

Newhaven

Historic Character Assessment Report

November 2004



Sussex Extensive Urban Survey (EUS)

Roland B Harris

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in association with Lewes District Council



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

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

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1 INTRODUCTION

1.1 Background to the project

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

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

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

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

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

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

1.2 Aims and objectives

1.2.1 Aims

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

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

1.2.2 Objectives

Key objectives of the project include the:

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

1.3 Outputs

The principal outputs of the project comprise:

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

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

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

1.4 The structure of this report

1.4.1 The Setting

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

1.4.2 History

The history of Newhaven in this report can be a brief summary only. It aims to synthesize published research, and to provide a chronological overview of the development of the town as seen from documentary sources. The focus is placed on those matters – such as origins, economy, trade and institutions – that are most closely related to the urban historic environment today. Aspects of the town’s history – such as the ecclesiastical, manorial, jurisdictional and more recent social history – are accorded less weight.

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, drawing on large-scale maps of the town from 1838 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 Newhaven 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

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

1.5.1 History

There is no authoritative historical study of Newhaven, although the work of **Louis Salzman** for the *Victoria County History*, published in 1940, provides some useful detail.³ Although not concerned with the town itself, articles by **Peter Brandon** and **John Farrant** are more thorough in their analysis and provide an understanding of the important issues of the changing course of the River Ouse and the development of the port of Newhaven from the 16th century onwards.⁴ There is no scholarly study of the development of the Newhaven Fort and the preceding batteries, so primary archives at East Sussex Record Office and Newhaven Fort have been consulted.

1.5.2 Archaeology

There has been just one modern archaeological excavation within the EUS study area, in 1971-4 prior to the construction of **South Way** (the inner ring road) and associated development. However, while this excavation is most often cited for its discovery of a Romano-British villa, its excavator, **Martin Bell**, undertook and published an exemplary investigation that ranged from the Pleistocene landforms to the post-medieval archaeology and history of the site.⁵

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

1.5.3 Historic buildings

Newhaven has a modest number of historic buildings, none of which appears to have been the subject of archaeological study. English Heritage's statutory list of historic buildings is also of use, though many of the descriptions 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 (1882 onwards) have proved invaluable, especially as these have been used in digital form, allowing overlaying with each other and with other data.

The 1838 Tithe Map (*East Sussex Record Office*) captures pre-railway Newhaven at a large scale. This map has been digitized and rectified to fit the National Grid to allow comparison with other maps and data. Vertical air photo coverage of 2000 provides a useful snapshot in time. All analysis and maps utilize the most recent large-scale Ordnance Survey mapping (digital MasterMap data).

1.6 Area covered by the report

The Sussex EUS assessment of Newhaven covers the historic core of the town, harbour and fort, as defined by the 1st series 25" Ordnance Survey (1882). The wider and more recent suburbs are covered by the parallel project of the Historic Landscape Characterisation (HLC) for Sussex.

Newhaven is one of five towns in Lewes District that have assessments such as this. The others are Ditchling, Lewes, Peacehaven and Seaford.

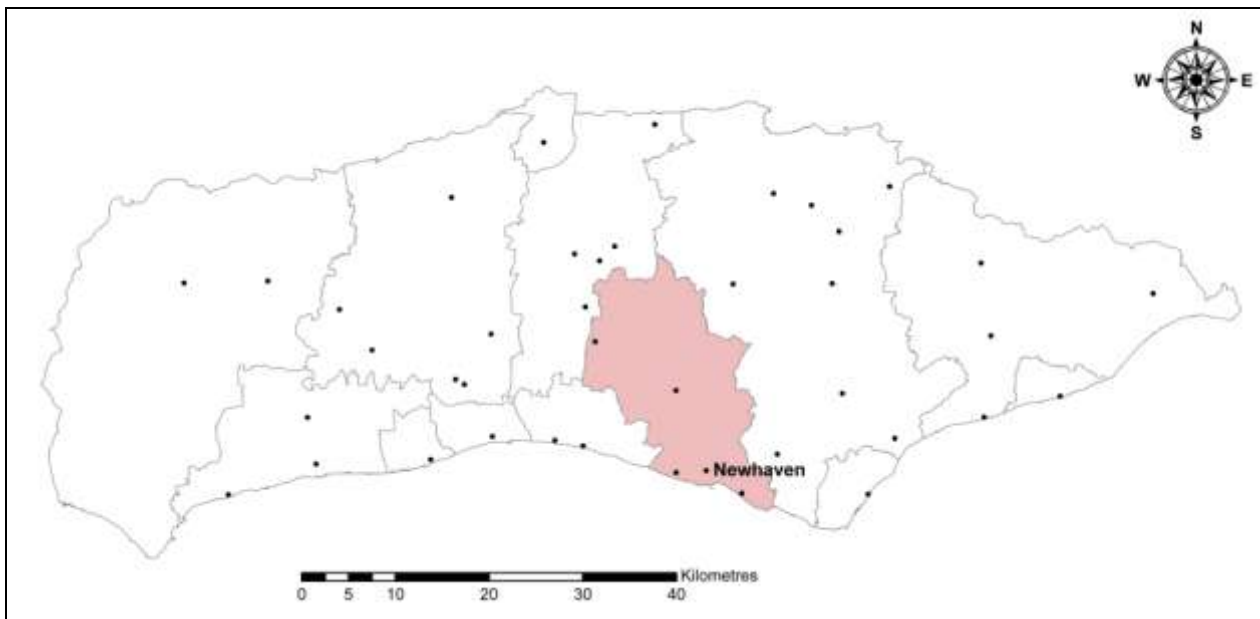


Fig. 1. Location of Newhaven within Sussex. Lewes District is highlighted and points locate the 41 Sussex EUS towns.

2 THE SETTING



Fig. 2. Newhaven from the east, with the railway to Seaford and Mill Creek in the foreground.

2.1 Topography (Map 2)

Newhaven is located on the River Ouse, which flows southwards through a gap in the South Downs. Harbour works extend to the outfall of the river in the English Channel. The historic core of the town is located on a slight spur of the downs that projects into the west side of the river valley (favouring a crossing here), rising from c.3m OSBM at the lower end of Bridge Street to c.54m OSBM at the old workhouse on Church Hill. Newhaven Fort is located immediately west of the mouth of the River Ouse, on the cliff-top.

Off-shore contours measured by bathymetric survey are steeply sloped in the Newhaven area and are not likely to be a product of erosion. This suggests that, despite the rapidity of recent cliff erosion, the prehistoric coast was within 1km of that today.⁶

The settlement lies on the old coast road (A259), although this has been modified to bypass the church and, via a ring road, the town centre.

The town occupies the greater part of Peacehaven Civil Parish, created out of the southern part of Piddinghoe parish in 1929.⁷

2.2 Geology (Map 2)

2.2.1 Solid geology

Along with the whole of Sussex, the rocks in the vicinity of Newhaven are sedimentary. The town lies on the South Downs, so that the entire area is underlain by the relatively pure limestones of, from youngest to oldest, the Tarrant and Newhaven Chalk Formations (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. The uppermost solid geology of south-west part of Newhaven Fort and, outside the EUS study area, the western suburbs of the town (Northdown Road and Tideway School), however, is the sandstone and mudstone (commonly clay) of the Lambeth Group, being Tertiary (Palaeocene) irregular beds laid down on the eroded chalk. The Cretaceous-Tertiary junction is exposed in the cliffs at Castle Hill, running west from Newhaven Fort (Fig. 3). The top of Castle Hill is surmounted by an outcrop of London Clay (Eocene).

2.2.2 Drift Geology

The drift geology of the Newhaven area shows that the scoured and embanked drainage channel that is the River Ouse today is surrounded by reclaimed marshland. Alluvium marks the location of the former marshy estuary of the Ouse. The post-medieval changeable course of the Ouse and its shifting outfall are discussed in section 3.2.1, but the earlier estuary would have been distinguished by multiple and changeable channels. The distinctive dry valleys of the downs (overlain by the northern and southern suburbs of the modern town) are largely a product of periglacial erosion.⁸

Geoarchaeological study has shown that the alluvium fills a Pleistocene buried channel (to a depth of -25.87m OSBM); a probable cliff line at the edge of the Ouse alluvium corresponds with the western side of Chapel Street; west, or up-slope, of the alluvium, post-Roman colluvial or slope deposits (of eroded Pleistocene strata from further up the slope) have accumulated to a depth of up to 1.5m over Roman levels; and, again west of the alluvium, the chalk is overlain by reworked Palaeogene deposits of clay-with-flints.⁹ A high energy storm or barrier beach formed across the estuary, probably in the

Middle to Late Holocene, with the removal of beach barrier conditions and the extension of estuarine and floodplain conditions across the valley in the last 2000 years.¹⁰



Fig. 3. Cliffs at Castle Hill below the fort and the coastguard station, showing junction of the Upper and Middle Chalk Formations and the Lambeth Group.

2.3 Communications

2.3.1 Water

Both Newhaven and its medieval precursor (Meeching) were located directly on the River Ouse, with the harbour of the 16th century onwards suitable for sea-going vessels. Upstream communication was also essential, as between the 16th and 18th centuries Newhaven functioned as the outpost of Lewes (9km north), and the Ouse provided access into the Weald. The river between Lewes and Newhaven was canalized rapidly after the formation of the Lower Ouse Navigation Company in 1791, and from Lewes to Upper Ryelands Bridge (2.5km south-east of Balcombe) in 1790-1812, by the Upper Ouse Navigation Company.¹¹

2.3.2 Road

Newhaven lies on the A259 (the main Seaford-Brighton road). The road was turnpiked in 1824.¹² Roads reach the town from Lewes,

either side of the Ouse valley: that via Southease and Piddinghoe is a rural lane, whilst the eastern road (historically, the Lewes-Seaford road) is now a trunk road (A26). Within the town the movement of traffic on through routes and to the port has been eased since 1974 by creation of an inner ring road, a new swing bridge over the Ouse, and, to the east of the latter, a small flyover.

2.3.3 Railway

The London Brighton and South Coast Railway (LBSCR) opened a line from Lewes to Newhaven in 1847. This connected to the Brighton-London line via the Lewes-Keymer Junction (Burgess Hill) line of 1847, and to the Brighton-Bulverhithe/St Leonards line (1846). The Lewes-Newhaven line was extended to Seaford in 1864.¹³ Initially there were two stations at Newhaven: Newhaven Town Station and Newhaven Wharf Station. Newhaven Harbour Station was added in 1886, further south and also on the east of the Ouse.¹⁴ Confusingly, this is now known as Newhaven Marine Station, and the station to the north as Newhaven Harbour Station. The Newhaven-Lewes line and the Seaford extension remain in use. By 1879, the West Harbour railway (anticipated in 1863¹⁵) had been built, crossing the Ouse by the same swing bridge as the road traffic. Almost immediately this was joined by a horse-drawn tramway from Meeching Quarry and whiting works. The West Harbour railway was extended to the breakwater when built (1879-83). These lines to the west of the river closed in 1963.¹⁶

2.4 Evidence for pre-urban activity

2.4.1 Prehistoric

Within the EUS study area, one excavation has produced prehistoric archaeology:

- **South Way** – excavations in 1971-4 recovered 156 pieces of Palaeolithic (500000 BC to 10001 BC) flint waste and one possible tool from ice wedges, with the Palaeolithic ground level itself subsequently eroded.¹⁷

Outside the EUS study area there have been other prehistoric discoveries:

- **First Avenue** – Lower Palaeolithic (an unrolled Middle Acheulian) handaxe (500000 BC to 150001 BC) was during building operations in 1949 [HER reference:TQ 40 SW43 – ES1780].

- Tideway School – Mesolithic (10000 BC to 4001 BC) flint flakes, core and hammer-stone, and a Bronze Age (2350 BC to 701 BC) cremation in an inverted urn were discovered during terracing in 1973 for the construction of a new gymnasium [HER reference: TQ 40 SW68 – ES1807].
 - 30 Lee Way – Neolithic (4000 BC to 2351 BC) polished flint axe found in the garden in 1962 [HER reference: TQ 40 SW45 – ES1781].
 - Castle Hill – probable Late Bronze Age enclosure or hillfort, recognized from the 17th century. The earthworks no longer survive, in part destroyed by the construction of the 19th-century fort. Pottery from Iron Age and Romano-British periods accounts for the uncertainty of the dating [HER reference: TQ 40 SW33 – ES1794].¹⁸
- Several prehistoric finds have been made at unspecified 'Newhaven' locations:
- 3 Lower Palaeolithic handaxes have been found in Newhaven [HER reference: TQ 40 SW61 – ES1804].
 - A Mesolithic Thames pick was found at Newhaven [HER reference: TQ 40 SW24 – ES1788].
 - Three Neolithic polished flints axes from Newhaven. One was found in 1890 [HER reference: TQ 40 SW25 – ES1789].

2.4.2 Romano-British

There is no reliably identified major Roman road in the area, with the nearest being the London-Lewes road. However, Margary has suggested a Romano-British route from Newhaven to Selmeston to Dicker, and thinks it likely that a coastal road from the Brighton area to Newhaven existed too, passing the church and crossing the Ouse of the pre-1863 route, although no trace remains.¹⁹

One excavation has produced significant evidence of Roman activity in the EUS study area:

- **South Way** – excavations in 1971-4 revealed an early villa occupied during the second half of the 1st and much of the 2nd century AD.²⁰

Elsewhere in the town, there have been Romano-British finds:

- Newhaven Fort – Romano-British pottery was found during levelling of the east side of Newhaven Fort in 1970, prior to the building of housing. As with earlier finds made during the construction of the fort in the 1860s,²¹ this

suggests a Romano-British settlement on the spur east of the Late Bronze Age enclosure [HER reference: TQ 40 SW51 – ES1783].

- The Island (southern end) – Roman hoard of 28 coins (Gallienus to Probus) found in 1920 [HER reference: TQ 40 SW31 – ES1792].
- West of St Michael's church – 3rd-century Roman hoard of 73 coins (Gallienus to Tetricus the younger), though there is some confusion as to whether this hoard was discovered near the Newhaven Fort [HER reference: TQ 40 SW34 – ES1795].

Outside, but near, the EUS study area Romano-British finds comprise:

- Near Castle Hill – Iron Age and Roman coins, Roman pottery and a fragment of a bronze armlet were found near Newhaven Fort in 1939, indicative of a settlement site [HER reference: TQ 40 SW3 – ES1786].
- The Rose Walk (environs) – Roman building, possibly a villa, discovered in mid 19th century, now built over [HER reference: TQ 40 SW32 – ES1793].

2.4.3 Anglo-Saxon

A few sherds (one or four, depending on the account) of Anglo-Saxon pottery were discovered at Newhaven Fort in 1970 [HER reference: TQ 40 SW51 – ES1783], and two or three doubtfully Anglo-Saxon sherds were produced in the South Way excavation.²²

2.4.4 Implications of pre-urban archaeology

Given that there has been only one archaeological excavation within the EUS study area, the archaeology of the area before the known existence of a medieval village is considerable, and ranges from the Palaeolithic to the Roman period. Features and finds of these periods should be anticipated in any archaeological excavation in the vicinity. Moreover, although Anglo-Saxon pottery is scarce in the archaeological record in this area, the one excavation produced no evidence of medieval occupation (i.e. the medieval village was located elsewhere) and, thus, there remains a possibility of recovering evidence for the origins of the medieval settlement, known to have existed by the late 11th century.

3 HISTORY

3.1 Origins: 11th-16th centuries

3.1.1 Place-name

The self-explanatory place-name *Newhaven* derives from the artificial creation of a new mouth for the River Ouse (on or near its present site) c.1539, and the name was used from the mid-16th century. In the 1572 Register of Coasting Traders Newhaven was given a separate entry from the earlier village of Meeching,²³ and in a survey of the Sussex coast in 1587 the river mouth was labelled *Newehaven* and the village *Michin*.²⁴ Thereafter use of Meeching declined, though as late as 1724 the parish was referred to as *Meeching alias Newhaven*,²⁵ and Meeching survived as a minor place-name within Newhaven, as at Meeching House (now the site of the convent, but recorded by the street-name of 19th-century Meeching Road) and at Meeching Court House (or Court House Farm). It is first recorded as *Meechinges* c.1090 and *Meechinges* c.1095,²⁶ most plausibly, but by no means certainly, meaning 'dwellers at *Mece* (The Sword)'. This Old English use of words with a primary meaning of 'pointed weapon' for landforms is found elsewhere and here would have applied to the long spit deflecting the River Ouse towards Seaford.²⁷



Fig. 4. Newhaven Marina with the River Ouse beyond.

3.1.2 Church

The earliest reference to a church at Meeching is c.1095, when it was granted by William de Warenne to the Cluniac priory of St Pancras at Lewes.²⁸ In 1537, the advowson was transferred to the king at the surrender of the priory.²⁹

3.1.3 Meeching village

Although there has been little study of the documentary history of medieval Meeching, it is clear that it was a small village located near its church on the right bank of the River Ouse and, in that sense, it was similar to other settlements nearby on the estuary edge at Piddinghoe and Southease. Although not recorded before c.1090 and absent from Domesday Book (1086), the Old English place-name suggests Anglo-Saxon origins for the settlement.

In addition to the church, a mill and four acres of land at Meeching were granted by William de Warenne to the priory at Lewes (c.1090).³⁰ The manor of Meeching was held by William de Warenne (V) c.1212, and it descended with the Rape of Lewes.³¹ A ferry at Meeching is first recorded c.1253-62, and appears to have been at the same location as it was when it ceased in 1784.³² There were 37 taxpayers in the *Villat' de Meeching* in 1327, suggesting a population of perhaps around 180 in the parish.³³ The impact of the Black Death and deteriorating meadowland in the Ouse valley are probably key factors behind the low population in the late medieval period, with only eight taxpayers recorded in Meeching parish in 1524.³⁴

3.2 The 'new haven' c.1540-1845

3.2.1 Changes to the River Ouse

The evolution of the lower reaches of the River Ouse is fundamental to the development of the port of Newhaven, yet continues to be misunderstood.³⁵ While the river mouth in the Iron Age and Roman period was located approximately where it is today, subsequent longshore drift had created an extensive shingle spit so that in the medieval period the Ouse exited 4km to the east-south-east at Seaford. The continuance of this process was exacerbated by reclamation, or inning, of salt-marsh by the early 14th century, reducing tidal scour and increasing silting. As a result, in the late medieval period access to the port of Seaford by marine trade became increasingly difficult, with the port in terminal decline by the early 16th century. The impact on drainage of the

valley was equally severe, so that by this date formerly valuable meadows were now mostly under water and devalued. As a result a radical solution for both the navigability of the Ouse and, especially, the drainage of the valley was sought by the Prior of Lewes and other Commissioners of the Sewers.

The solution was an artificial cut made c.1539 through the shingle bar creating an outfall approximately on the present site. Longshore drift and renewed inking meant that gains were short-lived. A shingle bar had slightly deflected the mouth of the Ouse by 1587 and there were attempts to keep the new outfall open by clearing it throughout the 17th century and by the building of an eastern pier between 1664 and 1673. None of this prevented the mouth of the Ouse shifting 750m eastwards as it broke through the spit (possibly during a storm) near the later Tide Mills, probably after the collapse of the pier in the 1680s and certainly by 1698.

The new Tide Mills mouth was thereafter maintained until the present outfall was re-opened by the Harbour Commissioners in 1733. Piers were constructed on both sides, the eastern one extending northwards to cut off the channel to the Tide Mills. This channel was re-cut to form Mill Creek when the Tide Mills were built in 1761. In the 1770s the sinuous channel on the west side of Sleepers Hole (now Newhaven Marina) was blocked by an embankment along the right bank of the main channel in an attempt to speed the tidal outflow and prevent continuing blockages of the outfall. The piers were rebuilt on the alignment of the embankment in 1791-3 to prevent a bar forming between them.³⁶

The ferry crossing of the River Ouse was replaced in 1784 by an iron bascule bridge, or drawbridge, built under an Act of that year.³⁷

3.2.2 Newhaven harbour

Despite the subsequent difficulty in maintaining the new outfall of the Ouse cut c.1539, and the apparent preoccupation with improving drainage rather than navigability, the creation of a 'new haven' to replace choked up Seaford was permanent. With Seaford described as a 'duckpool' in 1539, it is probable that Newhaven already functioned as a harbour for sea-going vessels. There is little evidence, however, of the nature of the harbour and its trade until the 17th century. Local merchants, ship-owners and masters contributed to the cost of clearing the outfall in 1644-5 and 1647-8. The pier construction of 1664-73 was accompanied by two beacons on Castle Hill and was aimed at

improving the harbour rather than maintaining drainage of the Ouse valley. Vessels remained small during the 17th century (an average of c.20 tons), and the harbour could not provide for the deeper draught of naval or larger merchant ships.³⁸



Fig. 5. Mill Creek at Newhaven, looking eastwards towards Seaford.

The obtaining of a harbour Act and the appointment of Harbour Commissioners in 1731 led to the reinstatement of the c.1539 outfall and improvements to the harbour that allowed ships of up to 150 tons. Trade increased, but a lack of records for Newhaven harbour at this time means that the picture of the 18th century is sketchy. In 1701, Newhaven Port accounted for 11% of the Sussex coastal traffic, 12% in 1789-90, and 18% in 1841. Total tonnages entering and clearing Newhaven Port rose from 1,734 tons in 1701, to 11,854 tons in 1789-90, and to 48,890 tons in 1841: a 28-fold increase over the period. The significance of the harbour is accentuated by the fact that nearly all the traffic of Newhaven Port (with limits at Beachy Head and Rottingdean) came through Newhaven itself, whereas other ports had multiple landing places (e.g. Shoreham Port included Brighton). Corn was a major outward cargo at Newhaven, especially after the construction of the Tide Mill in 1761, with flour was shipped to domestic and foreign markets. Wealden iron products, including ordnance, were shipped from Newhaven, with the Ouse linking the port to the

central Weald and the concentration of gun-founders. Coal was a major import with 834 tons in 1714-18, rising to 6,592 in 1788 and 27,280 in 1829. Most of the 36,000 tons of coal imported in 1836 was barged up-river to Lewes. Lesser imports included foodstuffs (dairy produce from England; cheese from Holland; eggs and fruit from France; salt from the north-east, then, from the early 19th century, Cheshire) and building materials (stone from Devon and Cornwall, and Welsh slate).³⁹



Fig. 6. Grave of local brewer Thomas Tipper in the churchyard of St. Michael's, decorated with a view of Newhaven bridge (built 1784).

Passenger services to France revived in 1763, using the Brighton-Dieppe route, with some boats based at Newhaven.⁴⁰ In 1825 the General Steam Navigation Company started a paddle steamboat service from Newhaven to Dieppe, via Brighton Chain Pier, but this lapsed immediately.⁴¹

Works to the harbour continued in the early 19th century as choking of the outfall remained a problem. The extension of the east pier to match the west pier (1835), the building of a massive 180m stone groyne just west of the west pier (1843), and the removal of chalk rock within the harbour over this period were undertaken by the harbourmaster and were more successful than previous works.⁴²

3.2.3 Defence

A French attack on Seaford in 1545 was symptomatic of coastal vulnerability that stimulated the apparent provision of a gun at Newhaven in 1540 and 1548.⁴³ A Survey of the Sussex coast in 1587, in obvious response to the greater Spanish threat, identified seven towns with artillery, and proposed 11 more earthwork batteries, including that at Newhaven. The proposed site of the Newhaven battery (to have one demi-culverin and two sacres) was on top of the cliff.⁴⁴ Further guns were added in 1596, and war with France resulted in re-armament in 1702.⁴⁵

Seven new brick batteries were proposed in Sussex in 1759, in response to the Seven Years' War (1756-63), including one at Newhaven.⁴⁶ The guns were installed in the completed battery in 1761, and in 1779 these comprised five 18-pounders, with the battery in good repair. The battery was again utilized during the greater threat of the French Revolutionary and Napoleonic Wars (1793-1815). Eight guns were recorded in 1798, the guns were 24-pounders in 1801, and in 1806 the defences comprised an open battery with four 24-pounders.⁴⁷ Volunteer infantrymen were posted to Newhaven.⁴⁸

3.2.4 Village and town

The creation of the harbour and the swift replacement of the place-name *Meeching* by *Newhaven* might suggest rapid development of a significant town, but this was not the case. Newhaven was little more than a village until the 19th century and, as a result, documentary evidence for the settlement (as opposed to the port) is minimal and hard to distinguish from the parish.

An indication of the small scale of 17th-century Newhaven is seen in the fact that its provision of guest beds and stabling in 1686 was substantially less than that of the other Sussex harbour towns, being almost identical to that of decayed Seaford.⁴⁹ That Newhaven was able to remain small in the face of its rising trade simply reflects the fact that between the 16th and 18th centuries the harbour was primarily the outport of the diverse and successful market centre of Lewes, c.12km upstream.⁵⁰ However, it would be unfair to claim that the harbour had no effect on the village since the population in Newhaven rose from around 130 in 1676 to around 220 in 1724, contrary to usual population standstill at the period, and the growth from around 40 in 1524 was still more marked.⁵¹

Population increases continued throughout the rest of the 18th century, but as late as 1801 the total remained low (584),⁵² and there is little to indicate urban status before that. Thereafter, Newhaven expanded more rapidly, with the population doubling between 1800 and 1845 as village became increasingly like a town.

As a result of the 1834 Poor Law Amendment Act, Newhaven was created as one of the new Unions (1835), covering an extensive area of downland and coastal parishes, and a purpose-built workhouse erected within the town that year.⁵³

3.2.5 Church and religion

The parish church continued in use throughout this period, seeing the rebuilding of the nave and the addition of aisles from the end of the 18th century, doubtless to accommodate the expanding population.

In the national religious census of 1676, five adult nonconformists (and 95 conformists) were recorded.⁵⁴ Bishop Bowers' diocesan survey of 1724 records that there were 49 families, and no 'dissenters or papists', but this may overstate conformity.⁵⁵ A chapel of Independents was founded in 1797, and was vigorous in 1851.⁵⁶ They became styled as Congregationalists in the 19th century, with the surviving chapel on what is now the corner of South Way and Meeching Road, dated 1841.⁵⁷



Fig. 7. Former Congregationalist chapel, South Way (1841).

3.3 Expansion c.1845-2004

3.3.1 Expansion of the port



Fig. 8. Cross-channel passenger ferries at Newhaven harbour.

The opening of the London Brighton & South Coast Railway (LBSCR) line from Lewes in 1847 connected Newhaven to London and had an immediate and long-lasting impact on the port. An Act was passed in 1847 for improving the harbour, and an extensive wharf for the new railway was built on east side of the River Ouse on reclaimed marsh land. In 1850, the eastern pier was rebuilt, widening the harbour entrance from c.30m to 46m. Permission was granted to straighten the river above the town in 1863, to give greater scouring power to keep the outfall clear, and the work was carried out the following year.⁵⁸ A swing bridge opened in 1866, replacing the drawbridge that now led only to the island created by the new cut.⁵⁹

The later 19th-century saw further expansion of the port. In 1878, the LBSCR gained control of the harbour, and works followed that allowed use, and timetables, independent of tides.⁶⁰ The existing harbour entrance was created in 1879-83 with the replacement of the east pier, the absorbing of the west pier into land built behind a new promenade wall, and the construction of the massive c.770m western breakwater.⁶¹ By 1879 the railway wharf was developed on the site of the pre-1864 river channel, immediately south-east of the swing bridge, and to the south of Mill Creek salt marsh was reclaimed for the building of the new east wharf and Newhaven

Harbour station. A planned dock to the east of this (i.e. between Mill Creek and the beach) was never built.⁶² In 1910, the estimated aggregate tonnage of shipping movements at Newhaven was 858,000, with Shoreham next at 104,000, and Littlehampton a poor third at 22,000.⁶³

A passenger service was re-started in spring 1847. The LBSCR line from Lewes opened in December that year, but the railway from Paris to Dieppe only opened in July 1848.⁶⁴ Early passengers arriving at Newhaven harbour included Louis Philippe, king of France, escaping revolution in February 1848.⁶⁵ In 1863 the LBSCR and the Chemin de Fer de l'Ouest agreed to run the Newhaven-Dieppe passenger service jointly, with no third party running the steamboats, and with co-ordinated London-Paris railway timetables. This ensured that Newhaven-Dieppe became a key route to Paris.⁶⁶ The London and Paris Hotel was opened in 1848 to accommodate passengers subject to a tidal service (demolished 1956).⁶⁷

3.3.2 Newhaven Fort



Fig. 9. Newhaven Fort, now restored as a museum.

In 1854 the 18th-century cliff-top battery was armed with eight 24-pounders, and the master gunner's house was occupied by the coastguard. The French threat to channel ports made additional defences necessary, so a new gun battery (the Town, Lunette or Lower Battery) was built in 1855-6 on the shore near the west pier at Newhaven harbour, although different guns to

the proposed six 68-pounders may have been installed.⁶⁸ In 1856 the 18th-century cliff-top battery was remodelled and equipped with four 68-pounders.⁶⁹ The decision to add a much more substantial fort to these batteries followed the report of the Royal Commission on the Defences of the United Kingdom headed by Lord Palmerston (1860). Building of the fort at Newhaven was largely under the direction of Lieutenant J. C. Ardagh, designs beginning in 1862, works proper starting late 1863 or early 1864 and completing by 1870-1. The new fort was equipped with 18 guns and had a barracks suitable for five officers and 240 ordinary rankings. A military hospital was built to the north of the fort by 1882, and probably in the 1860s.⁷⁰

The fort was extensively updated in 1900-2, with rebuilding of the south and east batteries to take up-to-date breech-loading 6" guns and (from 1907) provision of telephone to aid range-finding. Further works took place in 1913, including provision of land defences in the form of trenches and barbed wire. During the First World War the fort offered considerable protection to Newhaven harbour, which became the main military supply port for the British Expeditionary Force in France. This involved the arrival of 19,750 goods trains and 9,061 shipments across the channel. Newhaven Seaplane Station (1917-20) was also located near the fort, at Tidemills. A drill hall/gymnasium was built next to the hospital north of the fort by 1928. Although largely outdated by the outbreak of the Second World War, Newhaven became a significant part of the coastal defences, especially in the aftermath of Dunkirk, and was given new guns, a radar station, observation points in the cliff face, and heavy concrete gun emplacements. Officers' accommodation in the form of huts was provided immediately north of the fort, next to the hospital and gymnasium. The works of 1941-3 included construction of three so-called Emergency Batteries, on the cliff-top west of the fort and outside the EUS study area. Military use ceased in 1956 with the end of coastal defence.⁷¹

3.3.3 The town and its institutions

The population rose from 1,358 in 1851 to 2,549 in 1871 then, at its most rapid, to 4,009 by 1881. In the latter year Newhaven Local Board was created and part of Denton assimilated, and in 1894 Newhaven began to be administered by an Urban District Council.⁷² Without a doubt, Newhaven was recognizably a town.

Expansion between 1850 and 1875 was concentrated on speculative development on the

south side of the town, on Chapel Street, Meeching Road and South Road, with sporadic terraces also built east to the river next to the stations and wharves (Railway Road) and south of the town on Fort Road. These areas were consolidated by 1900, and new speculative building expanded the town on the north and west, in the areas of the Lewes road and the (present) Brighton road. Further infill at these locations marked the period to 1939. Post-war expansion has seen development of large council and private housing estates west of the River Ouse, advancing up the slope of the downland. To the north-east of the bridge, development of the floodplain for industry and out-of-town retail has effectively linked Newhaven to neighbouring Denton, itself a small village until the post-war period.

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

The town's educational function was developed with the creation of a National School (1843: on the site now occupied by the multi-storey car park in South Way), this becoming the infants' school when a new school was built immediately to the east in 1868. A new school was built in 1884 on the site of the 1843 school (with the infants moving to the 1868 school) as Newhaven's new school board sought to deliver universal provision of elementary education (as required by the 1870 Education Act) to a rapidly expanding population. In 1971 the former National schools were demolished, and state primary education is now provided by Grays County Infant School, Brooks Close; and Southdown County Junior School, Church Hill; and Meeching Valley Primary School, Valley Road. Secondary education is provided by Newhaven Tideway School, and there is a further education centre, in Hillcrest Road.

A police station was built (on what is now the north side of South Way) by 1900, moving to the present building on the south side of the road (and on the site of Christ Church) at the time of the construction of the southern ring road (1971-4).

Sports facilities appeared during this period: the cricket ground was established outside the town, on Fort Road, by 1899, gaining a pavilion and football ground by 1939, and a bowling green and tennis courts since.⁷³ An indoor swimming pool and gymnasium in South Way formed part of the redevelopment following the creation of the southern ring road in 1971-4.

3.3.4 Church and religion

St Michael's church has remained intact as an institution throughout this period, though the rectory has been sold off since 1945, with a replacement built within part of the garden. The dramatic rise in population of 1871-81 provides a context for the construction of a second Anglican church in 1881 (Christ Church, South Street).

A Roman Catholic church was built in Fort Road (1898).⁷⁴ The convent of The Sacred Heart on the site of Meeching House, Church Hill, is poorly documented, but appears to have functioned from c.1878-1943.⁷⁵ Nonconformism strengthened in the later 19th and early 20th centuries, with a Baptist chapel (Chapel Street, 1875),⁷⁶ a Primitive Methodist chapel (South Road, 1885), a Mission to Seamen (harbour, c.1890), a Wesleyan Methodist chapel (Chapel Street, 1893), a Baptist chapel (Church Hill, 1901), and a Calvinistic Baptist chapel (Norman Road, 1904).⁷⁷



Fig. 10. Chapel of the former convent of The Sacred Heart, Church Hill.

4 ARCHAEOLOGY

4.1 Medieval village (Map 6 & 7)

4.1.1 Buildings



Fig. 11. St Michael's church: early to mid-12th-century tower and apsidal chancel.

St Michael's church is the only surviving medieval building in the town. The nave was enlarged then rebuilt in the late 18th and 19th centuries so that just the eastern tower and apse remain from the earlier church. The apse has pilaster buttresses, and the tower double belfry openings and a corbel table. Internally, the tower arches have shafts on their inner faces, with scalloped capitals. The church is built of Caen stone ashlar for quoins and rubble that includes ferruginous sandstone. It dates from the early 12th century.

4.1.2 Excavations (Map 5)

Excavations at **South Way** in 1971-4 in advance of construction of the ring road and associated development were unusually extensive for a Sussex town, and were as near as 80m to the High Street frontage. The evidence for the medieval period, however, was conclusively for intensely cultivated fields. Pottery of the Saxo-Norman period onwards was found in the medieval ploughwash, or colluvial, that had accumulated up to 1.5m over the Roman levels

on a modest slope of 5°. The only medieval features comprised two shallow pits cut into the alluvium of the Ouse flood plain, with pottery dating to the 13th-14th centuries. These were located 10m west of the subway under South Way.⁷⁸

4.1.3 Topographic analysis (Maps 6 & 7)

With no Anglo-Saxon or medieval settlement site discovered in the South Way excavations and an absence of either surviving medieval buildings or detailed documentary records, there remains no certainty as to the location of medieval Meeching or any possible Anglo-Saxon predecessor.

At nearby settlements on the edge of the estuary, at Piddinghoe, Southease and Tarring Neville, church and, respectively, Courthouse Farm, Court Farm and Tarring Court Farm/Manor Farm are grouped together with the small nuclei of their medieval villages. At Meeching the church and Court House Farm (suggestive, as elsewhere, of earlier function as the manor house⁷⁹) are more widely separated (350m), and each is over 300m from the centre of the settlement mapped in the 18th century.

The creation of the new haven of the River Ouse c.1539, the subsequent development of a harbour, and the replacement of the name *Meeching* by that of *Newhaven* provides an obvious context for settlement shift from either of these potential nuclei, though fails to explain why they are so widely spaced. This is countered somewhat by the fact that the population of Meeching/Newhaven only reached a town-like scale after c.1800 suggesting that the creation of a new haven did not give rise to a thriving town for 250 years. Also, the old coast road through village (passing close by the church) led to an important and early crossing of the Ouse, with a ferry at Meeching attested by the 13th century and, possibly, used as a crossing point since the Roman period.

Thus it remains possible that the medieval village was focused on this road and river crossing, downhill from the church, broadly as it was in the 18th century. This is consistent with the evidence of the South Way excavations – which did not reach the edge of the larger town as it was in 1838 (tithe map) – but is no more probable than a village centred on the church or Court House Farm, or, indeed, a polyfocal settlement. The demolition of Court House Farm in 1953 (at which point it appeared to be a purely 17th-century house⁸⁰), the engulfing of both it and the church by 19th and 20th-century suburbs, and the redevelopment of much of the town centre

mean that while any resolution will be through excavation, it will be challenging.



Fig. 12. The Bridge Inn, High Street, viewed from the island.

4.2 Post-medieval port, c.1540-1845 (Maps 8-9)

4.2.1 Buildings

Newhaven has eight buildings that date from c.1540-1845, six dating from the 18th century and two from the early 19th century. The 18th-century buildings include a small concentration near the junction of High Street and Chapel Street. The Bridge Inn, so famously where King Louis of France and his queen stayed after their escape from revolution in 1848, combines several low ranges that, despite no obviously pre-18th century features, might well prove to be earlier. Conjoining 18th-century houses at nearby 1-5 Chapel Street suggest that the area near the ferry/bridge was built up at this time. Only 80m from the Bridge Inn, 19 High Street is an entirely tile-hung 18th-century townhouse that, again, formed part of a continuously built-up street front. The 18th-century rectory, now subdivided into two cottages (St Michael's Cottage and the Old Rectory, Church Hill), lies well away from the core of the town, to the west of the parish church. Within the churchyard itself, the (grade II listed) 1785 monument to brewer Thomas Tipper

is well known both for its epitaph and for its depiction of the bridge of 1784 (Fig. 6).

Although Newhaven gained a new gun battery near the site of the later fort in 1759 and appears to have been rearmed at the least at the time of the French revolutionary and Napoleonic wars, no identifiable upstanding remains survive from this period.

The early 19th century is marked by two buildings that reflect the expansion of emergent town: the Congregationalist Church, South Way, of 1841 (Fig. 13), and the Newhaven Union workhouse of 1835. The latter lies unused within the site of Newhaven Downs Hospital, and is by the well-known workhouse designer Sampson Kempthorne. Surprisingly, its simple block plan does not show Kempthorne's usual ideas on ventilation (his model plans for square and hexagonal workhouses were issued by the Central Poor-Law Authority in the same year).⁸¹



Fig. 13. Newhaven Union workhouse, Church Hill (1835).

4.2.2 Excavations (Map 5)

The excavations at **South Way** in 1971-4 were unusually extensive for a Sussex town, but, as for the medieval period, there was little evidence for the 16th to 18th centuries: the site lay outside the town until the 1840s. As a result there were no features, but some pottery sherds and clay pipes were found. Pottery included a late 16th-century stoneware medallion of a German (probably from Cologne) salt-glazed jug; green-glazed ware similar to that of 16th and 17th-

century date from the Farnham area; and 18th-century stoneware, all from this country, with lead-glazed pots probably made locally. Clay tobacco pipes were almost entirely from Sussex (mainly Brighton and Lewes), dating from the late 17th century onwards.⁸²



Fig. 14. 18th-century houses at 1-5 Chapel Street.

4.2.3 Topography (Maps 8-9)

The survival of maps from the 18th century onwards confirms what the minimal architectural and archaeological evidence suggest: that the centre of the village/town at this date was the area around the lower end of the High Street. As late as 1838 (tithe map), built-up streets were limited to the parts of High Street and Chapel Street now encompassed by the ring road. The northern edge of the town was skirted by what appears to have been a lesser street providing access to the wharves north of the ferry/bridge, roughly along the line of modern North Way. Minor lanes between High Street plots survive as South Lane and St Luke's Lane, while what is now Bridge Street was largely unbuilt and terminated at a large meadow (known as 'Knowles') that occupied the bend in the river to the east and south-east of the town.

In 1838 (tithe map) warehouses were concentrated along the town river frontage, but included one immediately south of Knowles meadow. The customs house was located in the town centre, at the north end of Chapel Street

(now a bank). Bonding yards were located nearer the outfall, on the site of the modern marina. The harbour's shipyard on the northern edge of the town is still a boatyard today, capable of making commercial fishing vessels.

4.3 Expansion: c.1845-2004 (Maps 3 and 11)

4.3.1 Buildings and topography

The majority of the buildings in Newhaven date from this period, partly as a result of loss of earlier buildings, but also through the considerable expansion of the town. Growth was most concentrated after the railway arrived (1847) and, again, after 1945.

The High Street continues to be the main shopping area in the town. The lower part ceased to be the main thoroughfare, however, when the main bridge was relocated in 1866 and Bridge Street became the new approach road, utilizing an earlier no-through road. Although retaining shops and businesses, since the building of a new bridge in 1974 Bridge Street has declined in importance.



Fig. 15. Bridge Street, a main thoroughfare from 1866-1974.



Fig. 16. South Road: late 19th-century terrace housing.

The creation of a shopping centre and multi-storey car park south of the High Street since 1974 have significantly changed the topography of the town centre, with the loss of 19th-century schools and terrace housing. The related development of the inner ring road has had a more dramatic effect on the town centre, however, both in terms of demolition (e.g. the 19th-century Anglican church) and by removing through traffic from the ancient route marked by the High Street (now pedestrianized). As a result the town centre is a sharply defined island only c.200m north-south and c.300m east-west within the busy ring road.

Outside the town centre, change has been still more dramatic, with the progressive expansion of the town. This began with parallel streets of terrace housing (e.g. Meeching Road and Prospect Place [now South Road] and South Eastern Terrace [now Chapel Street] by c.1875) on the south side of the town, followed by similar developments off the Lewes and (new) Brighton roads (e.g. Elphick Road and Lawes Avenue) by c.1900. Modest terrace housing continued to expand these areas in the early 20th century and there was very little development of detached and semi-detached houses or bungalows typical of the inter-war period. This contrasts with most other south-coast towns of the period and reflects the commercial function of the port. Post-1945 expansion has been the most rapid, tripling the built-up area. With the decline in manual labour at the port the new housing has not been designed to serve the local workforce and, thus, has adopted more typical post-war forms: sinuous roads of housing estates dominated by detached and, especially, semi-detached housing. These have extended the

town westwards up the slope of the South Downs.

Equally dramatic change has occurred east of the River Ouse, with the development of the railway and its wharves from 1847. The 1864 route of the river remains that today, but other harbour-side survivals from this period are limited to the main line of the railway, the western buildings of Newhaven Town station, and, on the railway wharf just south of the 1974 swing bridge, the marine workshops (c.1882), and the carpenters' workshop and paint store (c.1885). Just north of Newhaven Harbour Station, 19th-century terrace housing represents survival of housing for workers. At the outfall of the River Ouse the east pier, promenade, and the great western breakwater date from 1879-83.



Fig. 17. Workshops on Railway Wharf from c.1882-5.

Elsewhere, the 19th-century wharves and harbour buildings have been lost, not through abandonment or non-maritime redevelopment, but to continuous renewal and replacement as Newhaven has continued to function as a port for passengers and goods. An additional function has also expanded during the second half of the 20th century, as the increase in yachting has seen the redevelopment of Sleeper's Hole, on the west side of the Ouse, as Newhaven Marina. To the north of this and also to the south adjacent to the fort, the recent development of housing represents an example of the wider trend of waterfront redevelopment, although here



Fig. 18. Lunette Battery (early 1855), showing gun platform and, beyond, a magazine.

is mostly on hitherto vacant land. Despite such development, and the loss of the western quay railways, the west side of the River Ouse retains the lifeboat station and the landing stages for the commercial fishing boats that continue to use Newhaven.

East of the port area (beyond the EUS study area) light industrial and commercial development of the floodplain has occurred since 1945, so that Newhaven is now linked to the post-war housing that has engulfed the

former modest village of Denton on the eastern slope of the Ouse valley.

The earliest upstanding remains of the successive fortifications at Newhaven are those of the 1855-6 Town Battery (or Lunette Battery) at the cliff base between Newhaven Fort and the harbour. This is ruinous and neglected (despite its status as a Scheduled Monument), but two of three gun platforms are visible, suggesting that the proposed six guns were not installed, or that the battery was modified soon after construction. Between the platforms there are brick walls and a shell recess (or magazine), all forming a half-moon or lunette plan.

Newhaven Fort (also a Scheduled Monument) has also suffered both during substantial modifications in the Second World War and after military use ceased (1962). The eastern edge of the fort, which incorporated the 1856 battery (itself overlying the 1759 battery),⁸³ was built over by housing in the 1970s, but the remainder has been restored as a museum. Survivals from the 1860s Palmerston fort include gun emplacements, ditches and revetments, the barrack block, magazines, and ancillary rooms. A passage with steep stairs provides internal access to a caponier at the cliff base (the ditch of which is now infilled). This would have allowed defenders to fire along the base of the cliff, and represents a development from open bastions (e.g. at Littlehampton Fort, 1854), and is seen previously in Sussex at Shoreham Fort (1857).⁸⁴ The 1860s fort at Newhaven represents the first use of massed concrete in a British fortification.⁸⁵



Fig. 19. Newhaven Fort, with Seaford Bay beyond.



Fig. 20. Newhaven title map, 1838 (copy in *East Sussex Record Office*, here a digitally-rectified composite).

5 STATEMENT OF HISTORIC URBAN CHARACTER

5.1 Town summary

5.1.1 Historic environment overview

Newhaven’s history since the 16th century has been dominated by the physical and economic development of its harbour, with large-scale expansion of shipping activity and the town from the arrival of the railway (1847). Commercial development and associated infrastructure (such as the inner ring road) has not favoured the conservation of historic fabric, but some buildings have survived. The church is the sole remnant of the medieval village, but there are several 18th-century houses in the town. Key survivals from the 19th century include the 1860s fort and adjacent lunette battery, and numerous works from harbour improvements such as workshops on the eastern quay, the town station, the west pier and the eastern breakwater. Less visible is the archaeological evidence of the earlier town, whose origins lie in the pre-Conquest village. The potential of this archaeology has yet to be realized, though the one excavation within the modern town is important for its discovery of a Romano-British villa and for its analysis of the geoarchaeology of the area from the Pleistocene onwards.

5.1.2 Historic environment designations (Map 4)

There are 14 listed buildings and structures in the EUS study area (12 Grade II, one Grade II*). Of these, one predates 1700; eight are 18th century; two are early 19th century; and three are later 19th century.⁸⁶

There are an additional three important historic buildings recognized in this assessment that have not been listed (one 18th-century house and two 19th-century chapels).

Newhaven has a small Conservation Area limited to St Michael’s church, churchyard and the former and present rectories. There are two Scheduled Monuments in the EUS study area: Newhaven Fort and the adjacent Town Battery, or Lunette Battery.

5.1.3 Historic building materials

The church is of Caen stone, with flint/sandstone rubble, but other (i.e. later) historic buildings are

brick. Clay tiles are used for roofs and, in the case of 19 High Street, for tile hanging.

5.2 Historic Character Types

5.2.1 Historic Character Types and chronology (Maps 6-11)

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

Table 1. Sussex EUS Historic Character Types.

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

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

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

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 6-9) 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 Newhaven (Maps 10 and 11)

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

5.3 Historic Urban Character Areas (Maps 12-14)

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 Newhaven combines six Historic Character Types that represent the parish church (classified as *church/churchyard*) dating from Period 5 (i.e. 1066-1149), the old rectory (*irregular historic plots*) dating from at least Period 10 (18th century), the convent (*religious house*) which occupied the site of Meeching House from Period 12 (1841-1880), a workhouse (*public*) dating from Period 11 (1800-40), a *school* from Period 15 (1946-present), and *suburbs* from Period 13 (1881-1913) and Period 15. Combining this complexity into a single HUCA called *Church Hill* 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) and waterways are kept separate as they frequently antedate surviving buildings or the known urban activity.

5.3.2 Archaeological potential

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

When considering the archaeological potential of the towns, it is important to recognize that archaeology often survives 19th and 20th-century development and that it is misleading to assume complete destruction. Also, whilst pre-urban archaeology (such as the prehistoric and Romano-British features and finds located in Newhaven) tells us little about the towns themselves, it contributes to wider archaeological research.

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

5.3.3 Historic Environment Value (Map 14)

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

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

Lesser additional considerations in the assessment comprise:

- Visibility
- Historic association.

The full methodology for assessing Historic Environment Value forms part of the annexe to the historic environment management guidance for Lewes 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 Newhaven (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 Newhaven's Historic Urban Character Areas (Maps 12-13)

HUCA 1 Church Hill (HEV 3)

HUCA 1 lies along the medieval Brighton-Newhaven-Seaford road, west of the modern town centre. The location of the pre-18th-century town centre is unknown and it is possible that this HUCA was at the centre of the medieval village of Meeching.

There are seven listed buildings and structures (six Grade II; one Grade II*), of which one is Period 5 (1066-1149), four are Period 10 (18th century) and two are Period 11 (1800-40). These include the parish church of St Michael (Grade II*), the eastern tower and apsidal chancel of which are early 12th century. Also remarkable is the large Newhaven Union workhouse (Grade II) by the well-known workhouse designer Sampson Kempthorne. There is one group of unlisted historic buildings of local importance: the accommodation and chapel of the former convent of The Sacred Heart, dating from c.1900. Some historic boundaries survive, most notably in the form of the churchyard and at the site of Meeching House (junction of Meeching Rise and Church Hill), both of which have flint walls of 18th-century or earlier date (Grade II).

There has been considerable development in the late 20th century, with construction of the junior school, hospital car park, a new rectory, and creation of new housing on the redundant convent site. There is also late 19th-century terrace housing at 2-30 Church Hill, and the redevelopment of Meeching House c.1900, having been bought by the convent c.1878. Much of the redevelopment has involved terracing of the hillside, so that outside the churchyard and some of the old rectory garden, the **archaeological potential** of most of this HUCA is low.

The combination of the 12th-century church, several 18th and 19th-century buildings and structures, limited survival of boundaries, considerable late 19th and 20th-century development, and moderate archaeological potential give this HUCA a **Historic Environment Value (HEV)** of 3.

HUCA 1 has seen considerable change in the 20th century, as the agricultural land that surrounded the earlier buildings has become built over by the expanding town. No open land remains, however, so the **vulnerability** is medium. The convent chapel and, especially, the former workhouse (now no longer used as part of the hospital) are especially vulnerable to change of use or, even, demolition.

Research questions especially relevant to this HUCA relate to the church and the 11th-century (and possibly earlier) focus of settlement (RQ2, RQ3, RQ8).

HUCA 2 Old High Street (HEV 2)

HUCA 2 lies in the centre of the 18th-century and modern town, near the pre-1866 crossing of the River Ouse. The 16th-century port of Newhaven is likely to be located partly in this area, and it is possible that the medieval village was located around here too. Today, the lengths of High Street and Chapel Street within this HUCA are continuously built up.

There are five listed buildings (all Grade II), of which four are Period 10 (18th century) and one is Period 13 (1881-1913). The Bridge Inn is the perhaps the most significant of these buildings, and may well prove to be earlier than the 18th century. There is one unlisted locally important building: the ground floor of an 18th-century (or perhaps early 19th-century) cobble and brick building survives at the junction of High Street and the former wharf, at 4 High Street. There are several other later 19th-century buildings that, in the context of the heavily redeveloped town centre, are perhaps worthy of note: nos. 8, 23,

27 and 46/8 High Street. Brick is the predominant historic building material.

Survival of historic boundaries is limited due to redevelopment of the street frontage and, especially, the rear of plots.

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 indicates that the **archaeological potential** of nearly all this HUCA is moderate, and likely to be concentrated at those survivors.

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

The combination of commercial pressures on the High Street is to some degree counteracted by the Historic Environment Value, mean that **vulnerability** is medium. Internal and shop-front refitting of business premises, minor structural additions, and occasional 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 focus of settlement (RQ3, RQ12).

HUCA 3 Old Bridge Street (HEV 2)

HUCA 3 lies to the east of the 1850 town and comprises shops and houses built after the former no through road became a main thoroughfare when a swing bridge was constructed in 1866. The replacement of the bridge by the present one to the north (1974) and the associated construction of the ring road mean that Bridge Street has reverted to being a minor street near the town centre. There are no listed buildings, but the fact that nearly all the buildings are of the late 19th and early 20th century has some rarity value in the heavily redeveloped centre of Newhaven. There is almost no survival of the few pre-1850 boundaries.

The location of this HUCA outside the pre-1850 town, the absence of any known non-urban archaeology, and the density of development mean that **archaeological potential** is limited.

The lack of historic buildings and boundaries and limited archaeological potential give this HUCA a **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 incremental loss of this

group of unlisted late 19th and early 20th century buildings.

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

HUCA 4 Fort (HEV 4)

HUCA 4 lies to the south of the town, immediately west of the outfall of the River Ouse. Due to this location, the area has been used for a series of defences and harbour-mouth works from the 16th century onwards.

There are no listed buildings, but there are two Scheduled Monuments. These comprise the lunette battery at the foot of the cliff and the 1860s Newhaven Fort on the cliff top (but also including a caponier at the lower level, accessed via an internal stair). The fort is a notable example of a mid 19th-century fort (other Sussex examples are at Littlehampton and Shoreham), built of brick and (something of a first) concrete. It has seen subsequent modification, especially prior to the First World War and during the Second World War. Part of the fort (unfortunately that bit occupied by the earlier Upper Battery) has seen residential redevelopment, but most of it has been restored and now functions as a museum. The lunette battery is in poor condition and wholly unprotected or conserved.

The (unlisted and unscheduled) existing harbour entrance is of local historic importance: it was created in 1879-83 with the replacement of the east pier, the absorbing of the west pier into land built behind a new promenade wall, and the construction of the massive c.770m western breakwater.

The presence of two scheduled monuments, the location of a largely undocumented (presumably military) hospital in wasteland immediately north of the fort (where the boundaries can still be seen in air photos), and the existence of pre-historic and Romano-British archaeology (relating to the Castle Hill enclosure and associated settlement), means that the **archaeological potential** of this HUCA is high.

The survival of the late post-medieval fortifications and harbour works, and the high archaeological potential give this HUCA a high **Historic Environment Value (HEV)** of 4.

HUCA 3 has seen significant change in the 20th century (with the end of military use, the closure of the railway line, redevelopment of the Hope Inn, and construction of houses on part of the fort and the site of the hospital to the north). The Historic Environment Value of the area means that **vulnerability** is high as there remains

considerable scope for more redevelopment, especially of harbour edge residences.

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

HUCA 5 East quay (HEV 2)

HUCA 5 comprises the wharves and associated development built on the east side of the (realigned) River Ouse at and following the arrival of the railway in 1847. The area remains in active use as a port, including provision for cross-channel ferries.

Today the HUCA comprises port buildings and some residential development along Railway Road. The HUCA is cut by the railway from Lewes that both serves the port and also continues to Seaford. There are two listed buildings (both Grade II), both built for the London Brighton & South Coast Railway (LBSCR) in the 1880s, and comprise a carpenters' workshop and a marine workshop. The two brick buildings are now redundant. There is one unlisted historic building of local importance in form of the modest west building of Newhaven Town station (1847). Given the nature of the development – much on reclaimed ground – it is of little surprise that no earlier boundaries survive.

The location of this HUCA outside the pre-1847 town, the absence of any known non-urban archaeology, and the density of development are to an extent counterbalanced by the scope for investigation of the deep geoarchaeological strata of the Ouse valley and the limited survival of 19th-century industrial archaeology, suggesting moderate **archaeological potential**.

The quality of the 20th-century development, the survival of a few buildings from construction of the wharves in the 19th century, and moderate archaeological potential give this HUCA a **Historic Environment Value (HEV)** of 2.

The Historic Environment Value of the area means that its **vulnerability** is low, with the greatest threat being the demolition of 19th-century wharf and railway buildings.

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

HUCA 6 South Road (HEV 2)

HUCA 6 lies outside the pre-1850 town, and comprises the late 19th-century suburbs lying to the south of the inner ring road (South Way). Although excavations prior to construction of the ring road showed that the northern part of the

HUCA lay outside the medieval settlement, the southern part overlies Court House Farm (or Meeching Court House), which is likely to have been the medieval manor house of Meeching and, possibly, a nucleus of wider settlement. There are no listed buildings, but the former Congregational Chapel (1841) is of local historic importance. The very few known pre-1800 boundaries are reasonably well preserved.

Archaeological excavations near the junction of South Road and South Way (which revealed a Roman villa and confirm the preservation of archaeological deposits under 19th-century suburbs), and the historic site of Meeching Court House (and even the possible adjacent location of medieval Meeching) suggest that the **archaeological potential** of this HUCA is moderate to high.

The lack of historic buildings is in part counterbalanced by the archaeological potential giving this HUCA a **Historic Environment Value (HEV)** of 2.

The Historic Environment Value of the area and the lack of opportunity for significant further infill mean that its **vulnerability** is low, with the greatest threat being to the archaeology and coming from any redevelopment.

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

HUCA 7 West quay (HEV 1)

HUCA 7 lies south of the post-medieval town, though appears to have been used in part as wharves from at least the 18th century onwards. Today, the area is still used for landing stages for commercial fishing boats, and Sleeper's Hole is a marina for pleasure craft, with boat parks adjacent. Riverside residential development has been significant in recent years. There are no listed buildings or buildings of local historic importance. There are few pre-1800 boundaries and few of these survive.

The location of this HUCA outside the pre-1800 town (although two wharf buildings were located here in 1838: tithe map), the absence of any known non-urban archaeology, and the density of redevelopment mean that **archaeological potential** is limited.

The lack of historic buildings and boundaries and limited archaeological potential give this HUCA a **Historic Environment Value (HEV)** of 1.

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

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

HUCA 8 Town centre redevelopment (HEV 1)

HUCA 8 is the large part of the centre of the post-medieval town (and possibly the earlier village) that has been almost totally redeveloped in the late 20th century. It is surrounded by the ring road (1971-4), with which much of the development (e.g. leisure centre and multi-storey car park) was associated. It comprises commercial and retail development with some residential development (including blocks of flats). There are no listed buildings and few historic boundaries survive. St Luke's Lane and South Lane survive in part, however, and represent survivals of narrow lanes between historic High Street plots, certainly in existence in the 18th century and probably significantly older.

The location of this HUCA on the site of the post-medieval town and, possibly, the medieval village (as well the Roman villa excavated in the South Way area) is counterbalanced by the density, scale and apparent destructiveness of the modern development, suggesting that **archaeological potential** is limited, though pockets of higher potential may exist within the HUCA.

The lack of historic buildings and boundaries and limited archaeological potential give this HUCA a **Historic Environment Value (HEV)** of 1.

The Historic Environment Value of the area means that its **vulnerability** is low, with the greatest threat being to loss of any surviving archaeology through further redevelopment.

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

HUCA 9 Island (HEV 1)

HUCA 9 comprises the southern part of what is now an island between the two channels of the River Ouse, but which was until 1864 the left (i.e. east) bank of the river. This was the eastern landing point of the ferry and, from 1784-1866, the bridge on the main Newhaven-Seaford road. With redundancy of the route, the new island was initially partly developed for housing, but today the HUCA part of the island is used for light industrial purposes. There are no listed buildings and, indeed, nothing that predates the late 20th-century redevelopment.

The location of this HUCA outside the pre-1850 town, and the density, scale and apparent

destructiveness of the modern development, mean that **archaeological potential** is limited.

The lack of historic buildings and boundaries and limited archaeological potential give this HUCA a **Historic Environment Value (HEV)** of 1.

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

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

HUCA 10 Shipyard (HEV 1)

HUCA 10 lies on the river frontage immediately north of the centre of the post-medieval town. Since the 18th century at least this has been used for ship building. Today, there is a shipyard still producing small commercial vessels, with the western part of the HUCA occupied by light industry. There are no listed buildings or buildings of local importance, and only the eastern (i.e. river frontage) and western pre-1800 boundaries survive.

Although the continuity of post-medieval ship building in this part of the town is remarkable, the repeated redevelopment suggests that the **archaeological potential** of the HUCA is limited.

The lack of historic buildings and boundaries and the limited archaeological potential give this HUCA a **Historic Environment Value (HEV)** of 1.

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

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

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

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, contribute 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 Newhaven				
<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>
Church/churchyard Irregular historic plots Religious house Public School/college Suburb	1. Church Hill	Low	3	Medium
Irregular historic plots	2. Old High Street	Moderate	2	Medium
Retail and commercial	3. Old Bridge Street	Limited	2	Low
Irregular historic plots Other fortification Quay/wharf Suburb	4. Fort	High	4	High
Quay/wharf Suburb Vacant	5. East quay	Moderate	2	Low
Public Suburb	6. South Road	Moderate to high	2	Low

Summary of assessment of Historic Urban Character Areas (HUCAs) for Newhaven				
<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>
Quay/wharf Public Suburb	7. West quay	Limited	1	Low
Retail and commercial Suburb	8. Town centre redevelopment	Limited	1	Low
Quay/wharf Light industry	9. Island	Limited	1	Low
Quay/wharf	10. Shipyard	Limited	1	Low

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

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 Newhaven should address:

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

6.2 Origins

The focus of archaeological and historical analysis has been on the period after the mid-16th 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 any Anglo-Saxon church(es)?

RQ3: Where was the 11th-century (and possibly Anglo-Saxon) settlement located, and how did this relate to the location of the church, the court house, and the river crossing?

RQ4: What was the Anglo-Saxon/medieval road layout, how did this evolve, and how did it relate to east-west Downland routes, the river crossing, and a transhumant 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 12th to 16th 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, especially in relation to the impact of the river crossing, 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 16th and 17th centuries?

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

RQ14: To what degree did Newhaven function as an outport of Lewes 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 Newhaven develop between the 16th century and the mid-19th century?

7 Notes

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

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

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

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

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

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

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

³ Salzman, L. F., *Victoria County History 7* (1940), 62-5.

⁴ Brandon, P. F., 'The Origin of Newhaven and the Drainage of the Lewes and Laughton Levels', *SAC* 109 (1971), 94-106; Farrant, J. H., 'The evolution of Newhaven harbour and the Lower Ouse before 1800', *SAC* 110 (1972), 44-60; Farrant, J. H., 'The seaborne trade of Sussex, 1720-1845', *SAC* 114 (1976), 97-120.

⁵ Bell, M., 'The excavation of an early Romano-British site and Pleistocene landforms at Newhaven, Sussex', *SAC* 114 (1976), 218-305.

⁶ Woodcock, A., 'The archaeological implications of coastal change in Sussex', in Rudling, D., (ed.), *The Archaeology of Sussex to AD2000* (2003), 1-16, at 2-4.

⁷ Salzman, L. F., *Victoria County History 7* (1940), 66.

⁸ Robinson, D. A., & Williams, R. B. G., 'The landforms of Sussex', in Geographical Editorial Committee of the University of Sussex (eds.), *Sussex: Environment, Landscape and Society* (1983), 33-49, at 43-4.

⁹ Bell, M., 'The excavation of an early Romano-British site and Pleistocene landforms at Newhaven, Sussex', *SAC* 114 (1976), 218-305, at 218-20 and 299-300.

¹⁰ Bates, M., 'Geoarchaeological Assessment', in Dunkin, D., *An Archaeological Assessment (Stage 1) of the Proposed Newhaven Harbour Link Road and Associated Developments, Newhaven, East Sussex* (unpub. Archaeology South-East project no. 776, 1998), 26-35.

¹¹ Brent, C., *Georgian Lewes 1714-1830* (1993), 21-2.

¹² Johnston, G. D., *Abstract of Turnpike Acts relating to Sussex* (transcript at SAS, c.1948), 19.

¹³ Farrant, J., 'Growth of Communications 1840-1914', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 80-1.

¹⁴ Howard Turner, J. T., *The London, Brighton & South Coast Railway: 3. Completion & Maturity* (1979), 40.

¹⁵ Howard Turner, J. T., *The London, Brighton & South Coast Railway: 2. Establishment & Growth* (1978), 242-3.

¹⁶ Mitchell, V., & Smith, K., *Southern Main Lines: Haywards Heath to Seaford* (1986, no pagination), figs. 55, 62-8, 70.

¹⁷ Bell, M., 'The excavation of an early Romano-British site and Pleistocene landforms at Newhaven, Sussex', *SAC* 114 (1976), 218-305, at 231-3.

¹⁸ For recent discussion of dating see: Hamilton, S. and Manley, J., 'Prominent enclosures in 1st millennium Sussex', *SAC* 135 (1997), 93-112.

¹⁹ Margary, I. D., *Roman Ways in the Weald* (1948), 185-6.

²⁰ Bell, M., 'The excavation of an early Romano-British site and Pleistocene landforms at Newhaven, Sussex', *SAC* 114 (1976), 218-305.

²¹ Lower, M. A., 'On a "Kitchen-Midden" at Newhaven', *SAC* 18 (1866), 165-9.

²² Bell, M., 'Newhaven Fort', *SAC* 112 (1974), 154-5; Bell, M., 'The excavation of an early Romano-British site and Pleistocene landforms at Newhaven, Sussex', *SAC* 114 (1976), 299-301.

²³ Salzman, L. F., *Victoria County History 7* (1940), 63.

²⁴ Lower, M. A., *A Survey of the Coast of Sussex made in 1587* (1870): no pagination.

²⁵ Ford, W. K. (ed.), 'Chichester Diocesan Surveys 1686 and 1724', *SRS* 78, 137.

²⁶ Salzman, L. F., (ed.), 'The chartulary of the priory of St. Pancras of Lewes: Part 1', *SRS* 38 (1932), 21 and 36.

²⁷ Coates, R., 'Vanished features and coastal place-names: Meeching, The Seven Charleses and Winchelsea', *Locus Focus* 2:1 (Spring 1998), 13-15.

²⁸ Salzman, L. F., (ed.), 'The chartulary of the priory of St. Pancras of Lewes: Part 1', *SRS* 38 (1932), 21.

²⁹ Salzman, L. F., *Victoria County History 7* (1940), 65.

³⁰ Salzman, L. F., (ed.), 'The chartulary of the priory of St. Pancras of Lewes: Part 1', *SRS* 38 (1932), 36.

³¹ Salzman, L. F., *Victoria County History 7* (1940), 64.

³² Field, L. F., 'Meeching Ferry and Stockferry', *SNQ* 5 (1935), 171-4.

³³ Hudson, W. H. (ed.), 'The three earliest subsidies for the County of Sussex in the years 1296, 1327, 1332', *SRS* 10 (1910), 170-1.

³⁴ Cornwall, J. (ed.), 'The Lay Subsidy Rolls for the County of Sussex 1524-25', *SRS* 56 (1956), 102.

³⁵ E.g. Johnson, C., *Archaeological and Historic Landscape Survey, Castle Hill, Newhaven, East Sussex* (unpub. Archaeology South-East project no. 1247, 2000), para. 4.10.2.

³⁶ Brandon, P. F., 'The Origin of Newhaven and the Drainage of the Lewes and Laughton Levels', *SAC* 109 (1971), 94-106; Farrant, J. H., 'The evolution of Newhaven harbour and the Lower Ouse before 1800', *SAC* 110 (1972), 44-60; Farrant, J. H., 'The seaborne trade of Sussex, 1720-1845', *SAC* 114

(1976), 97-120, at 98; Woodcock, A., 'The Archaeological implications of coastal change in Sussex', in Rudling, D., (ed.), *The Archaeology of Sussex to AD2000* (2003), 1-16, at 9-10.

³⁷ Bailey, P., *Newhaven in old picture postcards* (1983: no pagination), fig. 56; Salzman, L. F., *Victoria County History 7* (1940), 62.

³⁸ Farrant, J. H., 'The evolution of Newhaven harbour and the Lower Ouse before 1800', *SAC* 110 (1972), 44-60; Farrant, J. H., 'The seaborne trade of Sussex, 1720-1845', *SAC* 114 (1976), 97-120.

³⁹ *Ibid.*, and Brent C. E., 'Urban Employment and Population in Sussex Between 1550 and 1660', *SAC* 113 (1975), 35-50, at 38.

⁴⁰ Farrant, J. H., 'The evolution of Newhaven harbour and the Lower Ouse before 1800', *SAC* 110 (1972), 44-60; Farrant, J. H., 'The seaborne trade of Sussex, 1720-1845', *SAC* 114 (1976), 97-120.

⁴¹ O'Mahoney, B. M. E., *Newhaven-Dieppe 1825-1980: The History of an Anglo-French Joint Venture* (1980), 3-9.

⁴² Stevens, W., *Newhaven Harbour from 1827 to 1850* (1861).

⁴³ Goulden, R. J., & Kemp, A., *Newhaven and Seaford Coastal Fortifications* (1974), 2; Lower, M. A., *A Survey of the Coast of Sussex made in 1587* (1870), no pagination; Johnson, C., *Archaeological and Historic Landscape Survey, Castle Hill, Newhaven, East Sussex* (unpub. Archaeology South-East project no. 1247, 2000), para. 4.12.1.

⁴⁴ Lower, M. A., *A Survey of the Coast of Sussex made in 1587* (1870), no pagination.

⁴⁵ Goulden, R. J., & Kemp, A., *Newhaven and Seaford Coastal Fortifications* (1974), 2; Johnson, C., *Archaeological and Historic Landscape Survey, Castle Hill, Newhaven, East Sussex* (unpub. Archaeology South-East project no. 1247, 2000), paras. 4.12.1-2.

⁴⁶ Woodburn, B., 'Fortifications and Defensive Works 1500-1900', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 102-3.

⁴⁷ Johnson, C., *Archaeological and Historic Landscape Survey, Castle Hill, Newhaven, East Sussex* (unpub. Archaeology South-East project no. 1247, 2000), paras. 4.12.2-3.

⁴⁸ Hudson, A., 'Volunteer soldiers in Sussex during the Revolutionary and Napoleonic Wars, 1793-1815', *SAC* 122 (1984), 165-81.

⁴⁹ Pennington, J., 'Inns and Alehouses in 1686', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 68-9.

⁵⁰ Brent C. E., 'Urban Employment and Population in Sussex Between 1550 and 1660', *SAC* 113 (1975), 35-50.

⁵¹ Cornwall, J. (ed.), 'The Lay Subsidy Rolls for the County of Sussex 1524-25', *SRS* 56 (1956), 102; Cooper, J. H., 'A Religious Census of Sussex in 1676', *SAC* 45 (1902), 142-8; Ford, W. K. (ed.), 'Chichester Diocesan Surveys 1686 and 1724', *SRS* 78, 137. 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).

⁵² Salzman, L. F., *Victoria County History 7* (1940), 63.

⁵³ Wells, R., 'The Poor Law 1700-1900', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 70-1;

Morrison, K., *The Workhouse: A Study of Poor-Law Buildings in England* (1999), 78.

⁵⁴ Cooper, J. H., 'A Religious Census of Sussex in 1676', *SAC* 45 (1902), 142-8, at 144.

⁵⁵ Ford, W. K. (ed.), 'Chichester Diocesan Surveys 1686 and 1724', *SRS* 78, 137.

⁵⁶ Vickers, J. A., 'The Religious Census of Sussex of 1851', *SRS* 75 (1989), 89.

⁵⁷ The date is given elsewhere as 1866: Elleray, D. R., *Sussex Places of Worship: A Gazetteer of Buildings erected between c. 1760 and c. 1960* (2004), 42.

⁵⁸ Banister, F. D., *The Modern History of Newhaven Harbour with Proposals for its Improvement* (1879), 5-7.

⁵⁹ Bailey, P., *Newhaven in old picture postcards* (1983: no pagination), fig. 47.

⁶⁰ Farrant, J., 'Growth of Communications 1840-1914', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 80-1.

⁶¹ Bailey, P., *Newhaven in old picture postcards* (1983: no pagination), figs. 39-43.

⁶² Banister, F. D., *The Modern History of Newhaven Harbour with Proposals for its Improvement* (1879); and OS second series (Epoch 2) 25" map.

⁶³ Farrant, J., 'Growth of Communications 1840-1914', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 80-1.

⁶⁴ O'Mahoney, B. M. E., *Newhaven-Dieppe 1825-1980: The History of an Anglo-French Joint Venture* (1980), 3-9.

⁶⁵ Salzman, L. F., *Victoria County History 7* (1940), 64.

⁶⁶ O'Mahoney, B. M. E., *Newhaven-Dieppe 1825-1980: The History of an Anglo-French Joint Venture* (1980), 15.

⁶⁷ Mitchell, V., & Smith, K., *Southern Main Lines: Haywards Heath to Seaford* (1986, no pagination), fig. 87; Howard Turner, J. T., *The London, Brighton & South Coast Railway: 1. Origins & Formation* (1977), 229.

⁶⁸ Johnson, C., *Archaeological and Historic Landscape Survey, Castle Hill, Newhaven, East Sussex* (unpub. Archaeology South-East project no. 1247, 2000), para. 4.12.3.

⁶⁹ ESRO AMS 6123/5.

⁷⁰ Johnson, C., *Archaeological and Historic Landscape Survey, Castle Hill, Newhaven, East Sussex* (unpub. Archaeology South-East project no. 1247, 2000), para. 4.12.4; Longstaff-Tyrell, P., *Barracks to Bunkers: 250 years of Military Action in Sussex* (2002), 9.

⁷¹ Johnson, C., *Archaeological and Historic Landscape Survey, Castle Hill, Newhaven, East Sussex* (unpub. Archaeology South-East project no. 1247, 2000), paras. 4.12.5-6; Grives, K., 'Sussex in the First World War', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 116-17; Fellows, P., *Newhaven Seaplane Station: A Short History of a local Seaplane Station 1917-1920* (unpub. typescript, 2001: Barbican House)

⁷² Salzman, L. F., *Victoria County History 7* (1940), 63.

⁷³ Bailey, P., *Newhaven in old picture postcards* (1983: no pagination), fig. 30; Ordnance Survey 25" maps, epochs 2-4.

⁷⁴ Salzman, L. F., *Victoria County History 7* (1940), 62.

⁷⁵ Elleray, D. R., *Sussex Places of Worship: A Gazetteer of Buildings erected between c. 1760 and c. 1960* (2004), 42.

⁷⁶ 1st series 25" Ordnance Survey map, 1875.

⁷⁷ Elleray, D. R., *Sussex Places of Worship: A Gazetteer of Buildings erected between c. 1760 and c. 1960* (2004), 42.

⁷⁸ Bell, M., 'The excavation of an early Romano-British site and Pleistocene landforms at Newhaven, Sussex', *SAC* 114 (1976), 218-305, at 299-301.

⁷⁹ Salzman, L. F., *Victoria County History* 7 (1940), 62.

⁸⁰ Salzman, L. F., *Victoria County History* 7 (1940), 62; see also SMR entry for TQ 40 SW75 - ES1808.

⁸¹ Morrison, K., *The Workhouse: A Study of Poor-Law Buildings in England* (1999), 78, 222-8.

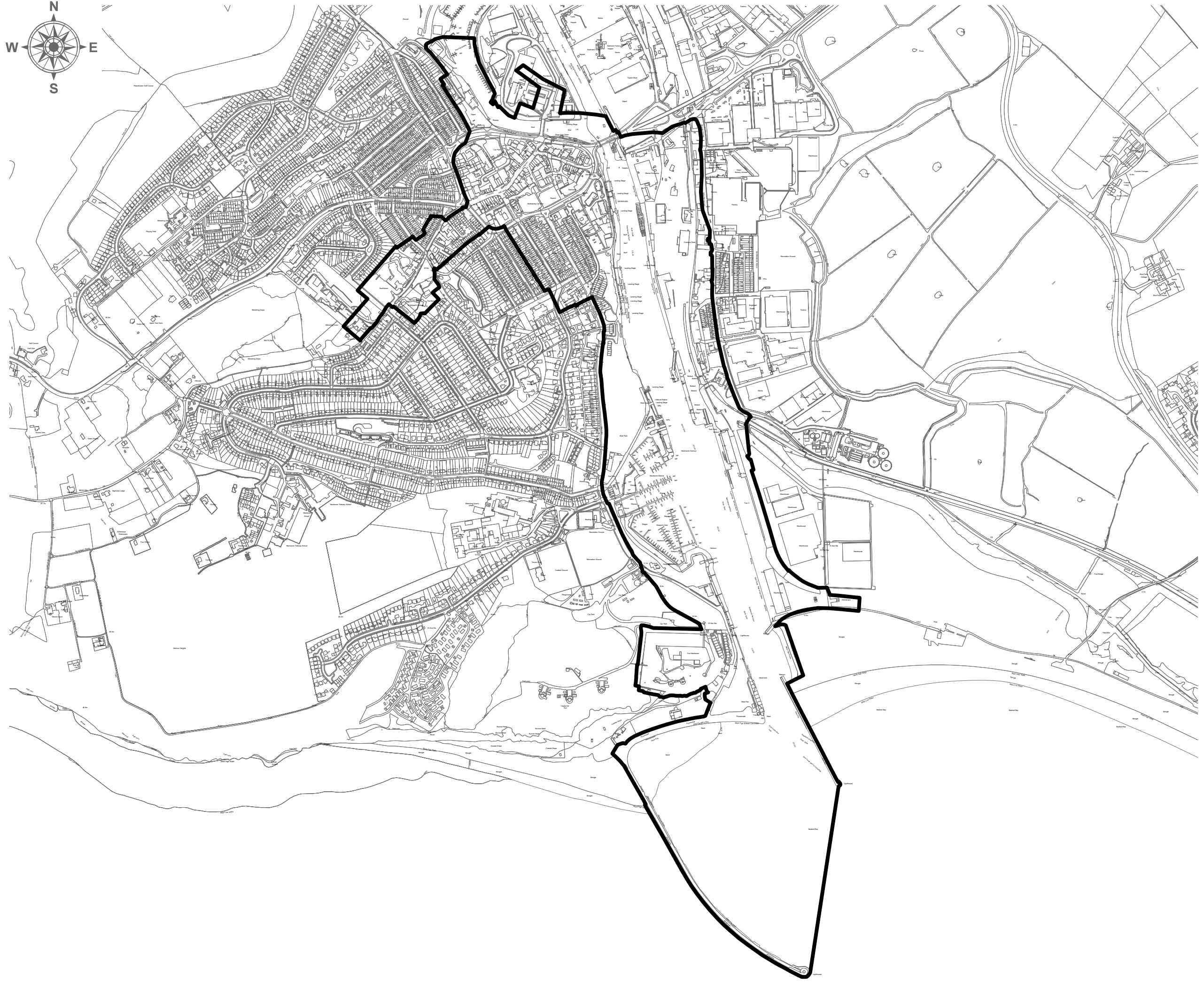
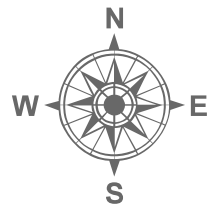
⁸² Bell, M., 'The excavation of an early Romano-British site and Pleistocene landforms at Newhaven, Sussex', *SAC* 114 (1976), 218-305, at 301-5.

⁸³ Called the Old Upper Battery in 1872 (ESRO AMS 6123/47).

⁸⁴ Aldsworth, F. G., 'A description of the mid nineteenth century forts at Littlehampton and Shoreham, West Sussex', *SAC* 119 (1981), 181-94.

⁸⁵ Woodburn, B., 'Fortifications and Defensive Works 1500-1900', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 102-3.

⁸⁶ 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

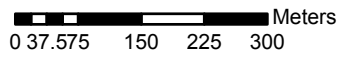
NEWHAVEN MAP 1
Extent of Newhaven EUS study area

KEY

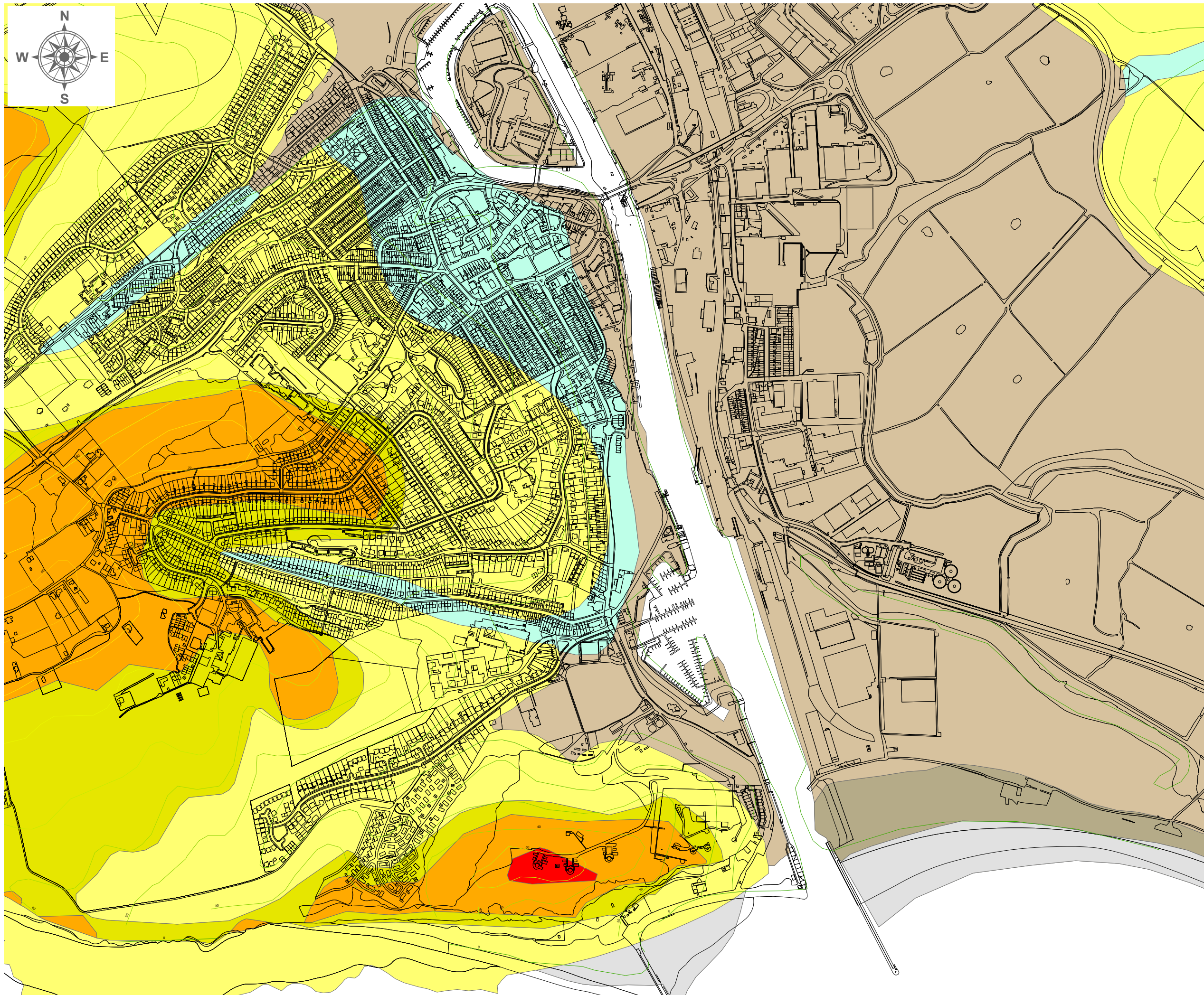
 EUS_boundary

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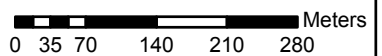
NEWHAVEN MAP 2

**Solid and drift geology,
with 10m contours**

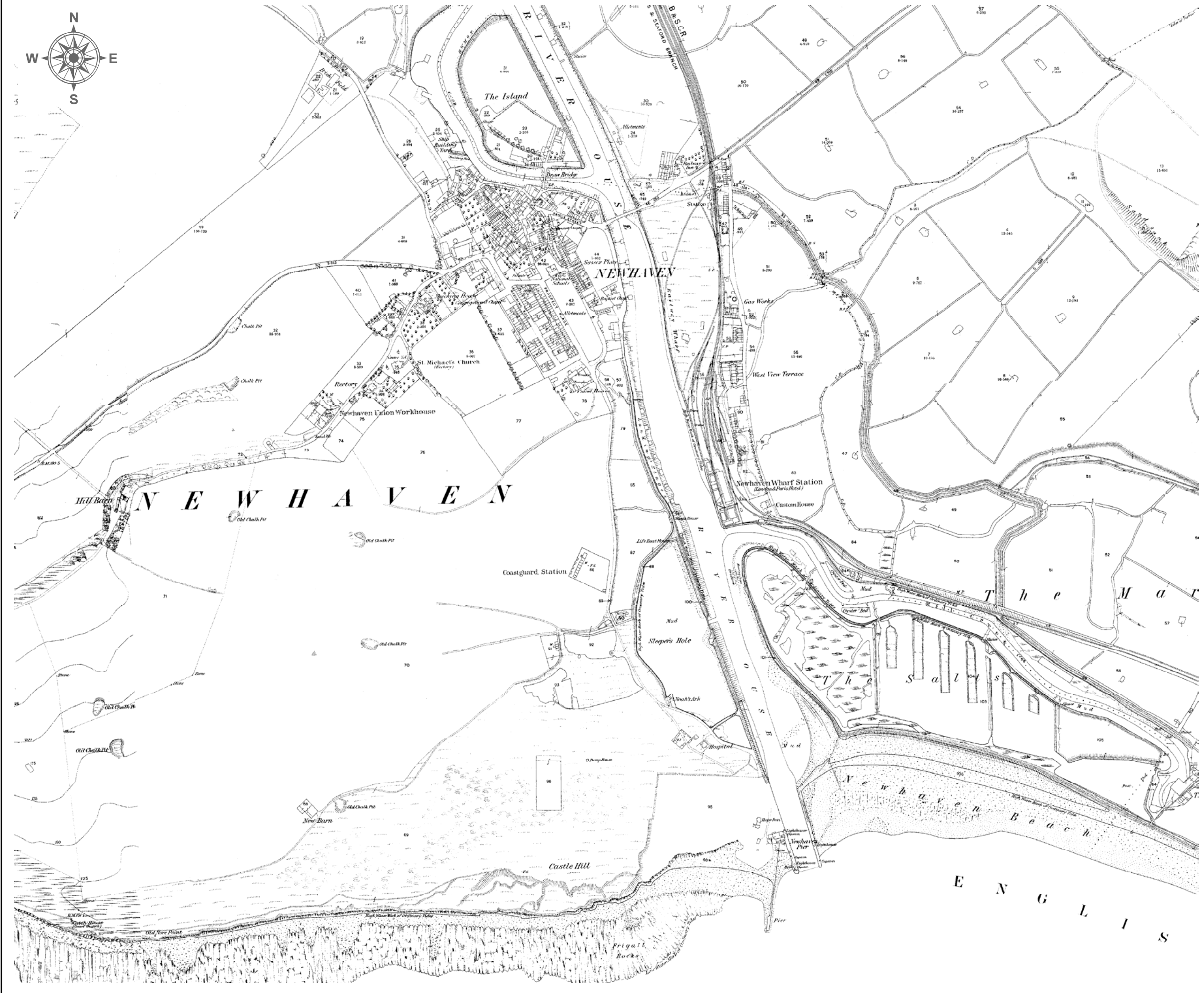
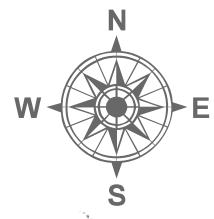
KEY	
Drift geology	
[Light Brown Box]	ALLUVIUM
[Grey Box]	BEACH AND TIDAL FLAT DEPOSITS
[Light Blue Box]	HEAD (UNDIFFERENTIATED)
[Dark Grey Box]	STORM BEACH DEPOSITS
Solid geology	
[Orange Box]	LAMBETH GROUP
[Red Box]	LONDON CLAY FORMATION
[Yellow Box]	NEWHAVEN CHALK FORMATION
[Light Green Box]	TARRANT CHALK MEMBER

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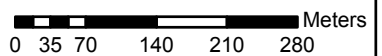
ENGLISH HERITAGE

NEWHAVEN MAP 3

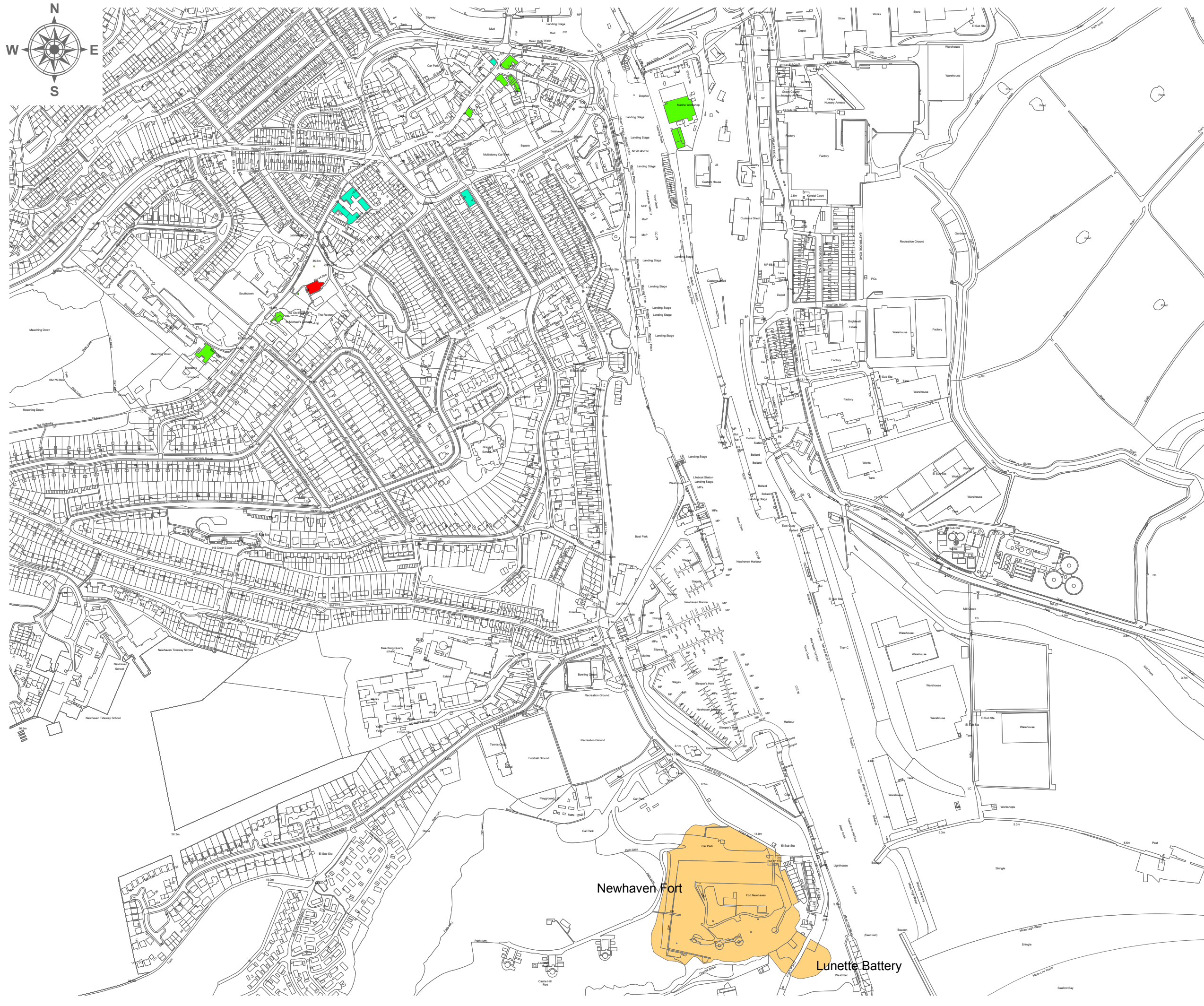
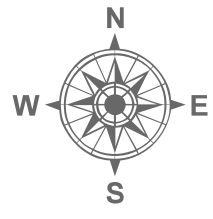
Ordnance Survey
1st Series 25" (1882)

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Sussex EUS



Brighton & Hove



ENGLISH HERITAGE

NEWHAVEN MAP 4

Historic buildings and Scheduled Monuments.
NB Grades of listed buildings are shown. No grade means that the building is not listed, but has significant historical value as determined by the Sussex EUS.

KEY

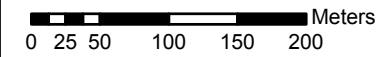
Buildings & monuments

Listing grade

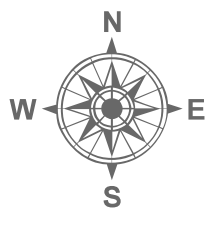
- II
- II*
- None
- Scheduled Monument

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NEWHAVEN MAP 5

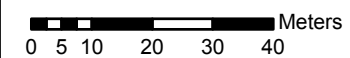
Archaeological excavations in the town 1971-4

KEY

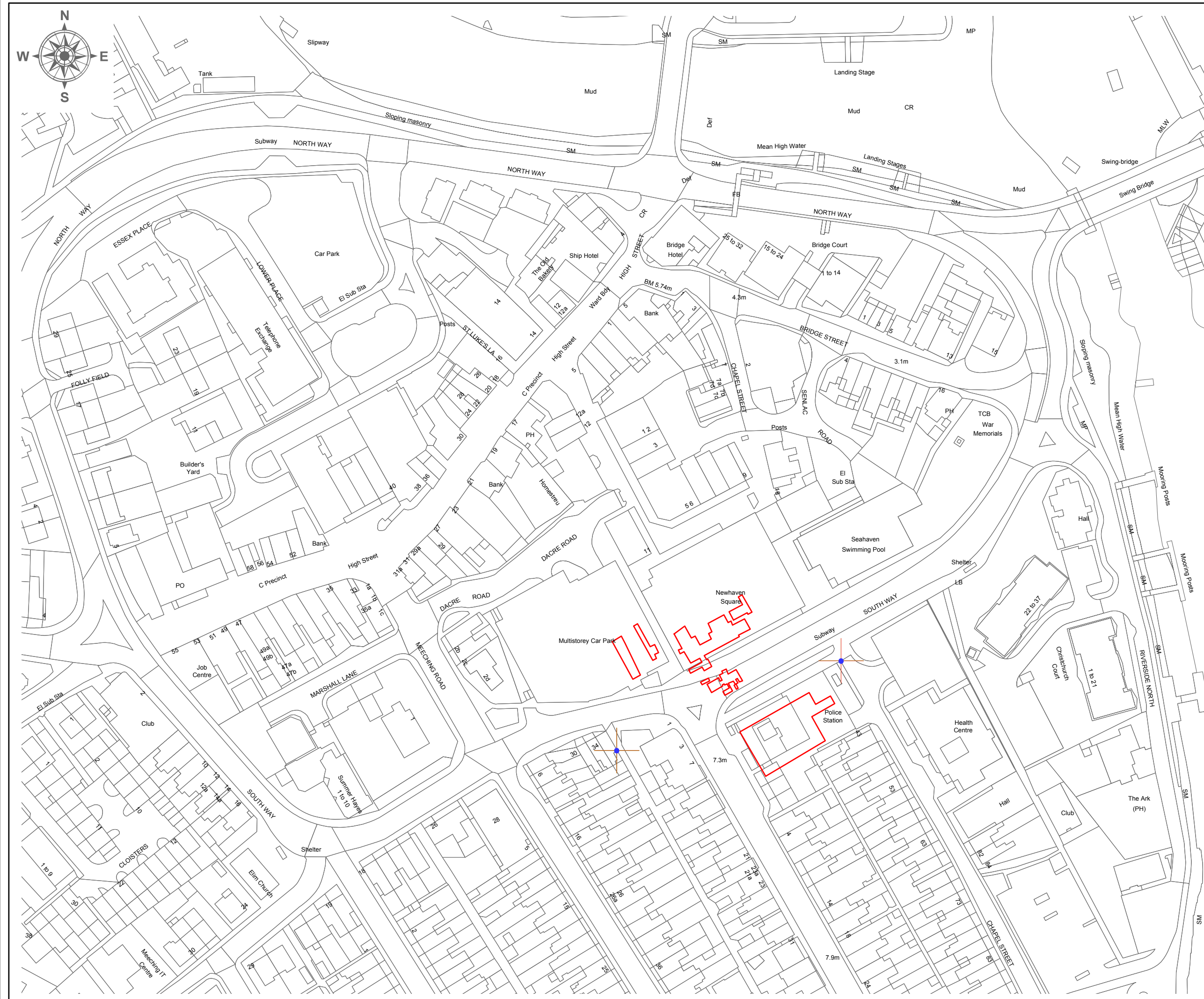
 Newhaven excavations

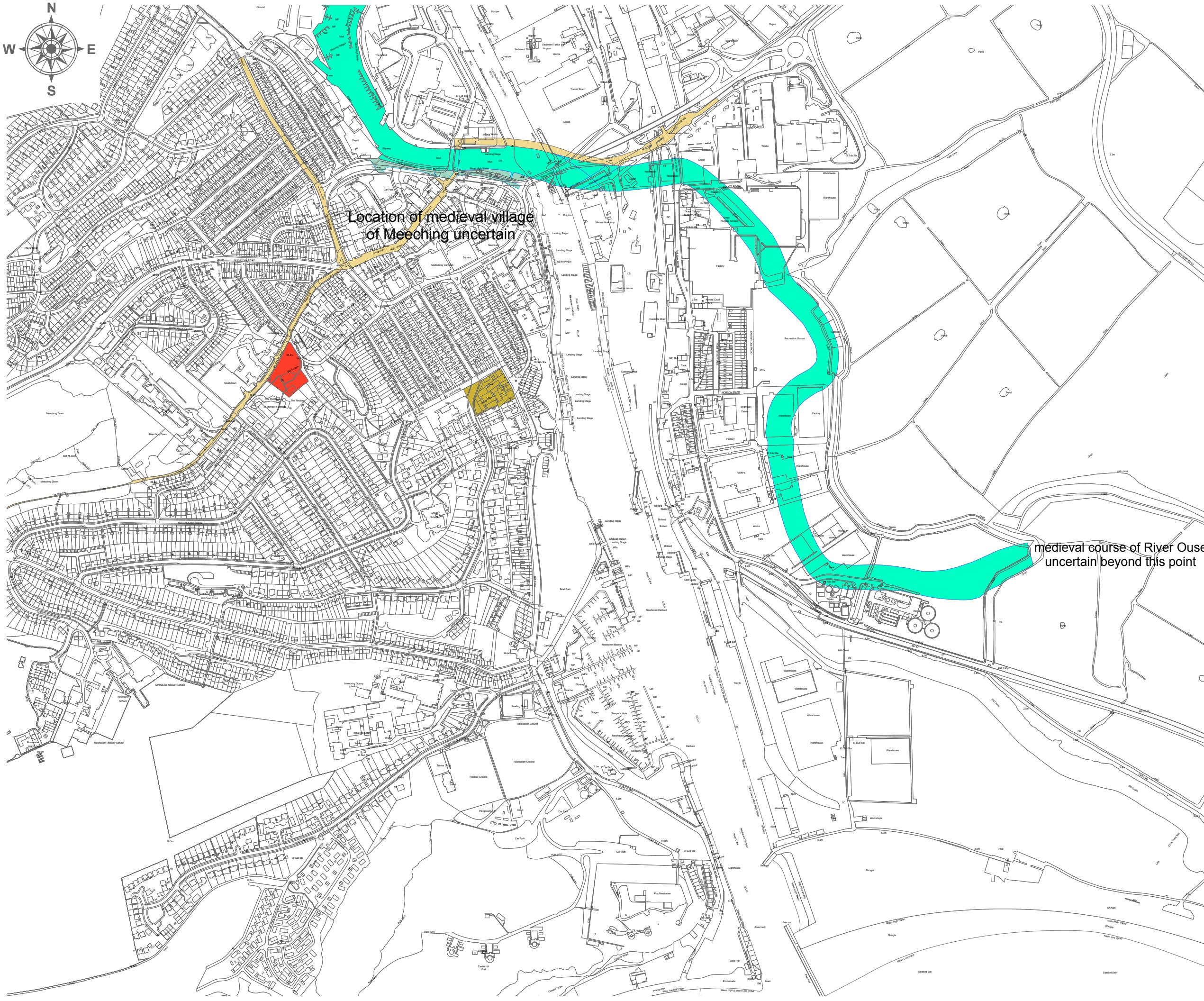
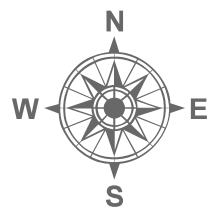
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Location of medieval village of Meeching uncertain

medieval course of River Ouse uncertain beyond this point

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ENGLISH HERITAGE

NEWHAVEN MAP 6

Period 7 (1350-1499)

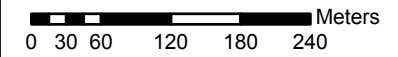
KEY

HCT

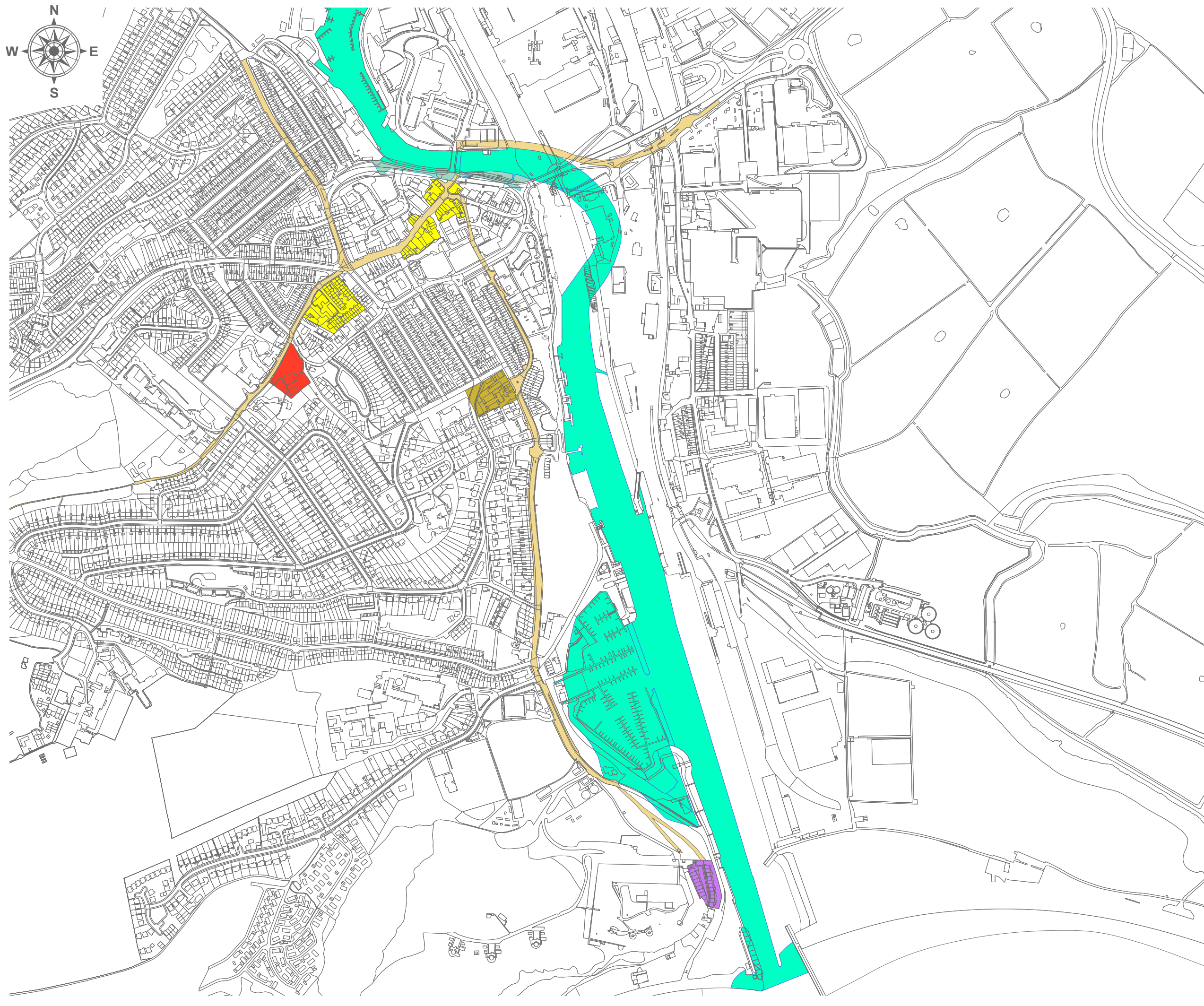
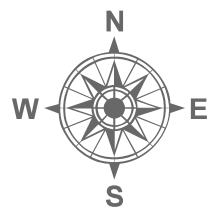
- Church/churchyard
- Farmstead/barn
- Inland water
- Lane/road
- Quay/wharf

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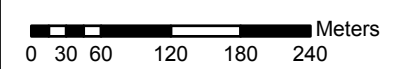
NEWHAVEN MAP 7 Period 8 (1500-1599)

KEY

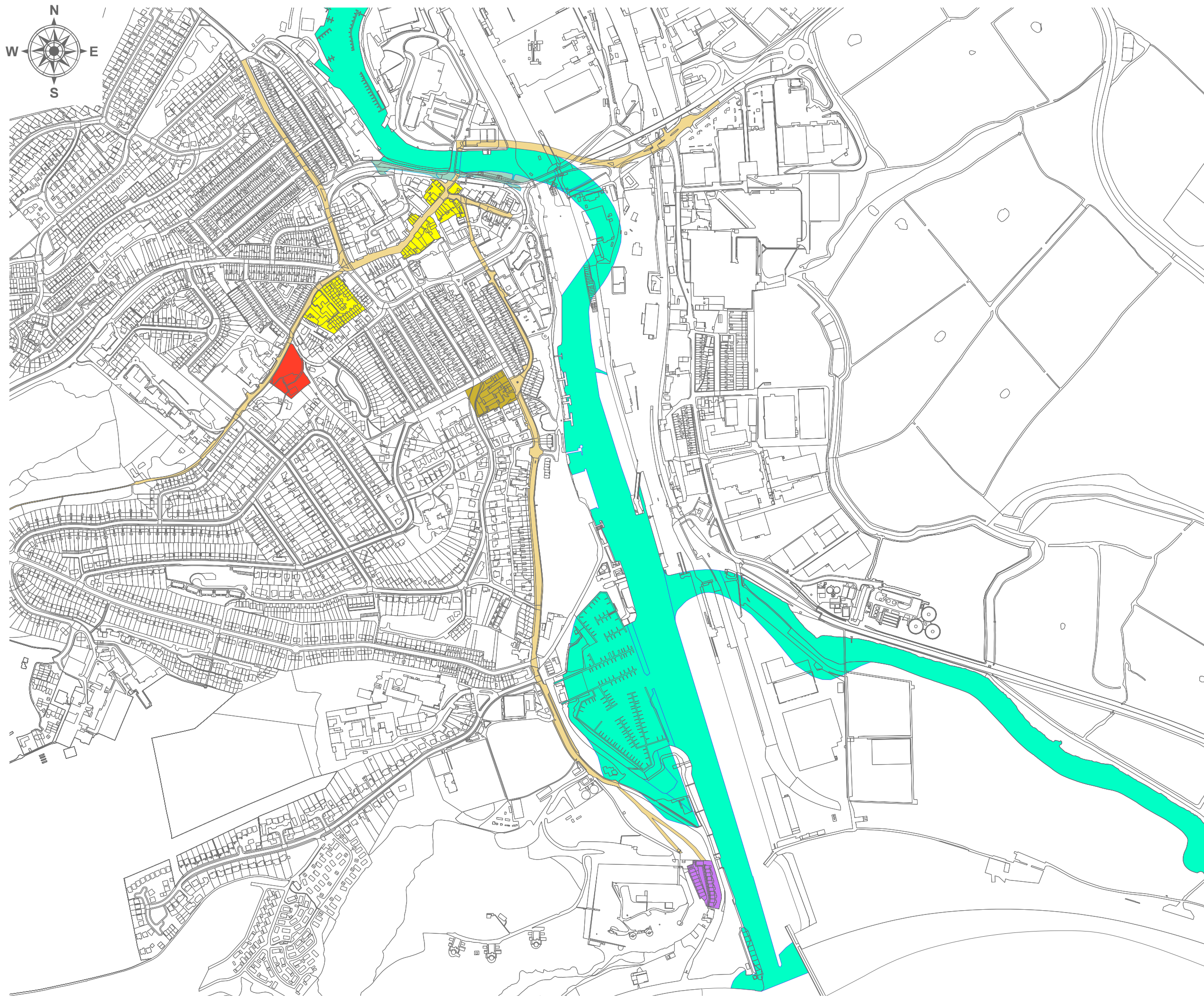
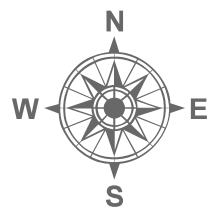
- HCT**
- Church/churchyard
 - Farmstead/barn
 - Inland water
 - Irregular historic plots
 - Lane/road
 - Other fortification
 - Quay/wharf

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NEWHAVEN MAP 8

Period 9 (1600-1699)

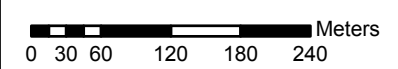
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HCT

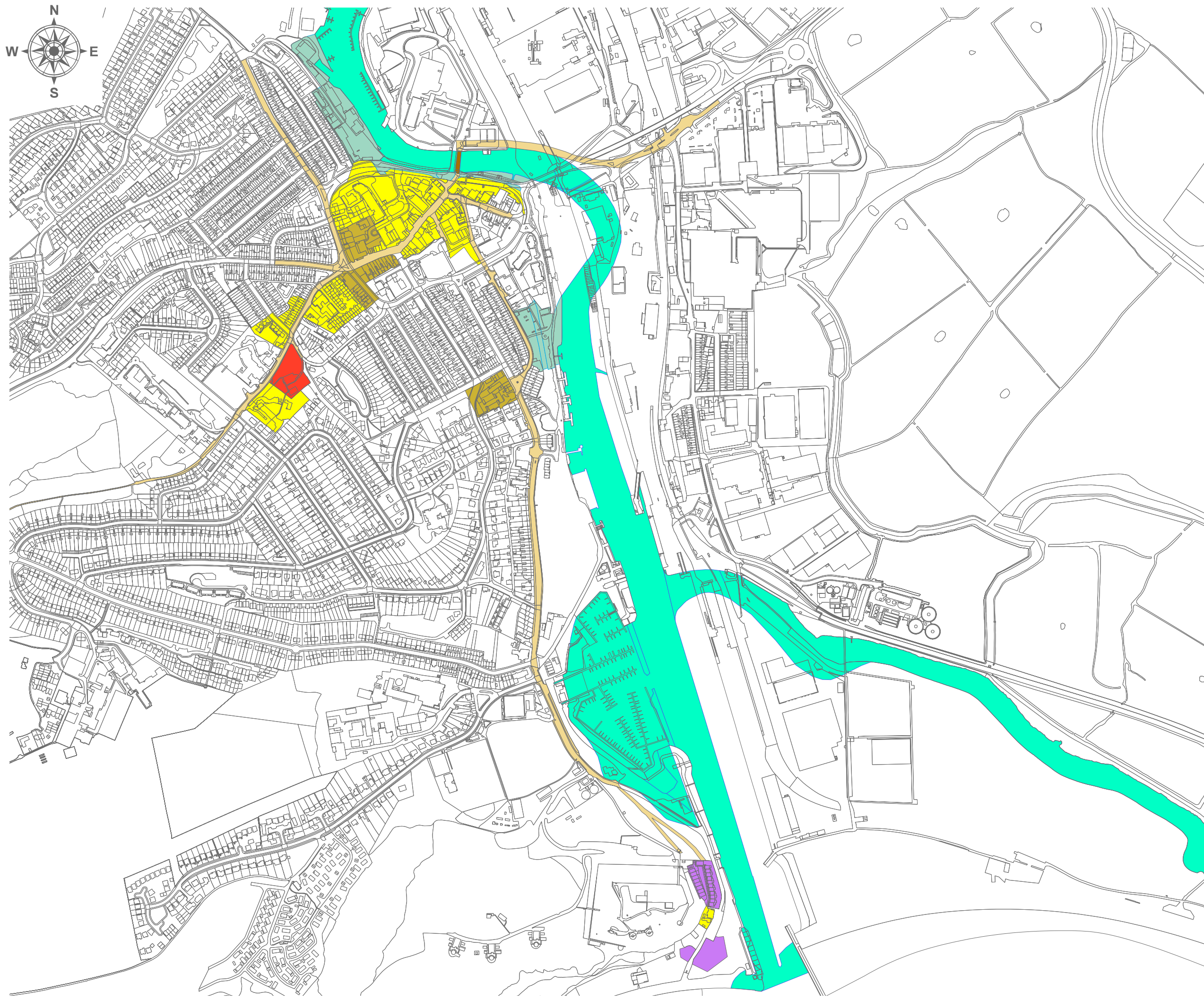
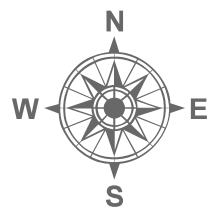
- Church/churchyard
- Farmstead/barn
- Inland water
- Irregular historic plots
- Lane/road
- Other fortification
- Quay/wharf

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NEWHAVEN MAP 9 Period 10 (1700-1799)

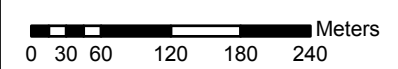
KEY

HCT

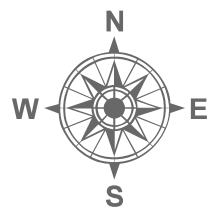
-  Bridge/causeway
-  Church/churchyard
-  Farmstead/barn
-  Inland water
-  Irregular historic plots
-  Lane/road
-  Other fortification
-  Quay/wharf

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NEWHAVEN MAP 10

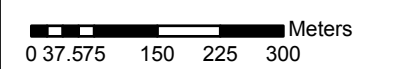
Historic Character Types (2004)

KEY

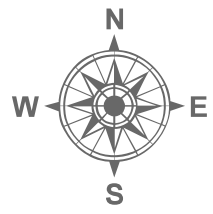
- HCT**
- Bridge/causeway
- Church/churchyard
- Inland water
- Irregular historic plots
- Lane/road
- Light industry
- Major road scheme
- Other fortification
- Public
- Quay/wharf
- Religious house
- Retail and commercial
- School/college
- Station, sidings and track
- Suburb
- Vacant

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ENGLISH HERITAGE

NEWHAVEN MAP 11

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

**Note that the meander
of the Ouse on the
northern edge of the
town probably predates
Period 5.**

KEY

PERIOD

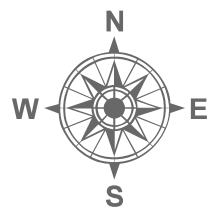
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13
- 14
- 15

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SCALE 1:9,000

0 37.575 150 225 300 Meters

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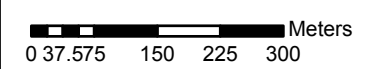
NEWHAVEN MAP 12

Historic Urban Character Areas (HUCAs)

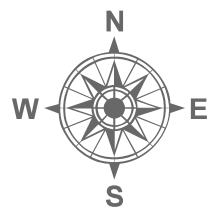
KEY	
HUCA	
01 - Church Hill	
02 - Old High Street	
03 - Old Bridge Street	
04 - Fort	
05 - East quay	
06 - South Road	
07 - West quay	
08 - Town centre redevelopment	
09 - Island	
10 - Shipyard	

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NEWHAVEN MAP 13

Historic Urban Character Areas (HUCAs) - detail of town centre

KEY

HUCA

- 01 - Church Hill
- 02 - Old High Street
- 03 - Old Bridge Street
- 04 - Fort
- 05 - East quay
- 06 - South Road
- 07 - West quay
- 08 - Town centre redevelopment
- 09 - Island
- 10 - Shipyard

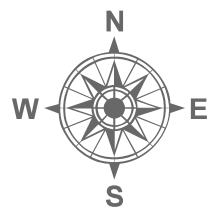


EUS research and mapping:
 Dr Roland B Harris BA DPhil MIFA
 November 2004

SCALE 1:3,000

Meters
 0 12.525 50 75 100

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Sussex EUS



ENGLISH HERITAGE

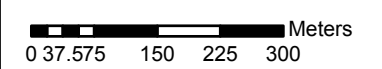
NEWHAVEN MAP 14

Historic Environment Value (HEV) - assessed for Historic Urban Character Areas (HUCAs)

KEY	
HUCA_HEV	
	1
	2
	3
	4

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