrey House, together with lodging houses to the west. Although the days of genteel lodging houses rented for the season are long gone, today the area remains residential.

There are 33 listed buildings, or groups of buildings, and walls (all Grade II) of which six are Period 10 (18<sup>th</sup> century), 20 are Period 11 (1800-40), and seven are Period 12 (1841-80). These numbers are somewhat misleading, however, as they combine numerous terraced houses (of which there are over 60 individual properties). These terraces dominate the HUCA, and fall into two types: substantial lodging houses and modest cottages for service workers. 3 and 4, and 5 and 6 Norfolk Place are each pairs of mirrored three-storied houses of late 18<sup>th</sup>-century date, built in brick. The tall houses of sea-facing South Terrace are varied, with the earliest (i.e. late 18<sup>th</sup>-century) examples probably comprising 5-10 and 13-15 (all brick). These three-storey plus basement terraced houses, saw addition and infill in the first decade or two of the 19<sup>th</sup> century, with 11 and 12 (bow-fronted, and probably with canopied balconies from the outset), 16-18 (four-storied and basemented, with full-height canted bays), and 19-20 (a more substantial four-storied and basemented building, with bracketed window pediments, and No. 20 having an equally elaborate side elevation to Norfolk Road, which includes a two-

storied porch). Continuing west of Norfolk Road, the canted-bay windows of 21-5 South Terrace are also early 19<sup>th</sup>-century. To the west of these 30-47 South Terrace (and 6 St Augustine's Road) continue in similar form, with Regency styled windows and canted bays, and stuccoed, but were built in the 1860s. To the rear of these resort houses, is the New Inn, Norfolk Road (stuccoed with first-floor bow windows) and, along the eastern part of Western Road, modest two-storied cottages, mostly of flint cobble with brick dressings. Building along Western Road to the west of North Place became more fashionable, as seen in the substantial villas of Selborne Place (1860s). Likewise, there are substantial terraced houses, and semi-detached and detached villas in Norfolk Road from the mid-19<sup>th</sup> century.

Excavation just outside the HUCA on the site of the 18<sup>th</sup>-century Beach Hotel in 1995 found no significant archaeology, confirming that the **archaeological potential** of this HUCA is likely to be limited.

The survival of numerous late 18<sup>th</sup> and, especially, early 19<sup>th</sup>-century buildings, and the archaeological potential give this HUCA an **Historic Environment Value (HEV)** of 3.

HUCA 7 has seen modest change only since 1945, with redevelopment of Surrey House (demolished 1946) and other comparatively minor infill and redevelopment. The number of listed historic buildings suggests that the scope for further development or conversion is limited and that **vulnerability** is medium. Perhaps the greatest threats are to further demolitions of unlisted 19<sup>th</sup>-century houses and to neglect of the sea-facing terraces.

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

### **HUCA 8 St Catherine's (HEV 1)**

HUCA 8 lies entirely outside the pre-1840 town, and comprises late Victorian and Edwardian suburbs lying between Beach Town and the earlier village/town. The suburb combines a gridded plan, which is the westwards extension of Beach Town along the north side of the Green, with the sinuous plan of St Catherine's Road. The area remains largely residential.

There are three listed buildings or monuments (all Grade II). The earliest and most noteworthy of these is the Roman Catholic chapel (St Catherine), built on an isolated site in 1862-3, and enlarged c.1875 and in 1883: around the later remodelling a presbytery was added on the east. Later 19<sup>th</sup>-century buildings survive to the

north, facing on to Caffyn's Field, comprising substantial semi-detached and detached housing, in both brick and flint. Mostly Edwardian terraces continue westwards the line of earlier South Terrace.

The location of this suburb entirely outside the pre-1840 extent of the town, and an absence of known archaeology suggest that the **archaeological potential** of this HUCA is limited.

The lack of pre-1860 historic buildings combined with the archaeological potential gives this HUCA an **Historic Environment Value (HEV)** of 1.

Although the area has a modest Historic Environment Value, the loss of unlisted Victorian and Edwardian villas to redevelopment since 1945 (mostly for blocks of flats) suggests that **vulnerability** is medium, with further such redevelopment a clear threat.

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

### **HUCA 9 Seafront (HEV 1)**

HUCA 9 comprises the beach and the area to the north, which combines the open recreational grass area of the Green, the beach, leisure facilities and a small amusement park. The area began to be used as the resort seafront in the late 18<sup>th</sup> century, and attracted the Beach Coffee House of c.1775 (later the Beach Hotel: the site is now occupied by Beach Crescent, built 1995), and was in part land reclaimed from the shingle spit and river mouth prior to the establishment of the current harbour entrance in the 1730s.

There are no listed buildings. The earliest manmade feature of interest is the remains of a battery of seven guns, built immediately on the east side of the harbour mouth in 1759-60. Later occupied by the coastguard the remaining earthwork is now part of the amusement park. No early resort buildings survive, with the oldest such remains comprising the 1912 Shelter Hall, now much modified as the Windmill theatre. Of modern developments perhaps the most noteworthy is the steel-shelled East Beach Café (Heatherwick Studio, 2007) on the promenade itself.

Excavation on the site of the 18<sup>th</sup>-century Beach Hotel in 1995 found no significant archaeology, confirming that the **archaeological potential** of this HUCA is likely to be limited.

The quality of the 20<sup>th</sup>-century development, the absence of historic buildings and historic boundaries, and the limited archaeological

potential combine to give this HUCA an **Historic Environment Value (HEV)** of 1 (although it should be noted that this HUCA has considerable value on other criteria outside the scope of the EUS – such as for scenic and recreational value).

HUCA 9 has seen considerable redevelopment in the 20<sup>th</sup> century, especially with successive redevelopment of the former battery and coastguard area on the west side of the Green, and gradual erosion of the extent of the Green through building and car parks. Although the Historic Environment Value is modest, the **vulnerability** of the HUCA is medium, as further encroachment on to the Green – a key feature of the seafront area since the late 18<sup>th</sup> century – is a significant threat.

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

### **HUCA 10 Rope Walk (HEV 2)**

HUCA 10 lies west of the pre-1800 village/ town, on the west bank of the River Arun, and comprises wharves and shipyards established after the ferry opened in 1825. Today, the area is still used for landing stages for boats, as boat building yards, and for marine businesses. There are no listed buildings, although long-established Hillyards boatyard has a building of local importance in the early 19<sup>th</sup>-century flint and brick range that formed part of one of the first shipyards (in the tithe apportionment of c.1841 it was part of Stephen Olliver's shipyard).

The location of this HUCA outside the pre-1800 town, the absence of any known non-urban archaeology, and the density of redevelopment mean that **archaeological potential** is limited.

The few identified historic buildings and boundaries, and limited archaeological potential combine with the continuity of historic maritime function to give this HUCA an **Historic Environment Value (HEV)** of 2.

Although the Historic Environment Value is modest, the **vulnerability** of the HUCA is medium, as the present maritime usage of the area perpetuates its original function – and one fundamental to the development of Littlehampton – so that redevelopment of the entirely unlisted site (as seen recently on the east bank of the River Arun) would considerably erode the historic character.

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

### **HUCA 11 Arundel Road (HEV 1)**

HUCA 11 lies almost entirely outside the pre-1840 town, and predominantly comprises late 19<sup>th</sup>-century suburbs lying to the north of the High Street, along and adjacent to Arundel Road. The area was and remains largely residential.

There are no listed buildings. The few pre-1840 buildings on the west side of Arundel Road have been demolished, so that the earliest buildings are the modest terraced houses built immediately after, and north of, the railway station (1863), in and off Arundel Road and Howard Road. Although the brick and flint church of St James in East Ham Road is not especially noteworthy, it has a secondary importance as the location, since it was built in 1909, of the Norman font of the parish church of St Mary.

The location of this suburb almost entirely outside the pre-1840 extent of the town, coupled with the subsequent density of building means that the **archaeological potential** of this HUCA is limited.

The lack of historic buildings combined with the archaeological potential gives this HUCA an **Historic Environment Value (HEV)** of 1.

The Historic Environment Value of the area and the lack of opportunity for significant further infill mean that its **vulnerability** is low.

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

### **HUCA 12 Fort (HEV 3)**

HUCA 12 lies to the south-west of the town, immediately west of the outfall of the River Arun.

There are no listed buildings, but there is a Scheduled Monument. This comprises the remains of Littlehampton Fort, completed in 1854, replacing the battery of 1759-60. The fort is a notable example of a mid- 19<sup>th</sup>-century fort (other Sussex examples are at Newhaven and Shoreham). The lunette-shaped fort was equipped with three 68-pounders and two 32-pounders, and had a barracks suitable for two officers, a master gunner and 42 ordinary rankings. The fort declined in the late 19<sup>th</sup> century, had its guns removed in 1891, and was reported as dismantled c.1900, but the barrack block was not demolished until the 1960s and substantial remains of the fort survive. The most visible parts are the flint cobble and brick built crenel wall and bastion, to the rear of which the escarpment rises towards the magazines and



gun platforms: this rear part of the fort, however, is completely overgrown and survival is unclear.

The presence of the part-buried remains of the fort means that the **archaeological potential** of this HUCA is high.

The survival of the 19<sup>th</sup>-century fortifications, and the high archaeological potential give this HUCA an **Historic Environment Value (HEV)** of 3.

HUCA 12 has seen significant change in the 20<sup>th</sup> century (with the end of military use). The Historic Environment Value of the area means that **vulnerability** is high, not least from natural decay and a lack of conservation: the fort is on the English Heritage list of Scheduled Monuments at Risk (2008).

The **research question** especially relevant to this HUCA relates to the development of the fort (RQ16).

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

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 Littlehampton				
Historic Character Types (HCTs)	Historic Urban Character Area (HUCA)	Archaeological potential	Historic Environment Value (HEV)	Vulnerability
Church/churchyard Irregular historic plots Public Suburb	<b>1. Church</b>	Moderate	3	<b>Low</b>
Retail and commercial Irregular historic plots Public Suburb	<b>2. High Street</b>	Limited	2	<b>Medium</b>
Farmstead/barn Irregular historic plots School/college Suburb Vacant	<b>3. East Street</b>	Moderate	2	<b>Low</b>
Irregular historic plots Quay/wharf Suburb Public	<b>4. River Road</b>	Limited	2	<b>Low</b>
Station, sidings and track Quay/wharf Light industry Suburb	<b>5. Station</b>	Limited	1	<b>Low</b>
Light industry Suburb	<b>6. New Road</b>	Limited	1	<b>Low</b>

Summary of assessment of Historic Urban Character Areas (HUCAs) for Littlehampton				
<i>Historic Character Types (HCTs)</i>	<i>Historic Urban Character Area (HUCA)</i>	<i>Archaeological potential</i>	<i>Historic Environment Value (HEV)</i>	<i>Vulnerability</i>
Irregular historic plots Suburb	<b>7. Beach Town</b>	Limited	3	<b>Medium</b>
Suburb Park Informal parkland	<b>8. St Catherine's</b>	Limited	1	<b>Medium</b>
Beach/cliffs Harbour/marina/dock Informal parkland Inland water Other fortification Public Retail and commercial Seafront Sportsfield Suburb	<b>9. Seafront</b>	Limited	1	<b>Medium</b>
Quay/wharf	<b>10. Rope Walk</b>	Limited	2	<b>Medium</b>
Church/churchyard Irregular historic plots Suburb	<b>11. Arundel Road</b>	Limited	1	<b>Low</b>
Other fortification	<b>12. Fort</b>	High	3	<b>High</b>

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

## 6 HISTORIC ENVIRONMENT RESEARCH FRAMEWORK

### 6.1 Pre-urban activity

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

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

### 6.2 Origins

The focus of archaeological and historical analysis has been on the period after the mid-16<sup>th</sup> century, with insufficient attention on the earlier origins of the settlement. Key questions include:

**RQ2:** What was the location, form and construction detail (e.g. sculpture) of the Anglo-Saxon/Norman church(es)?

**RQ3:** Where was the 11<sup>th</sup>-century (and possibly Anglo-Saxon) settlement located, and how did this relate to the location of the church?

**RQ4:** What was the Anglo-Saxon/medieval road layout, how did this evolve, and how did it relate to east-west Coastal Plain/Downland routes, and a transhumant Coastal Plain/Downland-Wealden economy?

### 6.3 Medieval village

Archaeological excavations have not located the medieval village. Questions that need addressing include:

**RQ5:** What was the extent of the village in the 12<sup>th</sup> to 16<sup>th</sup> centuries, and to what degree did it change over this period?

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

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

**RQ8:** What was the form of the church during, the medieval period?

**RQ9:** What evidence is there for any medieval quay or wharf, and what was the nature of the river and seaborne trade?

**RQ10:** What evidence is there for the economy of the village?

### 6.4 Post-medieval town

**RQ11:** What different zones (e.g. social differentiation, or types of activity: especially consider the port, ship-building, and brewing industries), were there during this period, and how did they change?

**RQ12:** To what degree did the settlement shift, expand and develop urban features (such as built-up street frontages, urban institutions, and specialized trades) during the 16<sup>th</sup> and 17<sup>th</sup> centuries?

**RQ13:** What evidence is there for 16<sup>th</sup> and 17<sup>th</sup>-century quays or wharves, and what was the nature of the river and seaborne trade?

**RQ14:** To what degree did Littlehampton function as an outpost of Arundel and how much as a port in its own right, and how did this change during the period?

**RQ15:** How were the medieval and early post-medieval buildings adapted for new functions and changing status?

**RQ16:** How did defences at Littlehampton develop between the 16<sup>th</sup> century and the mid-19<sup>th</sup> century?



## 7 Notes

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

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

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

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

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

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

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

<sup>3</sup> E.g. D. R. Elleray, *Littlehampton: a pictorial history* (1991); Friel, I., and Fardell, R., *Littlehampton. The Archive Photograph Series* (1998).

<sup>4</sup> Lewis, C. P., (ed.) *Victoria County History 5:2* (forthcoming 2009), 133-204.

<sup>5</sup> Bradley, T., & Phillpotts, C., 'The development of the port of Littlehampton, West Sussex, and excavations at East Bank, River Road', SAC 144 (2006), 155-68.

<sup>6</sup> Greatorex, C., *An Archaeological Field Evaluation of Floyds Corner, Littlehampton, West Sussex* (unpublished South Eastern Archaeological Services report, 1993).

<sup>7</sup> James, R., *An Archaeological Evaluation at the Beach Hotel, Littlehampton* (unpublished South Eastern Archaeological Services report, project no. 371, 1995).

<sup>8</sup> James, R., and Griffin, F., *An Archaeological Evaluation at Littlehampton Library, Maltravers Road, Littlehampton, West Sussex* (unpublished Archaeology South-East report, project no. 1496, 2002).

<sup>9</sup> Rayner, L., Stevens, S., and Sygrave, J., *An Archaeological Evaluation at the Proposed Site of Arun Community Hospital, Fitzalan Road, Littlehampton* (unpublished Archaeology South-East interim report, project no. 2128, 2005); Worrall, S., *Archaeological Investigations at Arun Community Hospital, Fitzalan Road, Littlehampton, West Sussex: Post-Excavation Assessment and Project Design for Publication* (unpublished Archaeology South-East report, project nos. 2128 and 2277, 2006).

<sup>10</sup> Gilkes, O. J., 'Iron Age and Roman Littlehampton', SAC 131 (1993), 1-20.

<sup>11</sup> Lovell, J., 'An early Roman pottery production site at Horticultural Research International, Littlehampton', SAC 140 (2002), 21-40.

<sup>12</sup> James, R., *An Archaeological Evaluation at Solway Close, Littlehampton, West Sussex* (unpublished Archaeology South-East report, project no. 1237, 2000).

<sup>13</sup> Adams, S., 'Bronze Age to Roman field systems at the site of the Arunside Industrial Estate, Littlehampton', SAC 142, (2004), 144-8.

<sup>14</sup> WSRO Add. MS 28,949.

<sup>15</sup> Vine, P. A. L., *West Sussex Waterways* (1985); Vine, P. A. L., Vine, *London's Lost Route to the Sea* (1996), 21-2.

<sup>16</sup> Lewis, C. P., (ed.) *Victoria County History 5:2* (forthcoming 2009), 139-40.

<sup>17</sup> Griffiths, I. L., 'Road and rail in Sussex', in Geography Editorial Committee (eds.), *Sussex: Environment, Landscape and Society* (1983), 239; Lewis, C. P., (ed.) *Victoria County History 5:2* (forthcoming 2009), 208.

<sup>18</sup> Greatorex, C., *An Archaeological Field Evaluation of Floyds Corner, Littlehampton, West Sussex* (unpublished South Eastern Archaeological Services report, 1993).

<sup>19</sup> James, R., and Griffin, F., *An Archaeological Evaluation at Littlehampton Library, Maltravers Road, Littlehampton, West Sussex* (unpublished Archaeology South-East report, project no. 1496, 2002).

<sup>20</sup> Rayner, L., Stevens, S., and Sygrave, J., *An Archaeological Evaluation at the Proposed Site of Arun Community Hospital, Fitzalan Road, Littlehampton* (unpublished Archaeology South-East interim report, project no. 2128, 2005); Worrall, S., *Archaeological Investigations at Arun Community Hospital, Fitzalan Road, Littlehampton, West Sussex: Post-Excavation Assessment and Project Design for Publication* (unpublished Archaeology South-East report, project nos. 2128 and 2277, 2006).

<sup>21</sup> Adams, S., 'Bronze Age to Roman field systems at the site of the Arunside Industrial Estate, Littlehampton', SAC 142, (2004), 144-8.

<sup>22</sup> Rayner, L., Stevens, S., and Sygrave, J., *An Archaeological Evaluation at the Proposed Site of Arun Community Hospital, Fitzalan Road, Littlehampton* (unpublished Archaeology South-East interim report, project no. 2128, 2005); Worrall, S., *Archaeological Investigations at Arun Community Hospital, Fitzalan Road, Littlehampton, West Sussex: Post-Excavation Assessment and Project Design for Publication* (unpublished Archaeology South-East report, project nos. 2128 and 2277, 2006).

<sup>23</sup> Gilkes, O. J., 'Iron Age and Roman Littlehampton', SAC 131 (1993), 1-20.

<sup>24</sup> James, R., *An Archaeological Evaluation at Solway Close, Littlehampton, West Sussex* (unpublished Archaeology South-East report, project no. 1237, 2000).

<sup>25</sup> Lovell, J., 'An early Roman pottery production site at Horticultural Research International, Littlehampton', SAC 140 (2002), 21-40.

<sup>26</sup> Adams, S., 'Bronze Age to Roman field systems at the site of the Arunside Industrial Estate, Littlehampton', SAC 142, (2004), 144-8.

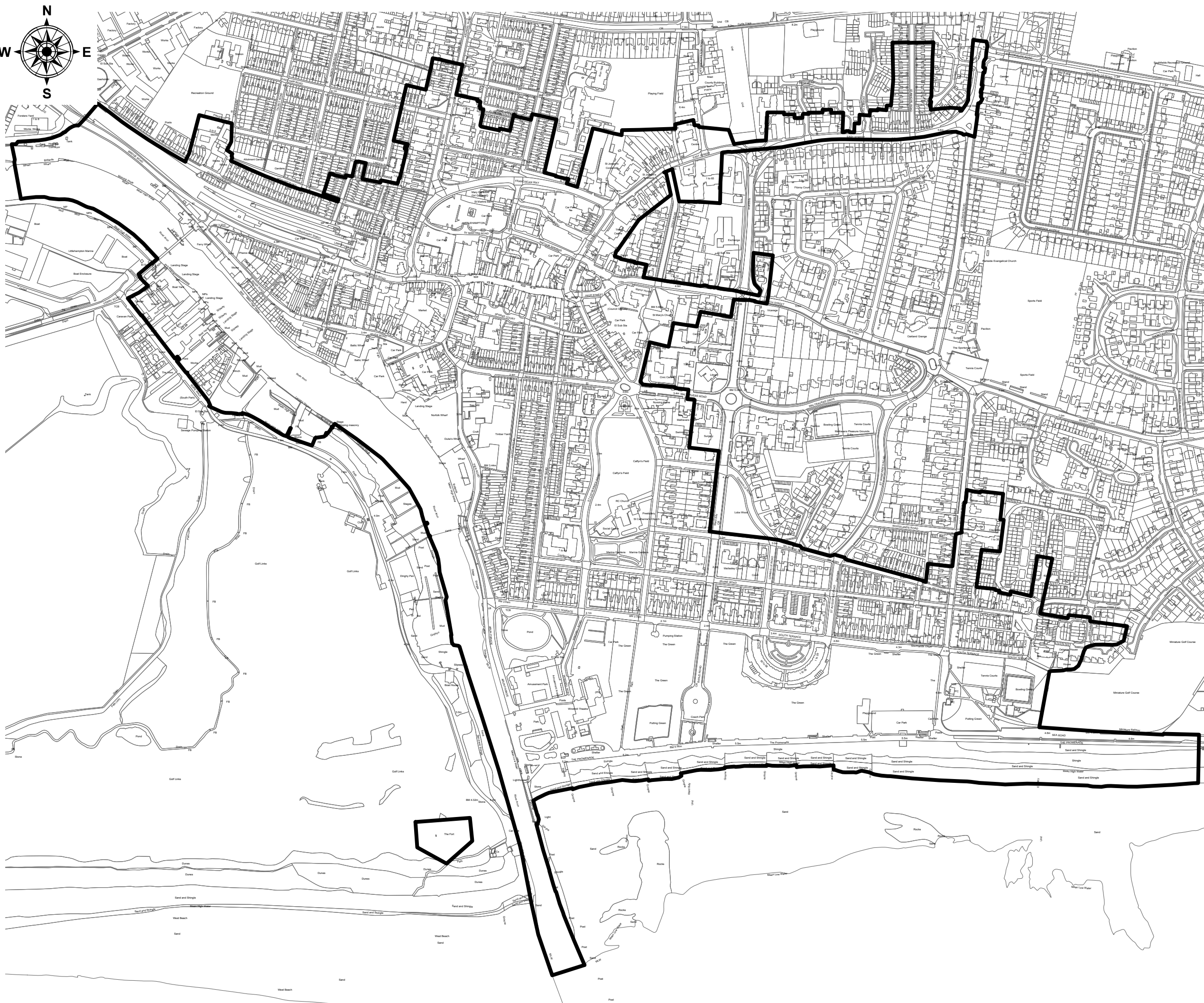
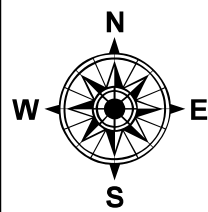
<sup>27</sup> *Ibid.*; Mawer, A., & Stenton, F.M., *The Place-names of Sussex* (1929-30; reprinted 2001), 169.

<sup>28</sup> Gelling, M. & Cole, A., *The Landscape of Place-names* (2000), 46-55; see also, Coates, R., 'Place-Names before 1066', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 32.

- <sup>29</sup> Ibid.; Mawer, A. & Stenton, F.M., *The Place-names of Sussex* (1929-30; reprinted 2001), 169.
- <sup>30</sup> Coates, R., 'Place-Names before 1066', in Leslie, K. and Short, B. (eds.), *An Historical Atlas of Sussex* (1999), 32-3.
- <sup>31</sup> Rushton, N. S., 'Parochialization and patterns of patronage in 11<sup>th</sup>-century Sussex', *SAC* 137 (1999), 133-52; Gardiner, M., 'Late Saxon Sussex c.650-1066', in Leslie, K. and Short, B. (eds.), *An Historical Atlas of Sussex* (1999), 30-1.
- <sup>32</sup> Page, W., (ed.) *Victoria County History* 2 (1973), 108-9, 119-20; Hudson, T. P. (ed.) *Victoria County History* 5:1 (1997), 86; Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 194-5.
- <sup>33</sup> Cooper, J. H., 'A Religious Census of Sussex in 1676', *SAC* 45 (1902), 142-8, at 146.
- <sup>34</sup> Ford, W. K. (ed.), 'Chichester Diocesan Surveys 1686 and 1724', *SRS* 78, 67.
- <sup>35</sup> Hudson, W. H. (ed.), 'The three earliest subsidies for the County of Sussex in the years 1296, 1327, 1332', *SRS* 10 (1910), 70, 143-4, 266.
- <sup>36</sup> Cornwall, J. (ed.), 'The Lay Subsidy Rolls for the County of Sussex 1524-25', *SRS* 56 (1956), 52; Cooper, J. H., 'A Religious Census of Sussex in 1676', *SAC* 45 (1902), 146; Ford, W. K. (ed.), 'Chichester Diocesan Surveys 1686 and 1724', *SRS* 78, 67. The calculations for total populations are the author's and are necessarily indicative, with the following multipliers used: 131% for surveys of adults (1676), 450% for families (1724) and 490% for taxpayers (1524).
- <sup>37</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 169.
- <sup>38</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 201.
- <sup>39</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 162.
- <sup>40</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 135.
- <sup>41</sup> Hudson, T. P. (ed.) *Victoria County History* 5:1 (1997), 63-4.
- <sup>42</sup> Farrant, J. H., 'The Seaborne Trade of Sussex, 1720-1845', *SAC* 114 (1976), 97-120.
- <sup>43</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 174.
- <sup>44</sup> Lower, M. A., *A Survey of the Coast of Sussex made in 1587* (1870).
- <sup>45</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 153..
- <sup>46</sup> Farrant, J. H., 'The Seaborne Trade of Sussex, 1720-1845', *SAC* 114 (1976), 97-120; Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 135, 174-5, 180.
- <sup>47</sup> Sue Farrant suggests that there was seabathing during the 1750s, although cites no source for this otherwise unsupported suggestion: Farrant, S., 'Early Growth of the Seaside Resorts c.1750 to 1840', in Geography Editorial Committee (eds.), *Sussex: Environment, Landscape and Society* (1983), 208-20, at 216.
- <sup>48</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 146, 152-5, 162, 165.
- <sup>49</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 182-3.
- <sup>50</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 183, 187.
- <sup>51</sup> Ford, W. K., (ed.), 'Chichester Diocesan Surveys 1686 and 1724', *SRS* 78 (1994), 67. The calculations for the total population in 1724 is the author's and uses a multiplier of 450% for families. The population figures for 1801 onwards are derived from the decennial census.
- <sup>52</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 196.
- <sup>53</sup> Hickman, M. R., 'The role of soldiers in the origins of Wesleyan Methodism in Brighton and other towns on the Sussex Coast', *SAC* 143 (2005), 257-66, at 262, 264.
- <sup>54</sup> Elleray, D. R., *Sussex Places of Worship: A Gazetteer of Buildings erected between c.1760 and c.1960* (2004), 39; Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 201.
- <sup>55</sup> Woodburn, B., 'Fortifications and Defensive Works 1500-1900', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 102-3; Aldsworth, F. G., 'A Description of the Mid Nineteenth Century Forts at Littlehampton and Shoreham, West Sussex', *SAC* 119 (1981), 181-94, at 181; Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 153.
- <sup>56</sup> Hudson, A., 'Napoleonic Barracks in Sussex', *SAC* 124 (1986), 267-8; Hudson, A., *Gazetteer of Barracks in Sussex During the Revolutionary and Napoleonic Wars (1793-1815)* (typescript at Barbican House, Lewes, 1986), 12.
- <sup>57</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 180.
- <sup>58</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 193.
- <sup>59</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 189.
- <sup>60</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 201-2.
- <sup>61</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 166.
- <sup>62</sup> Elleray, D. R., *Sussex Theatres: An Illustrated Survey and Gazetteer c.1750-2000* (2006), 32.
- <sup>63</sup> Farrant, J., 'Growth of Communications 1840-1914', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 80-1.
- <sup>64</sup> Farrant, J., 'Growth of Communications 1840-1914', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 80-1; Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 177-8..
- <sup>65</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 181, 183.
- <sup>66</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 155-6, 162, 191-2.
- <sup>67</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 162, 183-5, 187-8; Beswick, M., *Brickmaking in Sussex: A History and Gazetteer* (revised edtn., 2001), 210.
- <sup>68</sup> Grieves, K., 'Sussex in the First World War', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 116-17.
- <sup>69</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 178-9, 183.

- <sup>70</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 160-2; Elleray, D. R., *Sussex Theatres: An Illustrated Survey and Gazetteer c.1750-2000* (2006), 32-3.
- <sup>71</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 186.
- <sup>72</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 187.
- <sup>73</sup> Elleray, D. R., *Sussex Places of Worship: A Gazetteer of Buildings erected between c.1760 and c.1960* (2004), 39.
- <sup>74</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 197-9.
- <sup>75</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 194, 197.
- <sup>76</sup> Website of the Franciscan Missionary sisters of Littlehampton <http://www.franciscan.co.uk/pgeHISTORY.htm> accessed on 27.3.2009.
- <sup>77</sup> Elleray, D. R., *Sussex Places of Worship: A Gazetteer of Buildings erected between c.1760 and c.1960* (2004), 39; Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 200-1.
- <sup>78</sup> Timothy Bradley and Christopher Phillpotts suggest that the battery was removed in the 1830s. Certainly, the coastguard was established in this area c.1834, but the battery is marked as a fort on the c.1841 tithe map and is shown as intact (though evidently not functional) on Ordnance Survey maps of the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. Bradley, T., & Phillpotts, C., 'The development of the port of Littlehampton, West Sussex, and excavations at East Bank, River Road', SAC 144 (2006), 155-68, at160.
- <sup>79</sup> Aldsworth, F. G., 'A Description of the Mid Nineteenth Century Forts at Littlehampton and Shoreham, West Sussex', SAC 119 (1981), 181-94; Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 153.
- <sup>80</sup> Leslie, K., and Mace, M., 'Sussex Defences in the Second World War', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 118-19.
- <sup>81</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 190-1; Godfrey, J., 'Local Government in the 19<sup>th</sup> and 20<sup>th</sup> Centuries', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 126-7.
- <sup>82</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 193.
- <sup>83</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 180.
- <sup>84</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 194.
- <sup>85</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 202-3.
- <sup>86</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 165.
- <sup>87</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 166-7. For the date of the foundation of the football club: <http://www.webteams.co.uk/Home.aspx?team=littlehamptonown>.
- <sup>88</sup> In Feb. 2009 this went into administration and at the time of writing the future is uncertain: source, club website - <http://www.lsmc.co.uk/index.htm> accessed 20.3.2009.
- <sup>89</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 166.
- <sup>90</sup> *Ibid.*, 168.
- <sup>91</sup> Elleray, D. R., *Sussex Theatres: An Illustrated Survey and Gazetteer c.1750-2000* (2006), 32; Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 163-4.
- <sup>92</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 197, 199.
- <sup>93</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 152.
- <sup>94</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 152.
- <sup>95</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 152.
- <sup>96</sup> Pers. comm.. Richard Harris, Director, Weald & Downland Open Air Museum.
- <sup>97</sup> Greatorex, C., *An Archaeological Field Evaluation of Floyds Corner, Littlehampton, West Sussex* (unpublished South Eastern Archaeological Services report, 1993).
- <sup>98</sup> Littlehampton Museum M045: reproduced in Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 136; and, in part and redrafted, in Bradley, T., & Phillpotts, C., 'The development of the port of Littlehampton, West Sussex, and excavations at East Bank, River Road', SAC 144 (2006), 159.
- <sup>99</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 143.
- <sup>100</sup> Hawkins, D., *Archaeological Desk Based Assessment: Lane at County Wharf, Pier Road, Littlehampton* (unpublished CgMs Consulting report, 2002), 10, citing, pers. comm., Dr Ian Friel.
- <sup>101</sup> Hawkins, D., *Archaeological Desk Based Assessment: Lane at County Wharf, Pier Road, Littlehampton* (unpublished CgMs Consulting report, 2002), 11.
- <sup>102</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 174.
- <sup>103</sup> Bradley, T., & Phillpotts, C., 'The development of the port of Littlehampton, West Sussex, and excavations at East Bank, River Road', SAC 144 (2006), 155-68.
- <sup>104</sup> James, R., *An Archaeological Evaluation at the Beach Hotel, Littlehampton* (unpublished South Eastern Archaeological Services report, project no. 371, 1995).
- <sup>105</sup> TNA, MR 1/915 (5).
- <sup>106</sup> WSRO Add. MS 28,949.
- <sup>107</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 148.
- <sup>108</sup> Lewis, C. P., (ed.) *Victoria County History* 5:2 (forthcoming 2009), 151.
- <sup>109</sup> Listed building data is drawn from the statutory lists produced by English Heritage, but has been amended – especially in regard to the dating – during the Sussex EUS. The GIS data prepared during the Sussex EUS contains the full references to the sources for revised dates: in many cases these come from fieldwork undertaken by the author.






Sussex EUS



ENGLISH HERITAGE

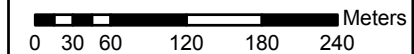
# LITTLEHAMPTON MAP 1 Extent of Littlehampton EUS study area

## KEY

 EUS boundary

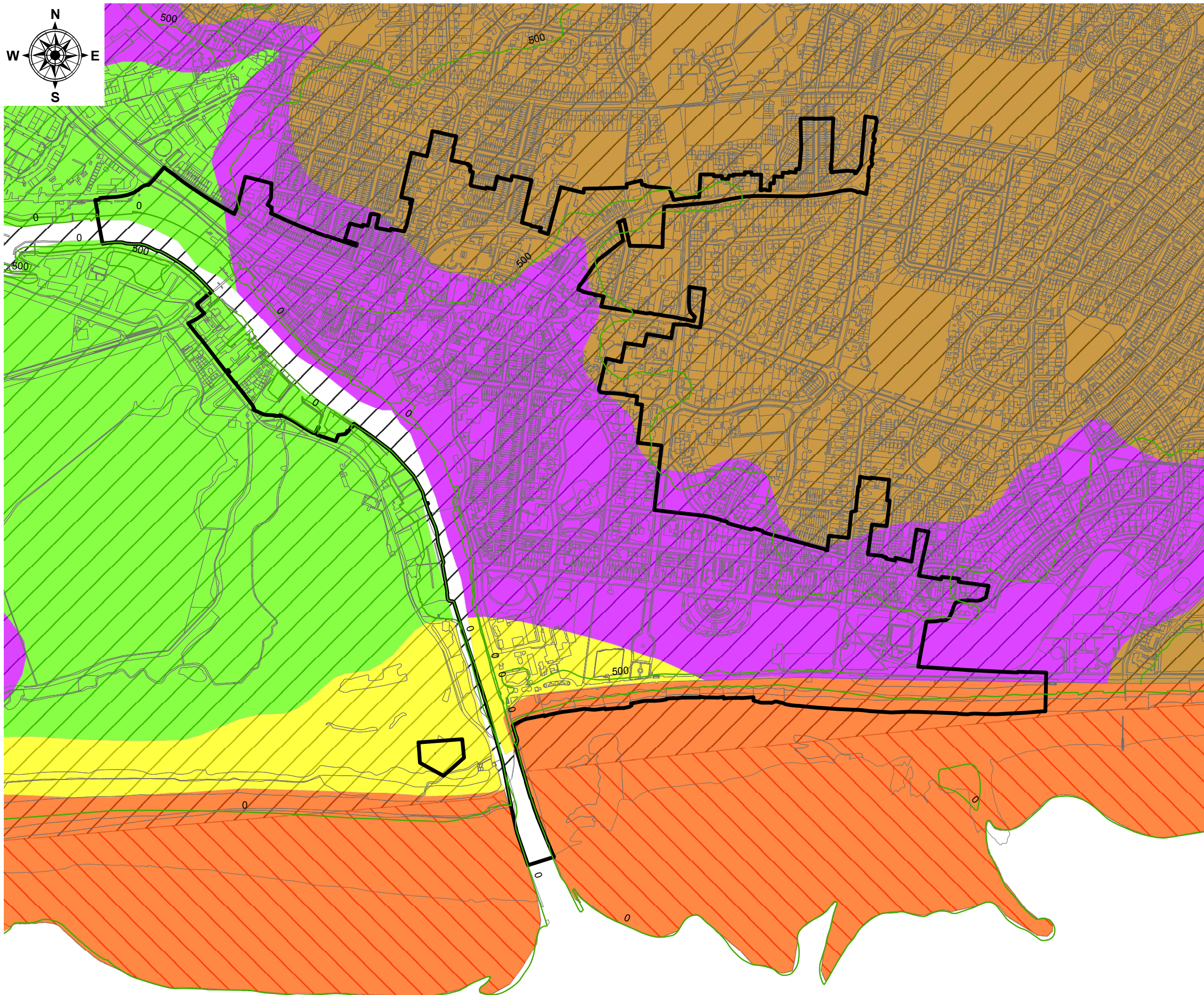
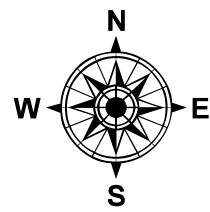
EUS research and mapping:  
Dr Roland B Harris BA DPhil MIFA  
April 2009

SCALE 1:6,000



Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes crown copyright and may lead to prosecution or civil proceedings. OS Licence No. 100018485. This view and other data © East Sussex County Council, West Sussex County Council, and Brighton & Hove City Council.





Sussex EUS

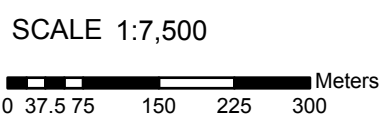


ENGLISH HERITAGE

### LITTLEHAMPTON MAP 2 Solid and drift geology with 5m contours

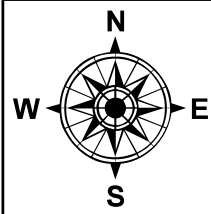
KEY	
<b>Drift geology</b>	
BEACH & TIDAL FLAT DEPOSITS	
BLOWN SAND	
BRICKEARTH	
RAISED BEACH DEPOSITS	
TIDAL FLAT DEPOSITS	
<b>Solid geology</b>	
SEAFORD CHALK MEMBER	
UPPER CHALK FORMATION	
EUS boundary	

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



Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes crown copyright and may lead to prosecution or civil proceedings. OS Licence No. 100018485. This view and other data © East Sussex County Council, West Sussex County Council, and Brighton & Hove City Council.





Sussex EUS

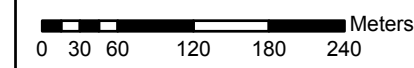


ENGLISH HERITAGE

**LITTLEHAMPTON  
MAP 3  
Ordnance Survey  
1st Series 25" (1876)**

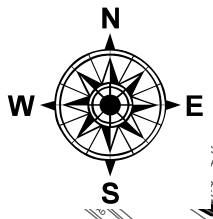
EUS research and mapping:  
Dr Roland B Harris BA DPhil MIFA  
April 2009

SCALE 1:6,000



Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes crown copyright and may lead to prosecution or civil proceedings. OS Licence No. 100018485. This view and other data © East Sussex County Council, West Sussex County Council, and Brighton & Hove City Council.





Sussex EUS



ENGLISH HERITAGE

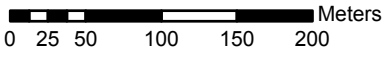
# LITTLEHAMPTON MAP 4 Historic buildings and Scheduled Monuments

## KEY

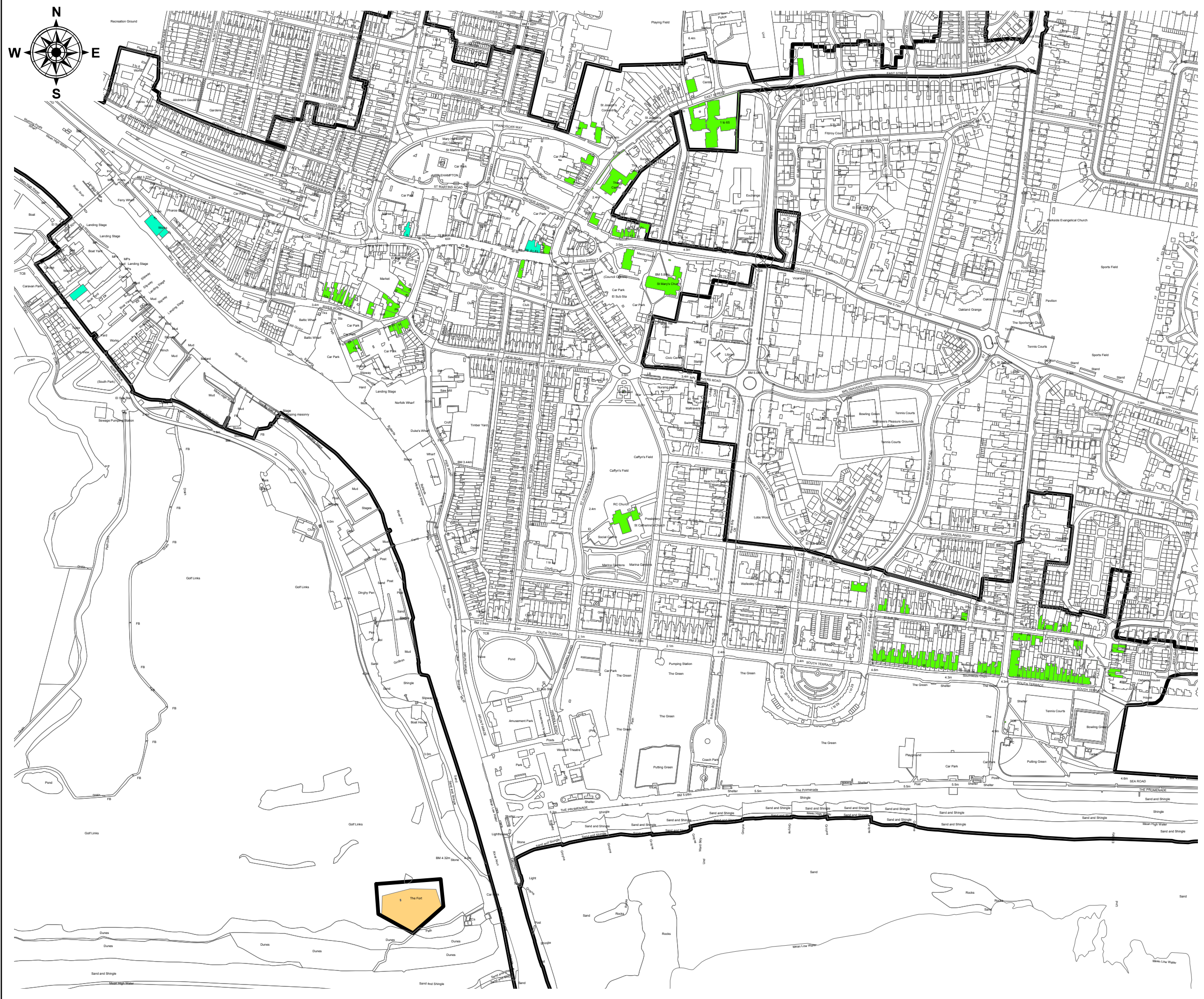
- Scheduled Monuments
- Littlehampton buildings**
- Listing grade**
- II
- None
- EUS boundary

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

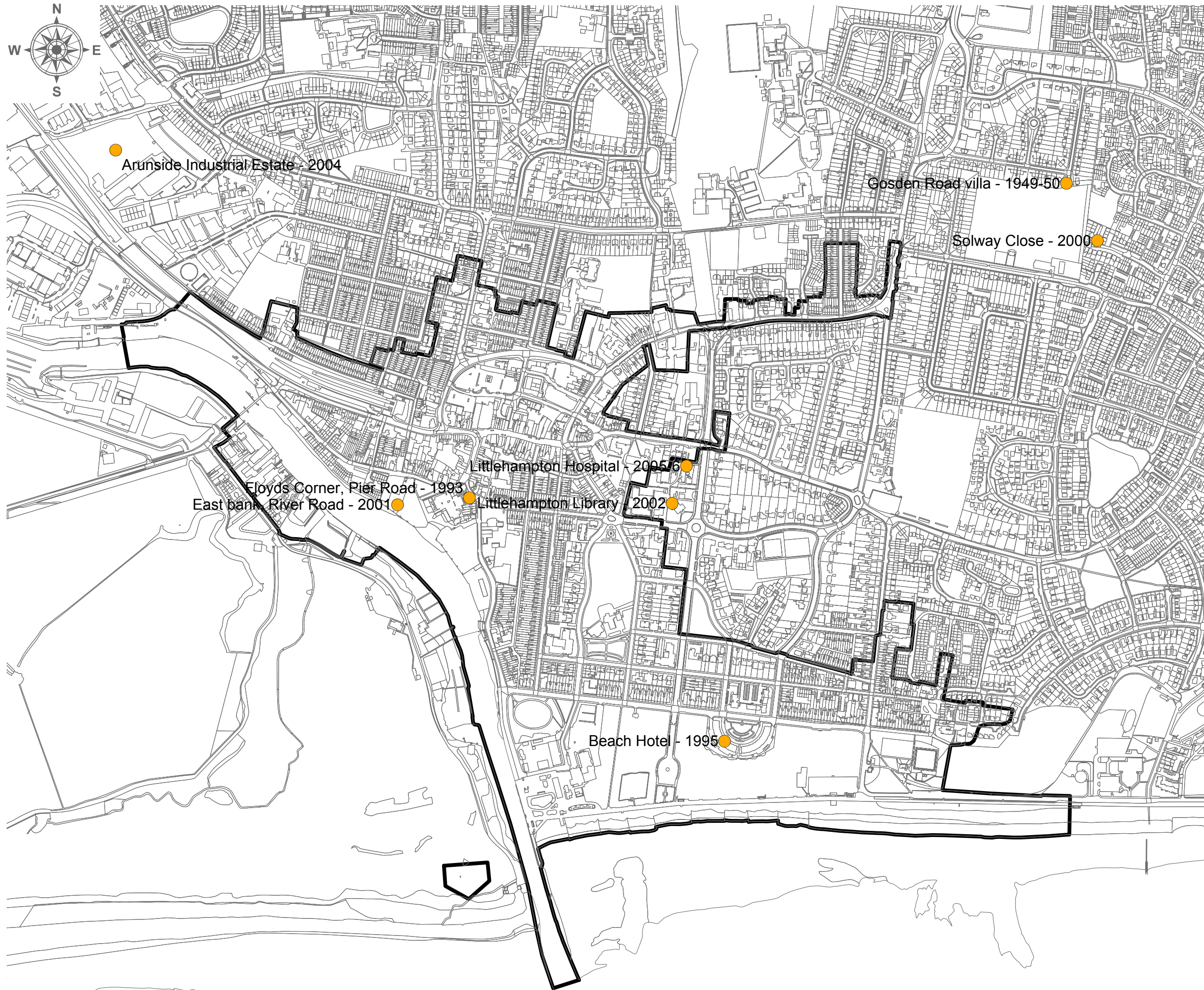
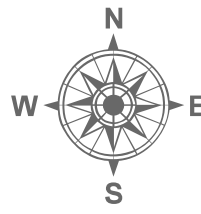
SCALE 1:5,000



Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes crown copyright and may lead to prosecution or civil proceedings. OS Licence No. 100018485. This view and other data © East Sussex County Council, West Sussex County Council, and Brighton & Hove City Council.







Sussex EUS



ENGLISH HERITAGE

### LITTLEHAMPTON MAP 5

Archaeological  
investigations in and  
adjacent to the EUS  
study area from 1949

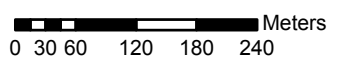
#### KEY

EUS boundary

Littlehampton excavations

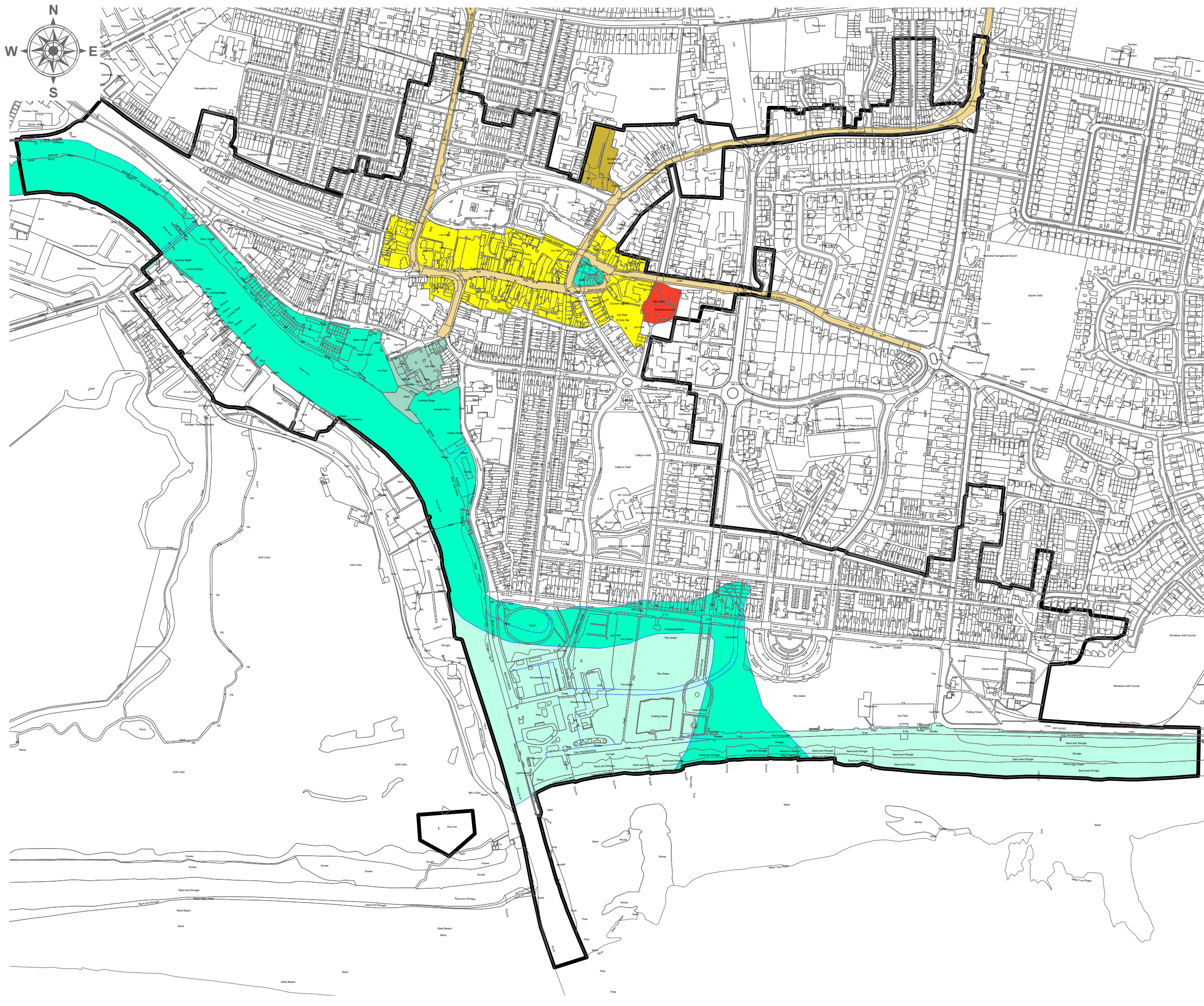
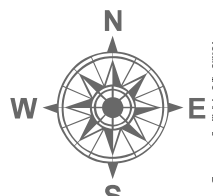
EUS research and mapping:  
Dr Roland B Harris BA DPhil MIFA  
April 2009

SCALE 1:7,500



Reproduced from the Ordnance Survey  
mapping with the permission of the Controller  
of Her Majesty's Stationery Office. © Crown  
Copyright. Unauthorised reproduction infringes  
crown copyright and may lead to prosecution  
or civil proceedings.  
OS Licence No. LA 100018485.  
This view and other data © East Sussex County  
Council, West Sussex County Council, and  
Brighton & Hove City Council.





Sussex EUS



ENGLISH HERITAGE

### LITTLEHAMPTON MAP 6 Period 9 (1600-1699)

#### KEY

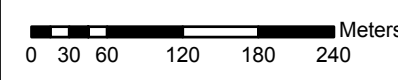
#### Littlehampton EUS

#### HCT

- Beach/cliffs
- Church/churchyard
- Farmstead/barn
- Inland water
- Irregular historic plots
- Lane/road
- Quay/wharf

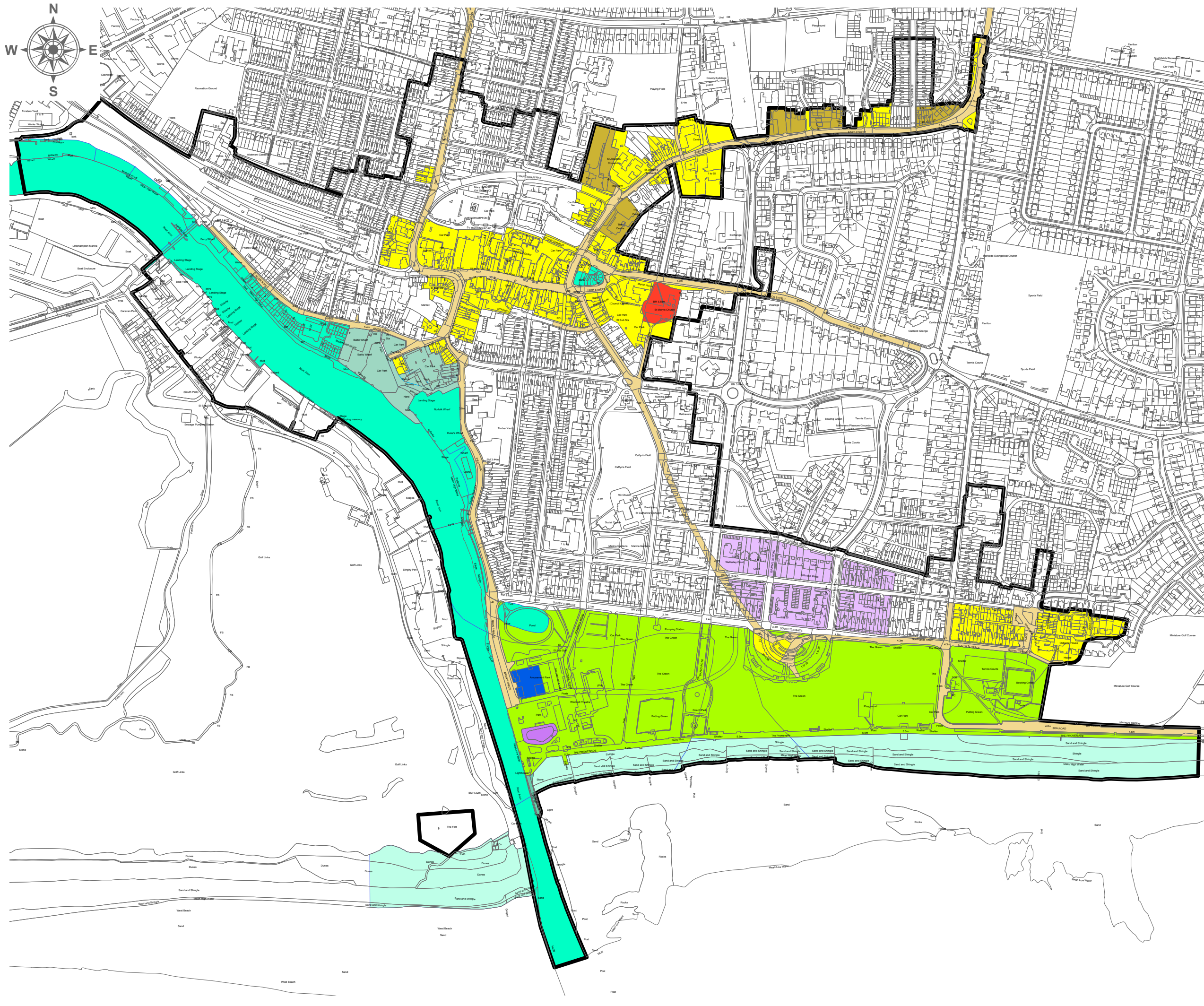
EUS research and mapping:  
Dr Roland B Harris BA DPhil MIFA  
April 2009

SCALE 1:6,000



Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes crown copyright and may lead to prosecution or civil proceedings. OS Licence No. 100018485. This view and other data © East Sussex County Council, West Sussex County Council, and Brighton & Hove City Council.





Sussex EUS



ENGLISH HERITAGE

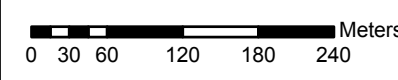
### LITTLEHAMPTON MAP 7 Period 10 (1700-1799)

#### KEY

- Littlehampton EUS**
- HCT**
- Barracks
  - Beach/cliffs
  - Church/churchyard
  - Farmstead/barn
  - Harbour/marina/dock
  - Informal parkland
  - Inland water
  - Irregular historic plots
  - Lane/road
  - Mill
  - Other fortification
  - Quay/wharf

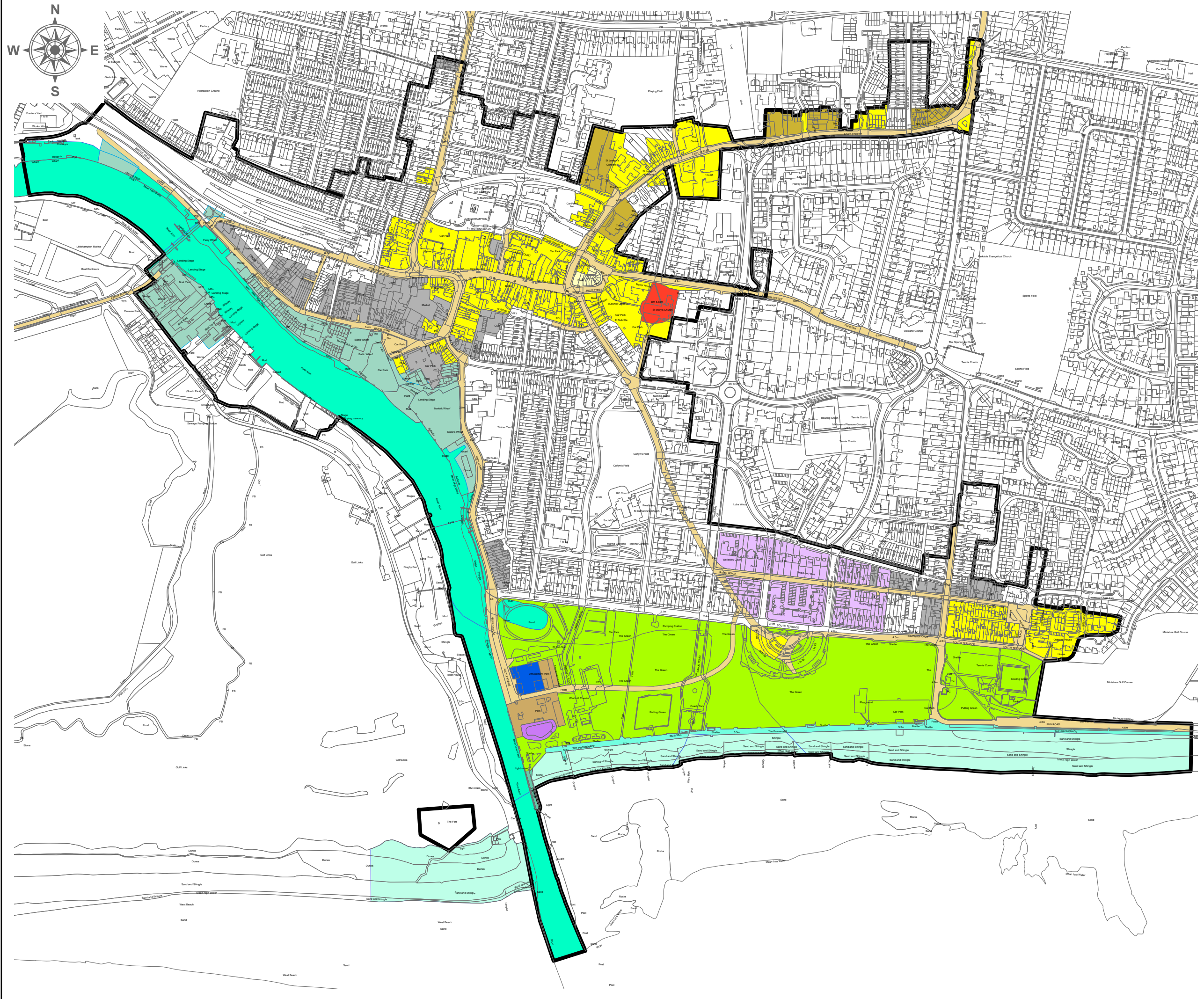
EUS research and mapping:  
Dr Roland B Harris BA DPhil MIFA  
April 2009

SCALE 1:6,000



Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes crown copyright and may lead to prosecution or civil proceedings. OS Licence No. 100018485. This view and other data © East Sussex County Council, West Sussex County Council, and Brighton & Hove City Council.





Sussex EUS



ENGLISH HERITAGE

**LITTLEHAMPTON  
MAP 8  
Period 11 (1800-1840)**

**KEY**

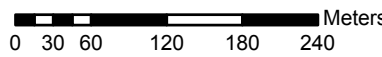
**Littlehampton EUS**

**HCT**

- Barracks
- Beach/cliffs
- Church/churchyard
- Farmstead/barn
- Harbour/marina/dock
- Informal parkland
- Inland water
- Irregular historic plots
- Lane/road
- Mill
- Other fortification
- Public
- Quay/wharf
- Retail and commercial
- Seafront
- Suburb

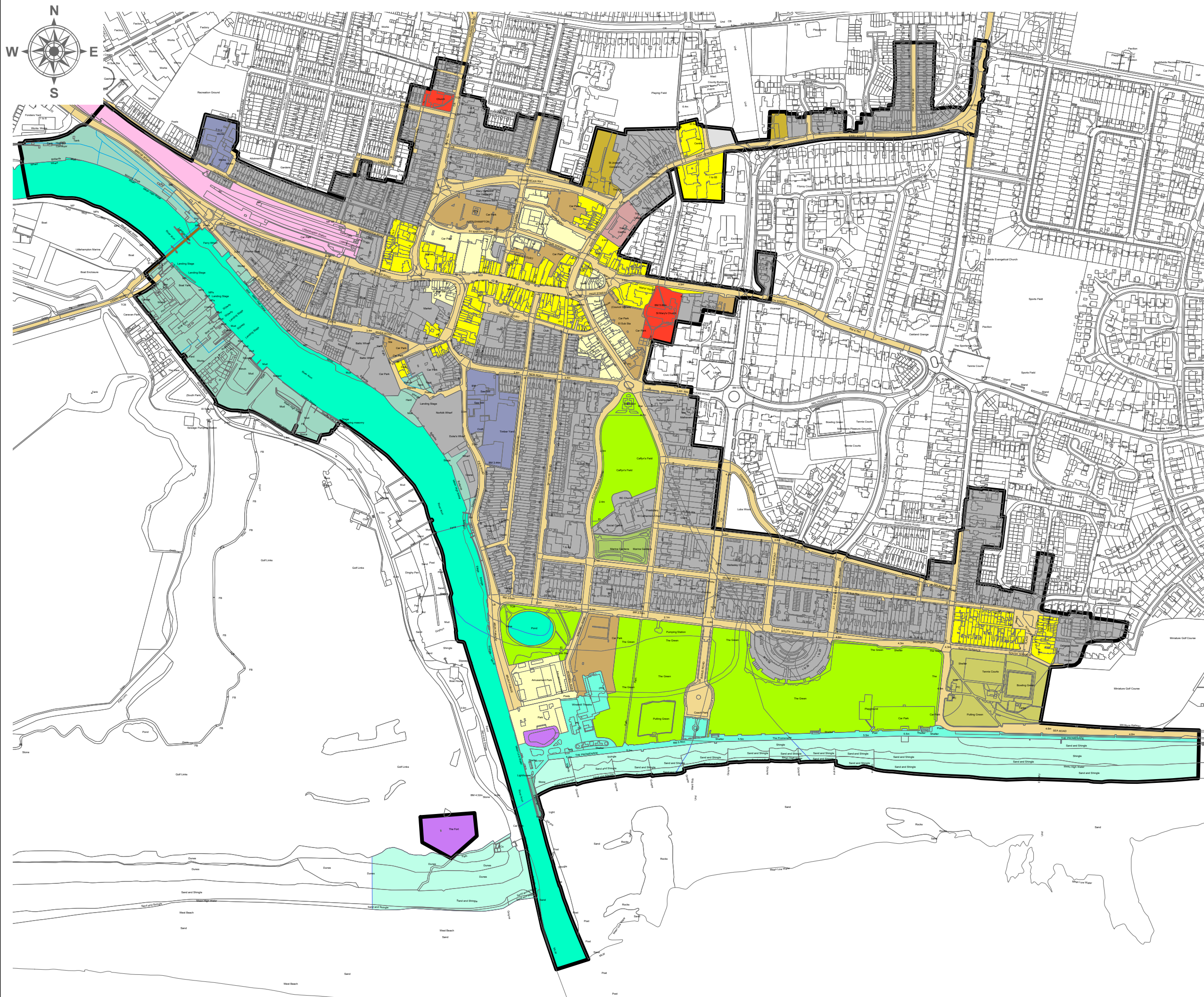
EUS research and mapping:  
Dr Roland B Harris BA DPhil MIFA  
April 2009

SCALE 1:6,000



Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes crown copyright and may lead to prosecution or civil proceedings. OS Licence No. 100018485. This view and other data © East Sussex County Council, West Sussex County Council, and Brighton & Hove City Council.





Sussex EUS



ENGLISH HERITAGE

**LITTLEHAMPTON  
MAP 9  
Historic Character  
Types (2009)**

**KEY**

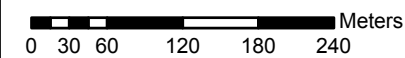
**Littlehampton EUS**

**HCT**

- Beach/cliffs
- Bridge/causeway
- Church/churchyard
- Farmstead/barn
- Harbour/marina/dock
- Informal parkland
- Inland water
- Irregular historic plots
- Lane/road
- Light industry
- Other fortification
- Park
- Public
- Quay/wharf
- Retail and commercial
- School/college
- Seafront
- Sports field
- Station, sidings and track
- Suburb
- Vacant

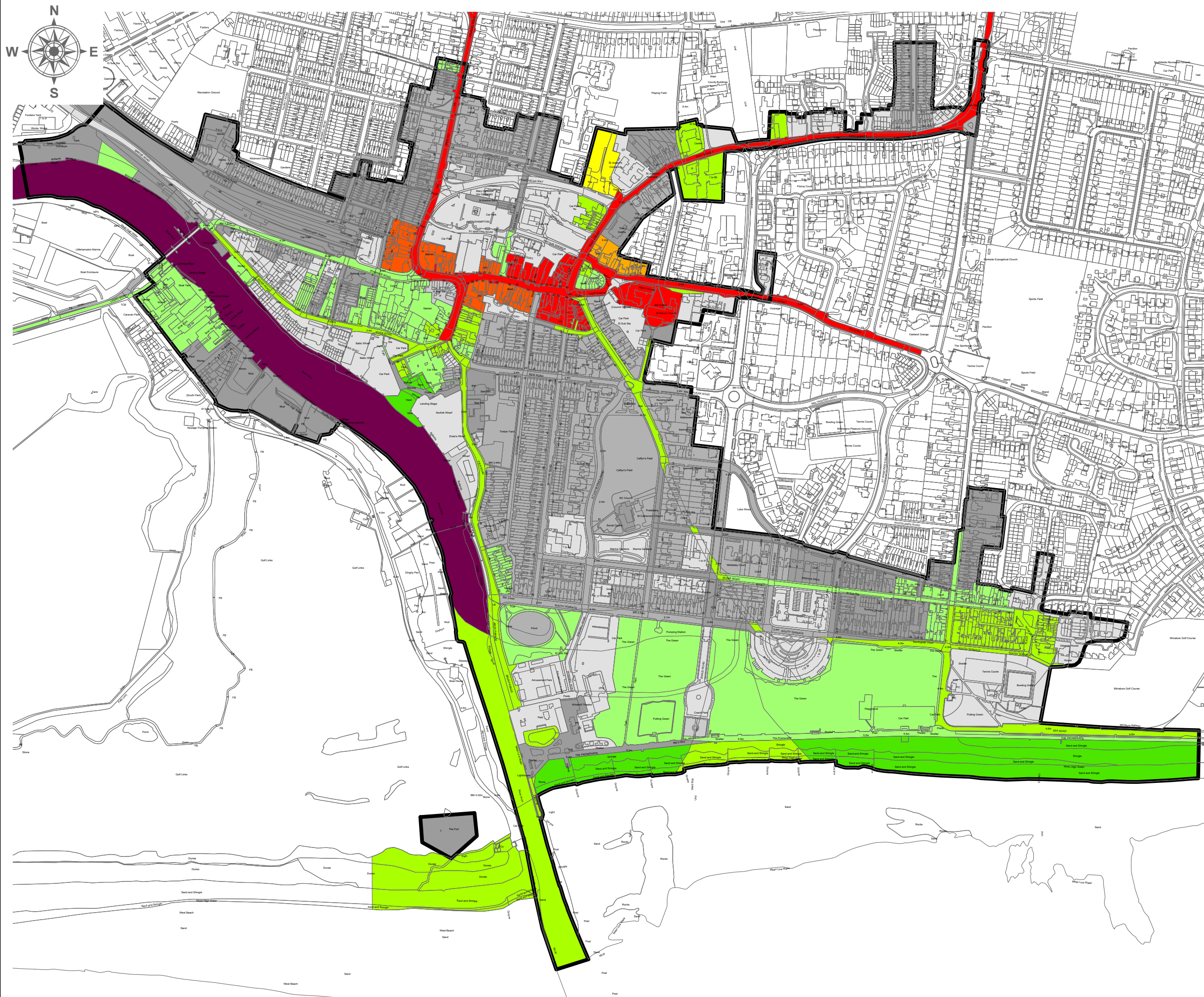
EUS research and mapping:  
Dr Roland B Harris BA DPhil MIFA  
April 2009

SCALE 1:6,000



Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes crown copyright and may lead to prosecution or civil proceedings. OS Licence No. 100018485. This view and other data © East Sussex County Council, West Sussex County Council, and Brighton & Hove City Council.





Sussex EUS



Brighton & Hove



ENGLISH HERITAGE

### LITTLEHAMPTON MAP 10

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

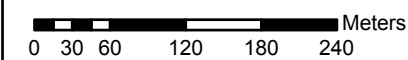
#### KEY

Littlehampton EUS  
PERIOD

- 1
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13
- 14
- 15

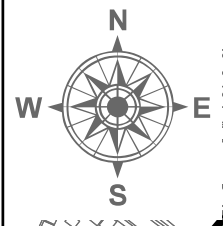
EUS research and mapping:  
Dr Roland B Harris BA DPhil MIFA  
April 2009

SCALE 1:6,000



Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes crown copyright and may lead to prosecution or civil proceedings. OS Licence No. 100018485. This view and other data © East Sussex County Council, West Sussex County Council, and Brighton & Hove City Council.



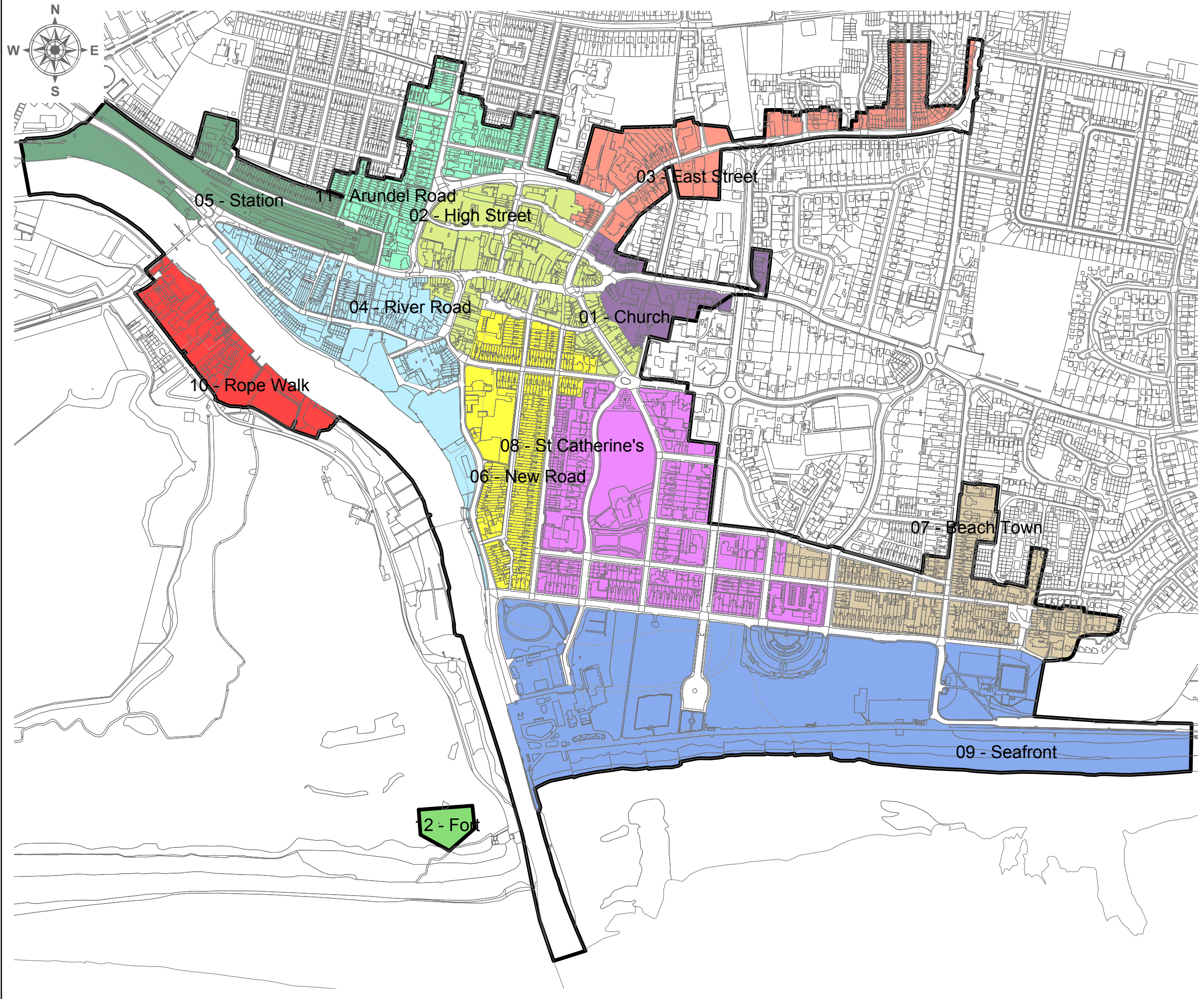


**LITTLEHAMPTON  
MAP 11**  
Historic Urban  
Character Areas  
(HUCAs)

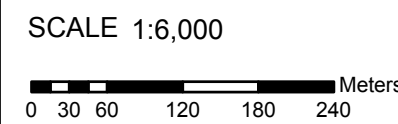
**KEY**

**Littlehampton EUS  
HUCA**

01 - Church
02 - High Street
03 - East Street
04 - River Road
05 - Station
06 - New Road
07 - Beach Town
08 - St Catherine's
09 - Seafont
10 - Rope Walk
11 - Arundel Road
12 - Fort

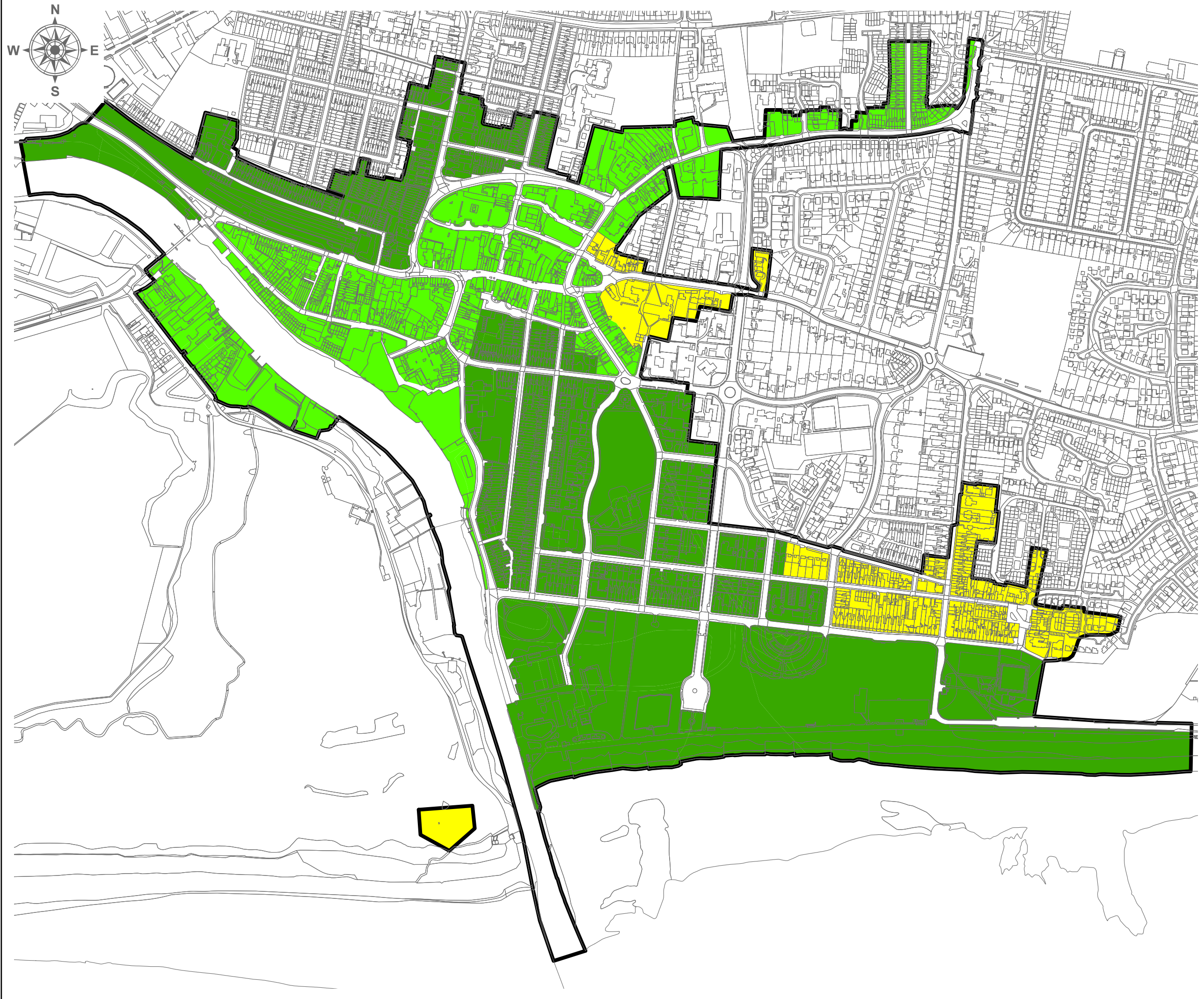


EUS research and mapping:  
Dr Roland B Harris BA DPhil MIFA  
April 2009



Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes crown copyright and may lead to prosecution or civil proceedings. OS Licence No. 100018485. This view and other data © East Sussex County Council, West Sussex County Council, and Brighton & Hove City Council.





Sussex EUS



ENGLISH HERITAGE

**LITTLEHAMPTON  
MAP 12  
Historic Environment  
Value (HEV)**

**KEY**

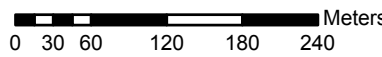
Littlehampton EUS

HEV

- 1
- 2
- 3

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

SCALE 1:6,000



Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes crown copyright and may lead to prosecution or civil proceedings. OS Licence No. 100018485. This view and other data © East Sussex County Council, West Sussex County Council, and Brighton & Hove City Council.