

Brighton & Hove

Historic Character Assessment Report



Sussex Extensive Urban Survey (EUS)

Roland B Harris

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March 2007

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in association with Brighton & Hove City Council and
the Character of West Sussex Partnership Programme



Sussex EUS – Brighton & Hove

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

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

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Cover photo: Brighton (formerly Palace) Pier, Brighton.

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1 INTRODUCTION

1.1 Background to the project

This report is an archaeological, historical, and historic urban character assessment of Brighton and Hove. 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 entire area of Brighton and Hove covered by this study.

1.4.2 History

The history of Brighton and Hove in this report can be a brief summary only. It aims to synthesize published research, and to provide a chronological overview of the development of the town as seen from documentary sources. The focus is placed on those matters – such as origins, economy, trade and institutions – that are most closely related to the urban historic environment today. Aspects of the history of the parishes – such as the manorial history – have been published elsewhere, most notably in the *Victoria County History*.³

1.4.3 Archaeology

The archaeology section of this report draws on published and unpublished reports of excavations, archaeological assessments, and records of finds. This section also includes analysis of historic buildings (listed and non-listed) and the topography, the latter drawing on maps of the town from 1514 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 Brighton and Hove 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.

1.4.5 Brighton and Hove: a combined approach

Any analysis of Brighton and Hove has to address the question of whether this is the history of one town or two towns. The recent official acquisition of the status of 'city' – albeit with the dual name – reflects earlier history, in that the urban (as opposed to earlier village and parish) development of Hove was dependent on the pre-existence of the adjacent town of Brighton: Hove's revitalization in the 19th century was essentially part of the expansion of Brighton. Although Hove uniquely maintained an administrative independence, achieved borough status of its own, and saw resort development of the medieval village before it was physically joined to Brighton by unbroken suburbs, it is, thus, similar in origins to the other medieval settlements engulfed by the growth of Brighton. The dependency of Hove on Brighton is seen most clearly in the fact that Hove's strongly middle-class development (a key element in its identity) was achieved because its vast workforce was largely housed in Brighton. This report, therefore, considers Brighton and Hove as a single town.

1.5 Principal sources

Brighton and Hove have stimulated historical and architectural interest, but little in the way of archaeology related to the town itself. 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 are several histories of Brighton and Hove, which include the *Victoria County History*, published in 1940,⁴ the works of John

Farrant⁵ and **Sue Farrant** (now **Sue Berry**),⁶ and, remarkably, two largely topographically-based 'encyclopaedias' for Brighton and Hove, respectively by **Timothy Carder**⁷ and **Judy Middleton**.⁸ The focus of most of the thematic studies is the revival in fortune of the town from the 18th century, and there remains no scholarly study of the medieval and early post-medieval town. While this may reflect the administrative and political insignificance of the early town (compared, for example, to nearby Lewes), this also appears to be a direct consequence of long-lasting neglect of the documentary records of Brighton's past.⁹

1.5.2 Archaeology

The buried evidence of Brighton's past has fared no better than its documents, for, despite its status as a significant medieval town and the most populous town in the county in the late 16th century and much of the 17th century (and, of course, later), the pre-1914 core of the town (i.e. the EUS study area) has seen little archaeological study. The amount of late 20th and early 21st-century redevelopment within this substantial 17km sq area means that this is both remarkable and lamentable. Archaeological investigation within the EUS study area has been confined to a few minor watching briefs or evaluations (most unpublished, and many disappointing in revealing an absence of archaeological features). These comprise those at:

Springfield Road (Roman villa) – 1962-3¹⁰

Market Street – 1978¹¹

Stafford Road – 1985¹²

Seafront sewage works (Norfolk site) – 1993¹³

7-9 Springfield Road – 1999¹⁴

Jubilee Street – 2001¹⁵

6 Ship Street – 2002¹⁶

20-6 York Place – 2004¹⁷

By contrast, the area covered by post-1914 suburbs has seen some more substantial controlled excavations, mostly in advance of the expansion of the built-up area of the town and the Brighton bypass (A27). Here too there have been serious lacunae (most obviously the lack of archaeological investigation of the medieval villages engulfed by suburbs – with the notable exception of excavations by **Eric Holden** and the Ministry of Works at **Hangleton** in 1952-4¹⁸), but several published excavations and numerous reports from minor archaeological assessments, watching briefs or evaluations (most

unpublished) provide a significant understanding of the pre-urban (especially, prehistoric and Romano-British) archaeology of the area of the modern town (see below, section 2.4).

The **East Sussex Sites & Monuments Record** (HER) database has been invaluable for identifying unpublished sites, and for providing the pre-urban archaeological context.

1.5.3 Historic buildings

There are 1,216 entries on English Heritage's statutory list of historic buildings for the unitary authority of Brighton and Hove. 106 of these fall within settlements (such as Rottingdean) that are quite distinct from Brighton and Hove themselves, and 1,097 lie within the EUS study area (see below for extent of area: section 1.6). This substantial number – which includes single listings for many entire terraces – reflects the unusual number of surviving historic buildings. There has been no systematic study of these buildings: a detailed analysis is likely to be especially revealing in the historic core of the town, where medieval and early post-medieval fabric could well have survived later re-fronting and modification.

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 (c.1875 onwards) have proved invaluable, especially as these have been used in digital form, allowing overlaying with each other and with other data. Tithe Maps (ranging from 1829-52: *East Sussex Record Office*) capture Brighton, Hove and the villages later engulfed by suburbs at a large scale around the time of the arrival of the railway. Brighton itself is the subject of earlier detailed maps such as those of 1826 (Piggott), 1822 (Baxter), 1808 (Marchant), 1788 (Budgen), and 1779 (Yeakell and Gardner). Earlier still, but less accurate in its survey and depiction of detail, is the 1514 bird's-eye view of the town. The key large-scale historic maps have been digitized and rectified to fit the National Grid to allow comparison with other maps and data. Vertical air photo coverage of 2000 provides a useful snapshot in time. All analysis and maps utilize the most recent large-scale Ordnance Survey mapping (digital MasterMap data).

1.6 Area covered by the report

The Sussex EUS assessment of Brighton and Hove covers the extent of the town c.1914, an

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area of c.17 km sq. This includes the 1914 extent of the villages later engulfed by the expanding suburbs (Portslade, Hangleton, West Blatchington and Patcham), but excludes what

were (and, indeed, are still) clearly distinct settlements beyond the modern extent of the contiguous suburbs (Ovingdean, Woodingdean, Rottingdean, Saltdean and Stanmer).

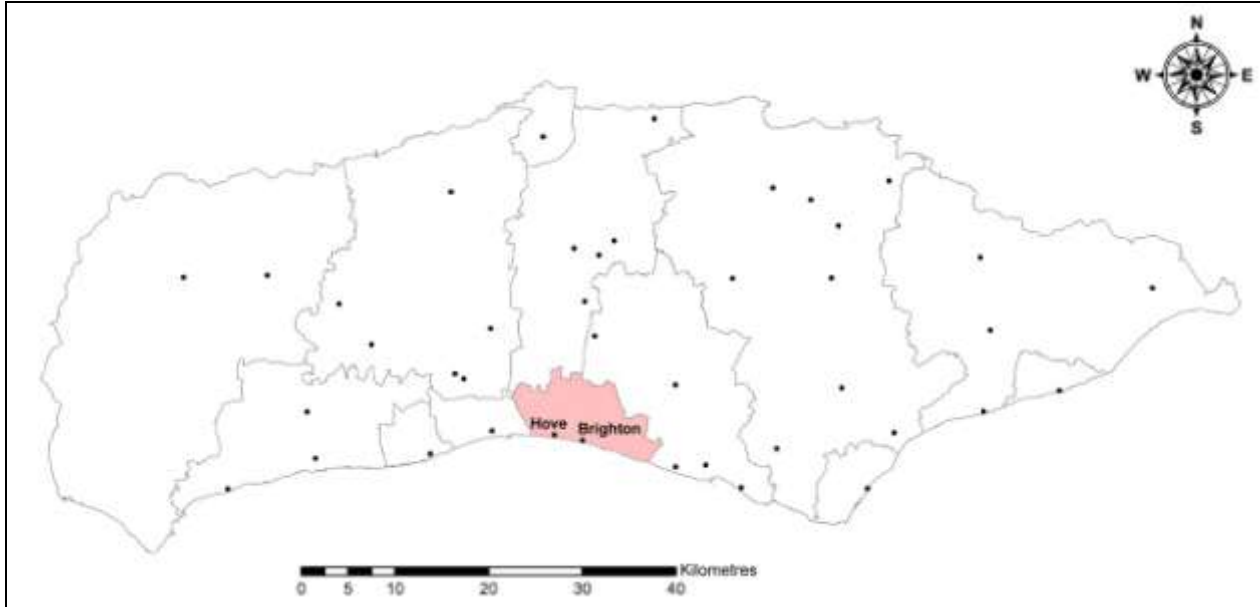


Fig. 1. Location of Brighton and Hove within Sussex. The unitary authority is highlighted and points locate the 41 Sussex EUS towns.

2 THE SETTING OF BRIGHTON & HOVE



Fig. 2. Brighton and Hove from Aldrington beach.

2.1 Topography (Map 2)

The built-up area of modern Brighton and Hove extends across the eastern end of the Coastal Plain (which finally runs out at Black Rock) and, to the north, the dip slope of the South Downs (which rise to 217m OD near Devil's Dyke, 3.3km north of the built-up area).

Before its revival and expansion from the late 18th century, Brighton lay on low lying land formed where the eastern extremity of the tapering Coastal Plain was widened by a minor valley descending from the Downs (which had only the Wellesbourne stream – a winterbourne – running down the Level and the Steine: this was culverted in the Steine in 1792-3, and has ceased to flow since the building of the Patcham Waterworks in 1889¹⁹). Where the valley and stream met the shore, and where there appears to have been a small inlet (Pool Valley), the ground is at c.8m OD. To the west of this, along the top of what was a low cliff line (now the Esplanade) the level is around 12-13m OD. To

the north of the shoreline, most of the area of the old town is very little higher, only rising in the north-west corner to the parish church, which is located on the edge of a Downland spur (Church Hill) at c.49m OD. To the west of the historic core of Brighton, the Coastal Plain widens, containing all of pre-1800 Hove. Medieval Aldrington was also on the shoreline and Coastal Plain, but the other small medieval settlements eventually absorbed by the suburbs of Brighton and Hove were on the Downs: Hangleton at c.35-80m OD; Patcham at c.45-70m OD; Portslade at c.25-40m; Preston at c.30m OD; and West Blatchington at c.70m OD. Late 18th-century and subsequent suburbs have filled the Coastal Plain (so that there is now unbroken development in a band nowhere less than 1.5km wide westwards to the River Adur) and have expanded increasingly on to the Downs. In the Hollingbury area this has meant development as high as c.150m OD.

The principal shopping street of the town is the east-west North Street and its continuation, Western Road. Churchill Square shopping centre lies immediately to the south as do the Lanes (narrow lanes and passageways lying north of the centre of the pre-1750 town, now with a concentration of antique shops). There are significant retail concentrations outside this area, however, in North Laine, Kemp Town and Hove. The prime location for hotels (such as the well-known Grand Hotel and the Metropole) is the seafront along the southern edge of the medieval town, but they are widely distributed all along the coast.

The built-up area of Brighton and Hove forms a large part of the unitary authority of that name established in 1997. The administrative boundary includes other built-up areas (Ovingdean, Woodingdean, Rottingdean, Saltdean, Stanmer, and the University of Sussex campus at Falmer) that are distinct from the contiguous suburbs (and engulfed medieval villages) that represent just over 200 years of expansion of Brighton and Hove. The unitary authority includes numerous pre-1894 civil parishes: Portslade, Hangleton, Aldrington, West Blatchington, Hove, Preston, Brighton, Patcham, Ovingdean, and Rottingdean, with parts of Falmer, Stanmer and Pyecombe.

2.2 Geology (Map 2)

2.2.1 Solid geology

Along with the whole of Sussex, the rocks in the vicinity of Brighton and Hove are sedimentary. The town lies on and adjacent to the South

Downs, so that the entire area is underlain by the relatively pure White Chalk limestones of, from youngest to oldest, the Tarrant, Newhaven, Seaford, Lewes Nodular, New Pit, and Holywell Chalk Formations (all 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, however, is the clay, silt and sand of the Lambeth Group, being Tertiary (Palaeocene) irregular beds laid down on the eroded chalk. These are located in an eastwards diminishing band along the shoreline ceasing around Princes Crescent, Hove, and in outcrops on the South Downs: the more significant of the latter are centred on Seven Dials, Nevill Playing Field (West Blatchington) and the Old Shoreham Road cemetery.

Large crystalline sandstone boulders – or sarsen stones – were located in the vicinity of the church St Nicholas, and may even have included some examples of ‘puddingstones’ (a pebbly, or conglomeratic, variety of sarsen stones). ‘Puddingstones’ are certainly a feature of the Goldstone valley, including the Goldstone itself.²⁰ Although evidently moved around by man and, probably, previously by natural forces, they are a feature of the Downs, concentrated between the River Adur and the River Ouse (see especially Falmer, Rottingdean and Stanmer), and derive from silicification probably (and unusually for Britain) as late as the Neogene or Quaternary.²¹

2.2.2 Drift Geology

The drift geology of the Brighton and Hove area is varied. On the rising downland there are dry valley deposits of sand and gravels, and clay-with-flints. The distinctive dry valleys of the downs are largely a product of periglacial erosion, while the clay-with-flints is a capping of reworked Palaeogene deposits.²² Along the shoreline there are beach and tidal deposits, and, inland from this, a band of up to c.100m of storm beach deposits. Most remarkably, at Black Rock (Brighton Marina) a raised beach, shore platform and former cliffline are exposed where they meet the present-day shoreline at an oblique angle. The raised beach dates from an interglacial c.200,000 years ago, and reflects a sea-level c.8m above that of today. This so-called Norton-Brighton raised beach appears to continue as far west as Hayling Island. The old shore platform west of Black Rock is buried by beach and non-marine deposits that include

chalky soliflucted debris (known as Coombe Rock).²³

2.3 Communications



Fig. 3. The sea off Brighton Marina.

2.3.1 Water

Brighton and Hove is located directly on the coast. Although longshore drift has at times relocated the mouth of the River Adur as far east as Aldrington (just within the EUS study area), neither Brighton nor the villages engulfed by its expansion were founded alongside a navigable river. The origins of Brighton itself as a landing-place and fishing centre, however, means that coastal communication was of fundamental importance to the medieval and post-medieval town. Although coastal travel was not as important to the 18th-century and later resort as at Margate (where visitors accessed the resort from London by boat), the establishing in 1763 of a cross-channel Brighton-Dieppe route doubtless had an influence on the success of the town.²⁴ Cross-channel services have been only very intermittently and briefly maintained since then. More significant, however, has been good coastal communications in the pre-railway

age, which were essential for the supply of the expanding town.

2.3.2 Road

Since 1996 Brighton and Hove has been bypassed by the A27(T), on the Downs to the north of the town. Previously this major route along the south coast passed through Brighton and Hove, leaving the town at the north-west (Lewes Road: now the A270). Other major routes from Brighton and Hove comprise the A259 (eastwards along the cliff-top to Newhaven and beyond, and westwards along the coast to Worthing, via the edge of Shoreham harbour); the A23 (to London, becoming – in the Crawley and Gatwick airport area – the M23); and the Old Shoreham Road (westwards from Brighton station to the A283 at Old Shoreham (where Old Shoreham Bridge was previously a key crossing point of the River Adur), linking to the A27(T) at Kingston-By-Sea). Two minor routes over the top of the South Downs lead to Ditchling and Poynings.

2.3.3 Railway

The London and Brighton Railway Company (from 1846 the London Brighton & South Coast Railway – LBSCR) opened the first railway line in Sussex in 1840, linking Brighton to the port at Shoreham. This branch enabled construction to proceed from both ends of the county's first main line, between London and Brighton, approved in 1837 and opened in 1841. The coastal line was then extended westwards from Shoreham to Worthing (1845), Chichester (1846) and Havant (connecting to Portsmouth: 1847). Lines from Brighton to Lewes and from Lewes to Bulverhithe/St Leonards opened in 1846. A line from Lewes then provided access to the port of Newhaven (1847, extended to Seaford in 1864). In 1858 the Uckfield line opened (linking to Tunbridge Wells in 1868). The Steyning branch line (1861) was often used as a diversionary route when the Brighton to London main line was blocked. A branch line was built to Kemp Town (joining the Lewes line just east of London Road station) in 1869 (closed 1971). In 1879, the Cliftonville spur opened, bypassing Brighton station and allowing through trains to London from Hove and stations to the west. A branch line was built from Dyke Junction (800m west of Hove station) to Devil's Dyke, on the Downs, opening in 1887 and closing in 1939. The Brighton-London, coastal and Lewes lines all remain in use and were electrified in 1933-5.²⁵

2.4 Evidence for pre-urban activity

2.4.1 Prehistoric

- Aldrington – Palaeolithic (500000 BC to 10001 BC) Acheulian handaxe found in Coombe Rock drift geology (HER reference: TQ 20 NE11 – ES1101).
- Vallance Gardens, Hove – Neolithic (4000 BC to 2351 BC) leaf-shaped flint arrowhead find (HER reference: TQ 20 SE1 – ES1039).
- Surrenden Road – possible site of a Neolithic long barrow. The former mound was about 260' x 35' and 12'-15' high, with its head pointed ENE (HER reference: TQ 30 NW2 – ES301).
- Preston Drove – possible site of a Neolithic long barrow. A mound existed in the centre of Preston Drove at its junction with Havelock Road. When it was destroyed in 1891-2 scattered human bones were found in the chalk. The mound as shown on OS 25" 1873-5 is estimated as 260' long, 35' wide and 12-15' high. (HER reference: TQ 30 NW3 – ES302).
- Dyke Road Park/Brighton Sixth Form College – Neolithic and Early Bronze Age flint Implements found in 1900-1914 including fragments of three polished axes and four chipped axes, hammerstones, choppers, cores, worked flakes, scrapers etc. Also a Neolithic flint chopper found in 1929 (HER reference TQ 30 NW1 – ES1033).
- Former chalk pit near St Nicholas's church – two Beaker burials found in 1830 in the pit now the site of 15-33 Dyke Road (HER reference: TQ 30 SW8 – ES181).
- Reynolds Road, Hove – Beaker type arrowhead with barbs and tang of equal length found (HER reference: TQ 20 NE19 – ES1067).
- Church Hill – a probable Bronze Age (2350 BC to 701 BC) barrow formerly located (as late as the 19th century) somewhere near the parish church of St Nicholas (HER reference: TQ 30 SW3 – ES176).
- 40 St Patrick's Road, Hove (vicinity of) – Bronze Age axe (type 'A' palstave: bronze, without a loop) found at a depth of 8' at the bottom of a small pit while digging for drains in 1901 (HER reference: TQ 20 NE18 – ES1066).
- Near St Nicholas's church – Bronze Age socketed axe found pre-1849 (HER reference: TQ 30 SW6 – ES179).
- 133 Bonchurch Road – two Bronze Age loops were found c.1895, 5' below the surface of the Downs, on the site now occupied by the centre

of the lower main wall of 133, Bonchurch Road. They lay about 18" apart (HER reference: TQ 30 NW19 – ES318).

- Highdown Road, Hove – Bronze Age bronze hoard weighing about 1 cwt found (probably during construction of houses in 1910-20) and destroyed (HER reference: TQ 30 NW58 – ES1032).
- Hove Tumulus (site of, 13 Palmeira Avenue) – site of Middle Bronze Age (1600 BC to 1001 BC) tumulus destroyed in 1856-7. This contained a probable inhumation in an oak dug-out coffin, with the most remarkable grave assemblage found in Sussex: an amber cup, a Scandinavian stone battle axe, a grooved bronze dagger and a perforated whetstone pendant. The radiocarbon dating and artefact types are consistent with a date in the late 16th or 15th centuries BC (HER reference: TQ 20 SE4 - ES1042).²⁶
- 50-52 New Church Road, Hove – Late Bronze Age (1000 BC to 701 BC) looped and socketed bronze axe and a lump of metal found when trenching a piece of ground belonging to and opposite Aldrington House (HER reference: TQ 20 SE3 – ES1041).
- Brading Road (probably towards north end) – Middle Bronze Age bronze dagger and a Late Bronze Age axe (type 'C' palstave), found before 1930 (HER reference: TQ 30 NW53 – ES267).
- St Joseph's Church, Elm Grove, Brighton – Iron Age (800 BC to 42 AD) 'saucepan' type cinerary urn found during construction of the church (nave 1866-9; east end 1881-3²⁷) (HER reference: TQ 30 NW87 – ES 300).

Outside the EUS study area, significant archaeological sites and finds nearby further illustrate the nature of prehistoric occupation in the Brighton and Hove area and include:

- Black Rock raised beach – Palaeolithic implements discovered on or near to the (exposed) end of the raised beach and cliff (which dates from an interglacial c.200,000 years ago) include: an Acheulian handaxe found on the shingle of the raised beach at Black Rock in 1914-15 (HER reference: TQ 30 SW13 – ES186); and drift implements from Roedean (HER reference: TQ 30 SE33 – ES255).
- Whitehawk Camp – an important Neolithic causewayed enclosure. The site comprises long-recognized (and scheduled) earthworks that were the subject of excavations in 1932-3 and 1935,²⁸ and salvage excavations in 1991 as the result of construction of housing on part of the monument. Smaller rescue excavations were undertaken in 1993.²⁹

- land east of Horsdean recreation ground, Patcham – probable Early Bronze Age round barrow revealed by resistivity survey in 1992.³⁰

- Downsview, Coldean Lane – Middle and Late Bronze Age settlement discovered and excavated in 1990 in advance of the construction of the Brighton (A27) bypass. There was evidence of eight building terraces, nine round houses, pits, ponds, gullies and fence lines (HER reference: ES7153).

- University of Brighton Varley Halls site, Coldean Lane – Bronze Age settlement including Middle Bronze Age hut terraces, lynchets and ditch (with possible palisade) and Late Bronze Age hut terrace, excavated in 1992 prior to construction of halls of residence.³¹

- Patcham Fawcett School, Carden Avenue – a Middle and Late Bronze Age settlement site that included two roundhouses was excavated in 1993 and 1994 in advance of residential development.³²

- West Blatchington (Steyning Avenue area) – Late Bronze Age settlement excavated in 1947-9 during residential development. Evidence included an 'oval cooking place' in natural clay with 0.75 cwt of pottery, charcoal and animal bones overlaid by a thick layer of pot boilers, a pot containing flint chippings, at least two storage vessels in scoop cavities, and two bronze palstaves (HER reference: TQ 20 NE2 – ES1095).

- East Brighton Golf Club store, Roedean Heights – Early Bronze Age crouched burial and Middle Iron Age ditch discovered during rebuilding and expansion of the equipment store in 2003.³³

- Hollingbury hillfort – Early Iron Age hillfort. The site comprises long-recognized (and scheduled) earthworks, and has been the subject of excavations in 1931 and in 1967-9, which examined the ramparts and roundhouses.³⁴

2.4.2 Romano-British

Although the north-south London-Hassocks Roman road (Margary road no. 150; West Sussex SMR reference: 1932 – WS4200) is usually mapped with confidence only as far south as the scarp of the South Downs,³⁵ it is probable that the road continued to the coast. A recent review of the evidence for the road in the Hassocks and Clayton Gap area suggests that the coast was reached in the Portslade area, reviving similar interpretation from the late 18th century and countering Margary's less convincing alternative of Brighton.³⁶

More certain Romano-British archaeological evidence has been discovered within the EUS study area:

- 99 Trafalgar Street – evidence for a Roman cemetery comprising inhumations and cremations was found when foundations were in 1827. Finds included a 2nd-century Samian cup (form 33) stamped 'SACIRO' (HER reference: TQ 30 SW20 – ES193).
- St Mary's Hall, Kemp Town - Roman objects were found in 1906-8, in a garden at the back of St Mary's Hall. These comprised: fragments of a pot in 'an ancient pit'; two fibulae; a '3rd brass' coin of Constantine I (or II); a brass coin of Sabina (consort of Hadrian); a small bronze 'knee brooch' of c.AD200; large grey pots, probably domestic vessels; and a triangular brick loomweight (HER reference: TQ 30 SW23 – ES196).
- St Peter's Place – a Romano-British cinerary urn found at the junction of the Ditchling and Lewes roads (HER reference: TQ 30 SW24 – ES197).
- Round Hill Crescent – Roman 'thumb-pot' possibly dating from AD 200-50). Roman coins have also been found here (HER reference: TQ 30 NW74 – ES287).
- Recreation ground, Old Shoreham Road, Portslade-by-Sea – Roman cemetery evidenced by finding in 1875 (in what was then a brickfield) of 20 or more cremation burials in urns, with Samian and New Forest pottery (HER reference: TQ 20 NE40 – ES1080).
- Springfield Road – Roman villa discovered during works in 1876 and 1877 in advance of house building, with subsequent excavations in 1962-3. The date is unclear, with some evidence for late 1st-century occupation and some for the late 3rd century: it is possible that the site was continuously occupied between.³⁷
- Pavilion Grounds – a '2nd brass' coin of Hadrian was found in 1911 during gardening between South West Gate and New Road lavatory (HER reference: TQ 30 SW35 – ES208).
- Victoria Gardens and The Level – numerous Roman coins were found when these were set out in the early 19th century. A silver denarius of Vespasian (69-79) was found in Victoria Gardens in 1921 (HER reference: TQ 30 SW37 – ES210).
- Pankhurst Avenue – a '3rd brass' coin of Trajan (105-110) was found in 1929 (HER reference: TQ 30 SW38 – ES211).
- Old Steine – a '1st brass' of Severus Alexander (222-35) was found in 1822 (HER reference: TQ 30 SW40 – ES213).
- Bates Road – a '3rd brass' of Arcadius (395-408) was found at the allotment gardens (now flats) (HER reference: TQ 30 NW62 – ES275).
- Duke of York's Cinema, Preston Circus – a '2nd brass' of Otacilia, c.248, was found in 1909 during construction (HER reference: TQ 30 NW63 – ES276).
- Franklin Road, Hove – a '3rd brass' of Magnentius found at No 6 (although this address appears to be non-existent) (HER reference: TQ 20 NE15 – ES1063).
- York Avenue – one or two 4th-century coins (3rd brass) of Constantine were found in 1887, when levelling a school cricket-field west of Norfolk Terrace (HER reference: TQ 30 SW15 – ES188).
- St Martin's church, Lewes Road – coins of Antoninus Pius (138-161) Gallienus (253-268) and Claudius II (268-70) were found in c.1876 (probably during construction of the church in 1874-5) (HER reference: TQ 30 NW76 – ES289).

Outside the EUS study area, several significant archaeological sites further illustrate the nature of Romano-British occupation in the Brighton and Hove area:

- Southwick villa (around junction of Southwick Street and Manor Hall Road) – large and early (1st-century) Roman villa, known from at least 1815, most extensively excavated in 1931, and the subject of smaller excavations in 1965 and 1981. Now the (partly scheduled) site is built over.³⁸
- West Blatchington villa (around junction of Amberley Drive and Burwash Road) – 3rd to 4th-century Roman villa of basilican (i.e. aisled) type excavated in 1947-9 during residential development. Evidence for earlier occupation of the site includes 11 corn-drying pits dating from the 2nd or 3rd century (HER reference: TQ 20 NE2 – ES1095).
- Hove Park (Goldstone Bottom) – Romano-British pottery and tiles found during the construction of hard tennis courts in 1949, possibly indicating that this was the site of a Roman villa (HER reference: TQ 20 NE23 – ES358).
- Eastwick Barn area – Romano-British field system excavated and investigated in advance of construction of the bypass (A27) in 1989 and 1991.³⁹

- Rocky Clump, Stanmer – a small Romano-British settlement, including a substantial timber structure (possibly part of a farmstead), excavated as part of a long-term research and training exercise by the Brighton & Hove Archaeological Society from 1951 onwards.⁴⁰
- 54 Woodlands Avenue, Hove – broken fragments of a rough earthenware pot with a hoard of 455 Roman copper coins (all but one of which were imitations of Roman radiates of the period c.265-274 AD) was found in 1939 during trenching for a water main on the new building estate, in front of what is now No. 54. Sherds of 1st, 2nd and 3rd-century pottery were found at the same spot or nearby (HER reference: TQ 20 NE35 – ES1075).

2.4.3 Early and mid-Saxon

- Stafford Road/Exeter Street area – Anglo-Saxon inhumation cemetery evidenced by find of burials and grave goods in the Upper Hamilton Road, Exeter Road and Stafford Road area in 1883-93 and 1985. Grave goods include four shield bosses, a sword, spearheads, knives and copper alloy button brooches. The finds have dated the pagan cemetery to the 6th and 7th centuries.⁴¹ More human bones were recovered during construction of a kitchen extension at 30 Exeter Street in 2000, representing a large proportion of a female: these are probably to be associated with the Saxon cemetery (HER reference [to 30 Exeter Street]: ES6912 – ES6912).
- Junction of Church Road and St Andrew's Road, Hove – Anglo-Saxon cemetery evidenced by finds of inhumations (apparently oriented east-west) and a cinerary urn in 1898, 1927 and 1949. Finds include a knife and spearheads (HER reference: TQ 20 NE41 – ES1081).

Outside the EUS study area, one archaeological site further illustrates the nature of early and mid-Saxon occupation in the Brighton and Hove area:

- Rocky Clump, Stanmer – a small cemetery of early or, more possibly, mid-Saxon date excavated between 1951 and 1981.⁴²

2.4.4 Implications of pre-urban archaeology

The number of pre-urban sites and find spots for Brighton and Hove is considerable, and reflects the size of the area. Distribution maps of such evidence for early occupation show that the density of finds recovered within and near to the EUS study area is similar to the Downland and Coastal Plain elsewhere in the county.

This does not mean that the pre-urban archaeological potential is low, but quite the reverse: significant evidence for prehistoric, Romano-British and early to mid-Saxon occupation within and adjacent to the EUS study area has been found and should be anticipated in any archaeological excavations in or near the town. The recovery of some of the features and finds listed above within areas already built up is especially important since it shows that the potential for pre-urban archaeology is not limited to more open areas (such as parks) or to farmland about to be encroached upon by the expansion of the town.

3 THE HISTORY OF BRIGHTON & HOVE

3.1 Medieval origins

3.1.1 Place-name

The name *Brighton* is a contraction (first reliably recorded in 1686 and popularly adopted from the early 19th century) of earlier forms of the placename that developed from *Bristelmestune*, *Bristelmeston* and *Brictelmestune* (variant spellings in the late 11th and early 12th centuries), via late and post-medieval spellings such as *Brighthelmeston* and *Brighthelmston*. The name derives from a personal name, in Old English meaning 'Beorthelm's farm'.⁴³

3.1.2 11th-century trading place

As with other ports in the south-east, Brighton appears to have developed as a landing-place, and only subsequently saw seigneurial interest and development into a town.⁴⁴ The early function of the landing-place as a fishing centre is reflected in payment from one manorial holding of a rent of 4000 herrings recorded in Domesday Book (1086). There is no suggestion in Domesday Book, however, that Brighton was a town – the manors were inhabited by villagers and smallholders, not burgesses.



Fig. 4. Church of St Nicholas, Brighton.

3.1.3 Church

Domesday Book records a church at Brighton. This evidently relates to the parish church of St Nicholas – a highly appropriate dedication for a coastal church that, given its location, may have provided a landmark for sailors.⁴⁵ The granting of the church by Ralph de Chesney to the new Cluniac priory at Lewes was confirmed c.1093.⁴⁶

A vicarage was ordained in the early 13th century, and in 1252 a house was to be provided. The rectorial tithes remained with Lewes Priory.⁴⁷

Brighton had gained an additional church by 1147, in the form of a dependent parochial chapel dedicated, by c.1185, to St Bartholomew.⁴⁸ although dependent, evidence of a substantial graveyard indicates that the new chapel had the right of burial (see below, section 4.1.1). The parish church brotherhoods of Holy Trinity and St George were in existence by 1497.⁴⁹

3.1.4 Market

In 1312 Brighton was granted a weekly (Thursday) market and an annual fair (on the eve, day and morrow of St Bartholomew: i.e. 23rd-25th August).⁵⁰ Political expediency by Edward II had much to do with the flurry of market grants at this time and, rather than indicating radical change in the nature of the settlement and its economy, this grant is likely to have done no more than formalize customary usage.⁵¹

3.1.5 Urbanization

Jamison has noted that the treatment of Brighton as a single entity in the 1332 and later subsidies contrasts with its subdivision in the 1296 subsidy, and suggests that this could reflect the laying out of the town.⁵² However, there is more substantive evidence for the dating of the development of a town from the earlier fishing centre. Unlike the rather detached parish church, the new dependent parochial chapel of St Bartholomew (in existence by 1147) was located within the heart of the later medieval town. This dependent chapel evidently served the town itself and appears to have been a typical foundation at the time of the creation of a new town.⁵³ Certainly, it is implausible that the chapel would have been built without significant expansion of the modest Domesday settlement. The development of the town from the earlier trading place can thus be dated with a high degree of probability to the 12th century.

Seigneurial involvement in the foundation of the town is to be expected, and is implied by the endowment of the chapel with the surrounding 2½ acres of 'the Bartholomews' by the lords of the manor of 'Brighton-Lewes',⁵⁴ very probably the same manor that appears to have contained the fishing community in 1086.

While there is evidence that Brighton had acquired town-like status as early as the mid-12th century, it was evidently a minor centre and lacked the institutions and functions of the more established Sussex boroughs such as Lewes and Steyning. Not surprisingly, the town is poorly documented. The importance of the coastal location is evident, however: in the early 13th century, the vicar had to pay the rector 2000 herrings as part of his annual recompense for receiving all the altar offerings and a share of the tithes;⁵⁵ in 1268 the inhabitants were sued for sea-wrecking;⁵⁶ in 1301 and 1302, the town was required to supply a ship for the war with Scotland;⁵⁷ and by 1497 Brighton boats took part in the autumn cod and herring fishery on the east coast (the Yarmouth Fare).⁵⁸

That the sea-based economy of medieval Brighton was based on fishing rather than that of a more general port is evident from the absence of identifiable local merchants, although Brighton's location within the bounds of the Port of Shoreham may underplay its contribution to shipping.⁵⁹

The coastal location would have made Brighton vulnerable to French raids in the Hundred Years' War. The closest recorded action was the French landing in 1377 at Rottingdean, with the burning of the church and that at Ovingdean, only 4km east of Brighton. The sparing of Brighton at this time doubtless had more to do with the fact that the French had come along the coast from the east, having been seen off at Winchelsea,⁶⁰ rather than indicating significant defences at Brighton. Some defences were in place at Brighton by the late 15th century, however, with 'the werke' (later called 'the Bulwark') and a sea-gate (possibly implying a wall along the low cliff-top) recorded in 1497.⁶¹

These defences were insufficient to repel an attack by the French in 1514. A depiction of the event shows a small town, although a contemporary account of the incident describes Brighton as a 'poore village' from which Admiral Prigent de Bidoux could loot only 'poor goodes'.⁶² Evidently, at the beginning of the 16th century Brighton was still only a minor fishing town.

The value of the rectorial tithes decreased by 10% between 1291 and 1340 due to loss of 40 acres of arable land to encroachment by the sea.⁶³

3.2 The town c.1540-1740

3.2.1 Economic history



Fig. 5. One of the few surviving (albeit 20th-century) boats from the traditional beach-based fishing industry at Brighton.

The 16th century saw recovery of the Yarmouth herring and the Scarborough cod industries: these had gone into severe decline in the late 14th century to the detriment of the Cinque Ports, which had long-enjoyed privileged access.⁶⁴ The decayed state of key Cinque Ports, such as Hastings, Rye and Winchelsea, in the 16th century doubtless helped Brighton benefit from revival in the North Sea fisheries. Along with other south-coast ports, Brighton was involved in both the cod and herring fisheries, initially, in the mid-16th century, focusing on the Scarborough Fare, but later in the century predominantly at the Yarmouth Fare, selling the herring catches for curing at Yarmouth.⁶⁵ In 1580, Brighton had 80 fishing boats and in 1582, 36 of these were of 10 tons or more. At this time around 40-50 boats attended the Yarmouth Fare.⁶⁶ By the early 17th century Brighton fishermen were using boats up to 40 tons for the east coast fares, and smaller boats for local herring and mackerel fishing. In 1626, when England was at war with Spain and France, the total fishing fleet at Brighton numbered about 60 boats. 14 boats had been seized by the enemy, and the fishermen sought protection from warships. Convoys to North Foreland were certainly employed during the Commonwealth, with 50 Brighton boats escorted

in 1653 and again in 1658.⁶⁷ The difficulties arising from the vulnerability of the south-coast fleets to attack by privateers were compounded by falling herring prices and accelerating erosion of the beach, and during the 1660s the herring fishing industry at Brighton went into rapid decline. By the 1680s the fleet sailing to Yarmouth had reduced to 30 boats, and in 1697 the last Brighton fleet to fish the Yarmouth Fare comprised only four boats.⁶⁸ Although the trade continued to remain a visible feature of the town (with boats hauled up the beach), fishing thereafter was small scale and limited to local herring and mackerel.⁶⁹

A significant coasting trade developed in the 16th and 17th centuries and outlasted the fishing trade. In the late 16th century 40% of the cargoes of the Port of New Shoreham and 20% of the cargoes of the Port of Newhaven were carried by Brighton vessels. Cargoes were dominated by corn, timber and iron, mainly exported to Kentish ports and to London.⁷⁰ In the late 17th century the beach at Brighton handled about 40 cargoes per annum, or two-thirds of the trade at nearby Shoreham; and as late as the 1720s vessels of 60 tons and above appear to have beached at Brighton, although this was a period where the outlets of both the River Ouse and the River Adur were diverted eastwards by longshore drift to the serious impediment of the harbours at Newhaven and Shoreham.⁷¹

Except for this coasting trade, there is little evidence for other significant diversity in the economy of the town in the 16th and 17th centuries. During the period from 1540 to 1640, the non-agricultural occupations represented in Brighton comprised fisherman, mariner, shipwright, butcher, brewer, miller, malster, tailor, shoemaker, weaver, carpenter, mason, cooper, blacksmith, innkeeper, mercer and labourer. Despite the considerable population of the town, this is a more limited range than that found at nearby Lewes, reflecting the dominance of fishing at Brighton, and the absence of the judicial and administrative function of the ancient borough of Lewes and the gentry that this attracted.⁷²

The rise and fall of the Brighton fishing industry was thus clearly reflected in the town. The effect was most obvious in the lower town. On the undercliff foreshore, the scatter of buildings shown in the view of 1514 became more densely packed. In 1576 there were 90 workshops as well as nearly 50 'capstanplaces' for hauled-up boats.⁷³ As late as 1665 there were 113 'houses' under the cliff, though only 24 of these (9% of the town's total) were sufficient to be returned in the Hearth Tax that year. Evidently the undercliff

was dominated by less substantial cottages, hovels, workshops and huts. These were vulnerable to storm damage, and the declining lower town (all but gone in 1703, with only three tenements surviving⁷⁴) appears to have been finally destroyed by a storm in 1705.⁷⁵



Fig. 6. The Old Ship: an inn since at least the 17th century, modified and expanded as the resort developed.

The population figures for the period provide evidence for the wider impact of the fishing industry on the town. From a parish total of around 900 in 1565, the population rose rapidly to around 1,450 in 1580, to 2,700 in c.1630, and to c.4000 in 1657. Slight depopulation to c.2,600 in 1676 is typical of the period and may well reflect no more than epidemics: this population was still considerably in excess of the c.1,125 at nearby Lewes at the same date, and was the largest in the county. The continuing fall to c.2,250 in 1724 and to c.2,040 in 1744, however, is contrary to recovery seen in many other Sussex towns over this period (including Lewes, which temporarily resumed its position as the largest town in eastern Sussex) and does appear to reflect the declining economic fortunes of Brighton.⁷⁶ Perhaps most tellingly, due to poverty 336 (i.e. 74%) of the 454 houses recorded in 1744 were exempted from paying rates.⁷⁷ Brighton c.1740 was all too clearly a town in economic and physical decay.

3.2.2 Church and religion

This period began with the drama of Henry VIII's Dissolution of the Monasteries. The parish church was institutionally robust, although the impact of Dissolution on the brotherhoods of the Holy Trinity and St George was immediate and terminal. The significance of the chapel of St Bartholomew was greater still as this was confiscated at the suppression of chantries (in 1547), and was ruinous when sold two years later.⁷⁸

Although Brighton escaped the dubious honour of being chosen as one of five Sussex locations for Marian martyrdom in 1555-7, the parish provided two of the Protestant recalcitrants that were burnt at the stake elsewhere.⁷⁹

No Roman Catholic recusants were recorded in Bishop Compton's census of 1676. The 260 Protestant nonconformists that were recorded at this time reflect an unusually high level of dissent that flourished in eastern Sussex in the renewed conformism of the Restoration (1660) and, especially, the Act of Uniformity (1662) with its Revised Book of Common Prayer.⁸⁰ Presbyterians accounted for most of the early nonconformism, with around 200 meeting in 1669, and a minister from 1672. This had expanded to a congregation of 400 in 1690.⁸¹ Following the Toleration Act (1689), purpose-built premises became more realistic, and a meeting house was built in Union Street in 1698.⁸² The Quakers had established a meeting house and burial ground in North Street by 1701.⁸³ In 1724, the 500 families of Brighton included 150 Presbyterians, three Anabaptists, six Quakers and no papists.⁸⁴

3.2.3 Defence

New defences were developed to protect the town and the vulnerable coastline. A blockhouse was built in 1559, on the cliff near the southern end of Ship Street. Four gates were erected at the same time, the East Gate (near Pool Valley) being within a substantial length of town wall. A further wall with gunports protected the town from the sea.⁸⁵ A Survey of the Sussex coast in 1587, in response to the Spanish threat, identified seven towns with artillery, amongst them Brighton with its demi-culverin, three sacres, one minion and one fawcon.⁸⁶

3.2.4 Urban institutions

In keeping with its economic and population growth Brighton saw development of urban institutions during this period.

A Privy Council commission reviewed the ancient customs of the town in 1580, establishing what was typically urban oligarchic government in the form of appointed inhabitants, known as 'the Twelve'. This had ceased to function by the mid-17th century.⁸⁷

The Town House (or hall) had been built on the eastern side of the blockhouse by 1580, and in 1730 had a turret and clock.⁸⁸ The Market House was under the cliff nearby in 1665, and was destroyed in the storms of 1703 and 1705. In 1734 a replacement was built between East Street and Black Lion Street (in the Bartholomews).⁸⁹ The Town House was relocated there in 1727, but principally functioned as a workhouse: this expanded to the north in 1733.⁹⁰

The large post-medieval population of Brighton is likely to have given rise to schools, and a schoolmaster was licensed as early as 1581. Other schoolmasters are recorded in the 17th century, but it is not until 1701-2 that there are records of a school when an Anglican charity school was either founded or expanded. The master from 1702-50 was John Grover, a prominent Quaker in the town. Initially in Black Lion Street, the school moved in 1726 to Meeting House Lane. A girls' school was founded in 1702, but closed at an unknown date.⁹¹

The earliest provision for sport recorded in the town was a bowling green on the Steine by 1665.⁹²

3.3 The resort: c.1740-1820

3.3.1 Economic history

From the economic low point of the early 18th century Brighton recovered so that by 1780 the town had emerged as the nation's pre-eminent seaside resort. There were both general and specific causes of such revival, or reinvention, of the town. The general (and interconnected) conditions that favoured the development of coastal resorts in the 18th century include the sharply increasing urban population of England; the increasingly urbanized nature of fashion and society; the rise in national wealth; greater numbers of the leisured wealthy class; and the growing interest in sea bathing and, even, the early stirrings of the Romantic, or Picturesque, appeal of the coast (a sensibility more widely cultivated by the end of the century). All but the specifically coast-related factors had proved important in the emergence of inland spa resorts from the late 17th century. Such successful spa resorts as Bath and Tunbridge Wells set the



Fig. 7. Grand domestic architecture of the early days of the resort: Marlborough House, 54 The Steine, rebuilt by Robert Adam in 1786-7.

standards that needed to be met by their aspiring seaside equivalents. With the physical structure of a large town – only recently the largest in Sussex – Brighton was better placed to provide urban sophistication than many other proto-resorts. Other specific factors that favoured the initial success of Brighton as a resort included the lack of conflicting economic focus or interests; readily available accommodation, workforce and investment capital; and proximity to London, the county towns (especially nearby Lewes) and an existing spa resort (Tunbridge Wells).

Good road connections were fundamental to the earliest function of Brighton as a resort, with key routes in the mid-18th century, inherited from the medieval period, being to Shoreham, Steyning and Horsham (thence to London); Ditchling and Lindfield (thence to London); and Lewes and East Grinstead (thence to London). Road improvements through turnpiking had a significant effect on Brighton long before the oft-cited turnpiking of the parallel routes to London through Cuckfield and Lindfield through Acts of 1770.⁹³ The first turnpike in the county, in 1717, was the London to East Grinstead road, and this

was extended to Ashdown Forest in 1723, and to Lewes in 1752, leaving only a non-turnpiked 12km route to Brighton. In 1766 the Lewes-East Grinstead road was connected (by a turnpike from Forest Row) to the fashionable spa town of Tunbridge Wells.⁹⁴ Turnpiking heralded the advent of stage-coaches, here linking Shoreham, Brighton, Newhaven and Lewes to London, via an overnight stop at East Grinstead, from 1741: the improvements to the route had reduced this to a one day service, operating three times a week in each direction, by 1756.⁹⁵

Although Brighton developed quickly as a resort, soon overtaking resorts such as Margate and Weymouth, the change was not instantaneous. Visitors coming to the town for the purposes of sea bathing are recorded from 1736, but no resort facilities are known before 1750.⁹⁶ Evidently the earliest visitors were accommodated by the existing facilities (which included at least seven inns⁹⁷), against a background of continuing economic decline, decreasing population, and further erosion of the seafront.

An early example of new development was the substantial townhouse of Nathaniel Brooker, built

on the west side of the Steine in the 1740s. In 1752-3 this had acquired a more public function as the Castle Inn. Also at this date, Dr Richard Russell of Lewes, an early and significant advocate of sea bathing and drinking of seawater at Brighton, built his substantial house and consulting rooms at the southern end of the Steine (demolished 1826, the site now the Royal Albion Hotel). Access to the sea was easier for wheeled bathing machines here than from the low cliff to the west, and these were available for hire (with necessary attendants) at the time Russell built his house. Russell and other doctors from Lewes and London had prescribed Brighton sea water from the 1740s, and increasing medicinal use in the 1750s and 1760s led to the building of Dr Awsiter's seawater baths in 1769, again at the southern end of the Steine. Other early resort facilities include the assembly room at the Castle Inn from 1754 (replaced in 1766); a second assembly room, at the Old Ship, in 1767; an ancient chalybeate spring at Wick, given a well-house and promoted as a spa as an alternative to seawater in the 1760s; two circulating libraries by the early 1760s; a town pack of fox hounds by the late 1750s; a purpose-built theatre, in North Street, from 1772-3; and several coffee houses by 1770. As with other early seaside resorts and the spa towns, the use of such facilities by visitors, and the social interaction of the visitors themselves, became part of a structured programme or 'season'. By the late 1750s the Brighton season was actively promoted, and by the late 1760s, when it lasted from late June to the end of September, the town had gained a Master of Ceremonies, Captain William Wade. Influential Sussex families, such as the Pelhams, were amongst the earlier visitors, and doubtless this local patronage of the new resort was significant in attracting still wealthier visitors from further afield. By the mid-1760s the sophistication of the resort and the wealth and influence of its visitors were sufficient to attract royalty, in the form of the Duke of Gloucester and the Duke of York.⁹⁸

Communications continued to develop between 1750 and 1770. In addition to turnpike Acts for the Cuckfield and Lindfield routes to London – the former significantly faster – 1770 also saw the turnpiking of the Lewes to Brighton road.⁹⁹ The road through Henfield also developed as a London-Brighton route when turnpiked in 1771 and 1777.¹⁰⁰ A new period in Brighton's communications began in 1763, when cross-channel passenger traffic from Sussex – which had lapsed out of Rye by 1700 – was revived in the form of a Brighton-Dieppe route, albeit served by boats from Newhaven and, especially, Shoreham.¹⁰¹



Fig. 8. The Theatre Royal, New Road, opened 1807, and subsequently altered and extended.

By the 1770s Brighton was firmly established as a resort, and this new function was the principal economic driver of the town. Unsurprisingly, there were occasional conflicts between the old and new elements of the economy as late as the mid-1770s – such as that over the traditional use of the southern end of the Steine by fishermen for net drying. Likewise, large-scale agricultural produce and stock was squeezed out of the town-centre market: by the 1770s the King and Queen in North Row had become the out-of-town focus for such trade.¹⁰² From the late 1770s resort facilities continued to expand, largely through duplication to cope with increasing numbers of visitors. For example, a second seawater bathing house (Mahomed's) was a built at the lower end of Little East Street in 1787,¹⁰³ and a third, in Artillery Place, King's Road, in 1813.¹⁰⁴ A second theatre (the New Theatre, Duke Street) opened in 1790, but the town appears to have been unable to support two theatres, and that in North Street was forced to close. Likewise, when the larger Theatre Royal, New Road, opened in 1807, the Duke Street theatre closed and was demolished. New features were added, however, with the Brighton race-course opening on the east side of the town in 1783 (gaining a race stand in 1788); and private subscription gardens opening north of Castle Square (now part of the Royal Pavilion gardens).¹⁰⁵



Fig. 9. The Royal Pavilion: east elevation of the Music Room, from the remodelling of 1815-22, by John Nash.

Most famously, the late 18th century saw the creation of the Royal Pavilion. George, Prince of Wales (from 1811 exercising the functions of Prince Regent) first came to Brighton in 1783 and in 1785-6 determined to have a permanent residence. This entailed conversion of an existing lodging house on the west side of the Steine in 1786-7, and expansion of the building and grounds in the 1790s and from 1810-22 (see section 4.5.1). While the prince's regular and prolonged visits to the town continued until 1820 (when he became King George IV) and can only have enhanced the season at the resort (notwithstanding his reputation as a profligate), his importance to the development of the resort has been over-emphasized and mythologized. Rather than adopting and promoting a decayed fishing 'village', George's arrival in Brighton reflected the social status that the new resort had already achieved. Largely irrespective of his presence, the increasingly rapid expansion of the town (and improving transport links) from the 1780s ensured that by c.1820 the earlier social exclusivity had been lost and that the Royal Pavilion had become isolated from the most fashionable townhouses (and occupants) increasingly located in new suburbs away from the Steine.¹⁰⁶

Suburbs had become inevitable as, by 1780, the old town could no longer accommodate development for new housing and resort facilities. The historic town was surrounded on

its landward sides by farmland in the form of five open fields (or laines). In typical open field fashion, the laines were divided into furlongs, and the furlongs into narrow strips (locally known as 'paulpieces'). No enclosure of the entire laines occurred, so development required purchase of individual paulpieces or usually, given that these could measure 12½ ft by 500 ft (3.8m x 152.4m), blocks of adjacent strips. In 1738 the open fields were held by 25 landholders.¹⁰⁷

Located on the east side of the fashionable Steine and along the sea, the southern half (Cliff Furlong) of Little Laine was developed first. In the mid-1780s the streets between the Steine and Madeira Place were already under construction, with the most expensive lodging houses located along the east side of the Steine and along Marine Parade (the cliff-top road). Further east, New Steine had begun to be built by 1790, but eastwards expansion then slowed in the 1790s. Thus, when Royal Crescent was begun in the late 1790s as the first development in East Laine, it stood to the east of the other suburbs until the gap was infilled by 1814.



Fig. 10. Royal Crescent: an example of early suburbs expanding eastwards along the cliff top.

Away from the sea view, the northern part of Little Laine (Upper Furlong – now the land between St James's Street and Edward Street) – was less viable for fashionable lodging houses,

apart from where it fringed the Steine at North, South and Pavilion Parades (built in the early 1780s). Nonetheless, some attempt was made from 1792 to emulate the area to the south (such as at Dorset Gardens), but by the late 1790s development of the furlong was soon focused on providing more modest and equally necessary houses for the expanding number of tradesmen and artisans. Similar modest housing and businesses dominated the suburbs developed to the north of Little Laine, in Hilly Laine, between 1800 and 1820. Again, the exception here was the lodging houses along the east side of the Steine, such as Carlton Terrace (1806-8). The eastward extent of the Hilly Laine suburbs by 1820 tapered off sharply north of Carlton Hill, though, along the Lewes Road frontage only, development had reached as far north as Waterloo Place (1819) and the then isolated Hanover Terrace (begun c.1820).¹⁰⁸

Lower class housing and businesses were features of the earliest expansion on the west side of the old town, into West Laine, in the 1770s and early 1780s. This small-scale and dense development included Kent's Court (formerly off the southern end of West Street), Great and Little Russell Street (neither of which survive), and Farmyard. The potential for upper class housing was soon evident as the initial focus on Little Laine made further eastward development of the resort unattractively distant from its social centre – the Steine. More pragmatically, West Laine was nearer the concentration of services in the old town. Building began in the 1790s, again focusing on the furlongs adjacent to the old town and cliff (most notably, Cliff Butts). Previous enclosure of parts of West Laine made development simpler, as at Bedford Square (begun 1801) and, on the grander scale, at Regency Square (begun 1817). Between these squares, and inland, there was a scatter of larger detached villas, almost all replaced by more densely packed post-1820 housing.¹⁰⁹

Development of North Laine began along its eastern edge along the Steine (North Row: begun 1771). The area between North Street and Church Street lay immediately south of the open field and, in the mid-18th century, comprised gardens or crofts to properties on North Street. This began to be built up and penetrated by new north-south roads by 1780. By 1820, both this and the southern furlong of North Laine (now bounded by Church Street and North Road) were densely built up with workers houses and businesses. To the north, Kensington Gardens (begun by 1810) was built up, but otherwise the area between North Road

and Trafalgar Street functioned in a manner similar to the crofts off North Street 70 years earlier, with urban fringe usage such as market gardens, workshops and stables.¹¹⁰



Fig. 11. Regency Square: an example of suburban development of West Laine.

The large-scale suburban expansion of Brighton after 1780 is a key theme in the economic history of the town at this time. By accommodating both visitors and those servicing their needs, it allowed – and was driven by – the popularization of the resort: what would now be called the ‘tourism industry’ expanded hugely beyond that supported by visitors c.1750. At the same time, the vast (albeit haphazard) construction exercise generated employment in building and related industries.

The population figures for the period c.1740-1820, reflect the continuing economic decline in the early years – despite the first hints of the future reinvention of the town – followed by accelerating economic growth. Thus, the population of c.2,040 in 1744 continued to fall to c.1,830 in 1753, before rising to c.2,690 in 1770, 3,620 in 1786, 7,339 in 1801 and 24,429 in 1821.¹¹¹ Between 1811 and 1821 Brighton was the fastest growing town in Britain.¹¹²



Fig. 12. The Chapel Royal , North Street: the first new church of the resort (1793-5). The tower and North Street elevation were added in 1882-3.

3.3.2 Church and religion

The church of St Nicholas continued as the parish church throughout this period. The revitalization of the town from the mid-18th century had a material impact on the church, with eight new bells cast in 1777 and, more directly a reflection of a growing population, an extension to the churchyard in 1789.¹¹³ A further extension for burials followed in 1818.¹¹⁴

The parish church was soon unable to provide for the expanding population and, especially, the visitors. The Chapel Royal, North Street, was built in 1793-5, specifically to meet the demands of the season, in 1803 becoming a chapel of ease to the parish church. This was followed in 1810 by the chapel of St James, St James's Street, built to serve the new suburb of Kemp Town.¹¹⁵

Nonconformism continued to have a strong presence in Brighton, although by 1740 it accounted for a smaller proportion of the population than it had earlier in the century.¹¹⁶ The two 17th-century meeting houses continued

in use, with the Presbyterians remaining in Union Street and the Quakers moving (as a result of the expansion of the Royal Pavilion) to their current site in Ship Street in 1808.¹¹⁷ Calvinistic Methodists were provided for in 1761 with the building of the Countess of Huntingdon's chapel in North Street (replaced in 1871).¹¹⁸ The Salem Baptist chapel in Bond Street opened in 1787 (replaced 1861, and demolished 1974). Wesleyan Methodists established themselves in the town in 1804 (unusually, the impetus coming from Methodists amongst the soldiers then flooding the town¹¹⁹) and built their first chapel in the town in 1808 in Dorset Gardens (replaced 1884 and 2002). Providence (Calvinistic) chapel, Church Street was built in 1805, and the Unitarians built a chapel (Christ Church) in New Road in 1819. Holy Trinity, Ship Street, was built for Thomas Kemp's own sect, before being bought by the Diocese of Chichester in 1826.¹²⁰

The first Roman Catholic church was built in 1806-7 in High Street, Kemp Town (closed 1856; demolished 1981). A Jewish community established itself in Brighton in the 1780s with temporary synagogues in Jew Street then, by 1808, Pouné Court, off West Street.¹²¹

The lack of church building (especially, but not exclusively, Anglican) whilst Brighton expanded rapidly between 1800 and 1820 is notable yet has been poorly understood:¹²² quite simply, there was a national absence of any church building movement at this time – with construction largely confined to replacements or, as seen at Brighton, ventures speculating in pew-rents – and it was not until the very end of this period (and the symptomatic 'Million Act' of 1818 that provided for the Commissioners' Churches) that the wave of church building that was a feature of the 19th century got under way.

3.3.3 Defence

In the early 18th century Brighton had not expanded its defences beyond the late 16th-century blockhouse. Eventually, the blockhouse was undermined by the sea, partly collapsed in 1748 and was ruinous in 1773.¹²³ With the advent of the Seven Years' War (1756-63) a replacement was required, and a new brick-built battery opposite the lower end of East Street was one of seven built along the Sussex coast in 1759.¹²⁴ Within twenty years the guns were in a poor state and this battery too collapsed into the sea in 1786. The greater threat of the French Revolutionary and Napoleonic Wars (1793-1815), saw an urgent need for renewed defence and this was provided in 1793 by the East Battery (opposite the lower end of Madeira

Place) and the West Battery (immediately in front of the, later, Grand Hotel). Again, erosion was to play its part, with the East Battery defunct by 1807 and largely gone by 1809.¹²⁵ At the peak of danger after the temporary respite of the Peace of Amiens (1802-3) and before naval victory at the Battle of Trafalgar (1806), Brighton had 45 lightly armed vessels manned by local seafaring volunteers (sea fencibles).¹²⁶

Barracks were a feature of the county during the French Revolutionary and Napoleonic Wars, housing thousands of soldiers when coastal invasion was most feared. Many of these were temporary structures quickly dismantled or sold off when the threat of invasion diminished. In addition to small-scale temporary barracks, Brighton had two main barracks: the Church Street barracks (built in the 1790s and demolished 1869: marked by Barrack Place, to the rear of Marlborough Place) and Preston Barracks, 1.6km north-east of the town at that time, on the Lewes road. Preston Barracks was built in 1796, rebuilt as a permanent barracks in 1800, and partly survives (in rebuilt form) as a Territorial Army centre.¹²⁷

3.3.4 Urban institutions

In addition to specialized resort facilities (such as sea-water baths), the Brighton of 1740-1820 had other more typical urban institutions.

With the terminal decline of the civic government of the 'the Twelve' by the mid-17th century, administration was largely undertaken by the parish vestry. The demands of an expanding population and wealthy visitors required a more specifically urban administration capable of regulating and funding paving, lighting, street-cleaning, sanitary provision, groynes and the market. This was provided by an Act of 1773, under which town commissioners were appointed: the commissioners were able to levy rates. A second Act of 1810 reformed the administration and extended the area and the powers.¹²⁸ An early action of the commissioners was the building in 1774 of a new daily market, on the site of the north-western part of the present town hall in the Bartholomews.¹²⁹ At the same time a separate Market House was built facing the west side of the market, on the site now occupied by 9 and 10 Bartholomews.¹³⁰

Despite its growth, Brighton gained little in the way of local justice in this period. Petty Sessions were held from 1812, but quarter sessions remained at Lewes.¹³¹ Policing began in 1812 with eight nightwatchmen appointed by the town commissioners, followed by another 16 in 1815.¹³²

The Meeting House Lane charity school continued to be used throughout this period. In 1768 it was supplemented by a second Anglican charity school (in Yeakell and Gardner's 1779 map [Fig. 64], it is shown on Duke Street). In 1801 this combined with the earlier school in the Meeting House Lane building: the schools separated in 1818 when the earlier foundation became the National school. The girls' school was revived between 1801 and 1818.¹³³ An inter-denominational, but strongly nonconformist, boys' Union Charity School opened in Middle Street in 1807 (later known as Middle Street School), with the Union Street School for Girls opening the following year.¹³⁴

The workhouse in the Bartholomews was extended in 1794.¹³⁵ The Percy and Wagner Almshouses in Lewes Road were built in 1795 for six poor (Anglican) widows.¹³⁶

The Sussex General Infirmary opened in 1812 in North Street, opposite Ship Street, in premises already established as the Brighthelmston Dispensary in 1811.¹³⁷

Cricket was played in the town by 1776, almost certainly initially using the Steine. Ball games were banned there in 1787, with the Level then being used: the Prince of Wales's ground was laid out on the Level in 1791.¹³⁸

3.4 Expansion: c.1820-2006

3.4.1 Economic history

Brighton and Hove's economic history throughout the period has continued to be dominated by urban and suburban expansion. From 24,429 in 1821, Brighton's population rose to 40,634 in 1831, but expansion noticeably slowed in the 1830s, only rising to 46,661 by 1841. Development in Hove parish (see below) began to be significant in this period, with the population rising from a meagre 319 in 1829, to 1,360 in 1831 and 2,509 in 1841. After 1841 (the year that the London-Brighton railway opened), the growth of Brighton and Hove saw renewed vigour: for the parishes of Brighton and Hove in 1851, a total of 69,673; for the Borough of Brighton, Hove parish and the newly suburbanized parish of Preston in 1881, a total of 128,440; for Brighton and Hove boroughs in 1911, a total of 173,410; for Brighton and Hove boroughs in 1931, a total of 202,420 and for Brighton and Hove unitary authority in 2001, a total of 247,820.



Fig. 13. Town Hall, Bartholomews (1830-2).

Brighton belatedly had its status recognized by gaining parliamentary representation. The town acquired two members of parliament at the first electoral Reform Act (1832), at the expense of 'rotten' boroughs such as Bramber and Winchelsea. With further electoral reform in 1867, Brighton was the only town in Sussex to return two members.¹³⁹ The emerging civic status was reflected in the building in 1830-2 of the substantial Town Hall, in Bartholomews. This was followed, in 1854, by the first charter of incorporation. Superseding the town commissioners, established in the 18th century, this gave the town a stronger role in law and order: the corporation had a police force, a coroner and a commission of the peace, with a court of quarter sessions.¹⁴⁰ Following the Local Government Act 1888, Brighton and Hastings (and, in 1911, Eastbourne) became county boroughs, operating independently from the county councils: all three county boroughs lost this status in 1974 when they were absorbed into East Sussex as districts (following the Local Government Act 1972), but Brighton (this time together with Hove borough) re-established independence from the county council in many of its functions in 1997 when it became the only unitary authority in Sussex.¹⁴¹ Granting of the title 'city' in 2000 simply confirmed the town's economic pre-eminence in the historic county.

Resort facilities continued to develop from 1820, to accommodate visitors who were increasingly numerous and no longer restricted to the social elite who adopted Brighton in the early years of the resort. Symptomatic of this change is the fact that around 1820, the role of the Master of Ceremonies as co-ordinator of the season came to an end. More tangibly, by this time the more fashionable housing had already begun to be found in the new suburbs away from the Steine. In 1822 – ironically the same year that the Royal Pavilion saw completion – King's Road was opened, bypassing the roads of the Old Town and providing a new promenade (incorporating a sea wall) that superseded the Steine.¹⁴² The important link between King's Road and Marine Parade – Grand Junction Road – opened in 1829. A new bathing house (Brill's Baths) opened in 1823, where East Street met the new promenade: significantly it was Brighton's first communal swimming pool, marking a change from the earlier provision for personal bathing.¹⁴³

The seafront thereafter became the focus of resort development, boosted, after (albeit not instantaneously) the opening of the railway to London in 1841, by increased and less affluent visitors. The town gained its first pier in 1823 (Chain Pier, destroyed 1896), although this retained something of the function of a jetty as it was used by the cross-channel passenger service (in 1825 the General Steam Navigation Company started a paddle steambot service from Newhaven to Dieppe, via Brighton Chain Pier, but this lapsed immediately¹⁴⁴). The two later examples of piers (West Pier, 1863-6, closed 1975 now derelict; and Palace Pier, 1891-1899) were built purely for pleasure. The Aquarium opened in 1872 and, as it was built over the road and sea-wall to the Chain Pier, involved the building of a new sea wall and promenade (the western part of Madeira Drive: 1869). Volk's Railway – an electric narrow-gauge line initially from the Aquarium entrance to the Chain Pier – opened in 1883. This was extended to the Banjo Groyne in 1884 and to Black Rock in 1901. The 1901 extension was granted by way of compensation for enforced closure – for the purpose of groyne construction – of Volk's Rottingdean Railway (an electric railway that opened in 1896, and which ran along the intertidal chalk shoreface ramp between Banjo Groyne and Rottingdean, with a car supported by legs 24ft high).¹⁴⁵ Also extending eastwards from the Aquarium – and still surviving – is Madeira Terrace, built on cast-iron columns in 1890-7, together with a lift by Marine Square. On reclaimed land adjacent to the lift the bowling greens and gardens of Madeira Lawns was set out in 1889.¹⁴⁶ Built in the manner of the

grandest station hotels, the Grand (1862-4) and the Metropole (1888-90) added to the prestige of the more central part of the seafront, and have helped sustain this focus. To the west, Hove esplanade was built in 1884-97.¹⁴⁷



Fig. 14. Madeira Terrace, with lift opposite Marine Square.

A grandstand was added to the race-course in 1822,¹⁴⁸ but the change in the type of visitor to the town after 1841 saw the abandonment of the races by many of the most fashionable. However, after construction of another new stand in 1851 and improvements to the course, attendances increased again: race-meetings continue to be held.¹⁴⁹

While development of Brighton and Hove as a resort in the 18th and 19th centuries was essential to revitalization and growth of the decayed fishing town, the economy soon diversified so that the town ceased to become solely dependent on its visitors and the trade they engendered. This diversification manifested itself in the development of industry and of an expanding resident professional class employed in the town and in London. In both cases the role of the railway was critical. In the case of industry the relationship was especially direct since in the late 1840s the London Brighton and South Coast Railway (LBSCR) decided to expand the railway workshops at Brighton, with the first Brighton-built locomotives produced in 1852, even before the new workshops opened (1854). In 1851 LBSCR employees at Brighton numbered

around 600, and by 1861 this appears to have doubled, making this the most substantial industry in the town, drawing skilled metalworkers from other parts of the country, and spawning its own working class district immediately east and south of the station and workshops.¹⁵⁰ The works closed in 1958.

Whilst the fishing industry at Brighton never regained the importance to the economy that it had had until the emergence of the resort, it continued during the 19th century and much of the 20th century. In 1862 there was a fleet of 150 boats, dropping to 88 boats in 1902 and to 48 boats in 1948.¹⁵¹ The traditional beach-based industry finally disappeared in the late 20th century (with the fish market in the King's Road Arches relocated to the municipal market in Circus Street in 1960: this closed in 2004 and moved to Crowhurst Corner, Hollingbury). A modest fishing industry now operates from Aldrington basin.

Although increasingly marginal to the economy of the town, agriculture continued to be catered for in the daily market (see section 3.4.3), and in the specialized wholesale markets. The former riding school of the Prince of Wales was purchased by the town in 1850 and in 1868 became the corn exchange, replacing the King and Queen Inn. A corn market was held there until 1914. A permanent meat market was established in 1912 in the former Church of the Resurrection in Russell Street, relocating in 1968 to a new meat market built next to the pre-existing abattoir in Hollingdean Lane. A cattle market was established in 1831 on Church Hill, but quickly failed.¹⁵²



Fig. 15. Relict of former heavy industry in Station Street.

The range of manufacturing industries in Brighton and Hove increased during the 20th century. Early examples of diversity include two large diamond factories that were opened at the junction of Coombe Road and Lewes Road in 1917 and 1918.¹⁵³ The development of Hollingbury industrial estate from 1950, initially with a concentration of engineering factories, is more typical of the scale and nature of modern industry in the town.¹⁵⁴ By 1951, 40% of the manufacturing jobs in Sussex were located within the borough.¹⁵⁵ Whilst lacking large-scale employers in the form of heavy industries (such as automotive works), the town has become a focus for large-scale service industries. The most notable example of this is Amex House, Edward Street, built in 1977 for the American Express Corporation, Brighton's largest private-sector employer, to house 1800 workers.¹⁵⁶

Fig. 16. Redeveloped esplanade with the Grand Hotel behind.



Fig. 16. Redeveloped esplanade with the Grand Hotel behind.

Notwithstanding the maturation and diversification of the economy of the town, Brighton and Hove has continued to be a successful resort. Earlier development of the seafront has continued in the 20th century. East of Palace Pier, the present amusement park developed from Madeira Lawns after the Second World War, and Black Rock swimming pool

opened in 1936. Although the latter closed in 1978, this was not the result of contraction of the long commercialized seaside frontage at Brighton and Hove, but rather a sign of expansion in the form of Brighton Marina. This was approved by an Act of Parliament in 1968, and was designed to be much more than a yacht basin: a full range of retail, recreational and conference facilities was planned. Construction began in 1971 and the harbour was completed in 1976. Although the original scheme was not realized through lack of funding, subsequent development of the marina has created something very near to it, with a cinema, sports centre, superstore, and a marina 'village' of houses and shops, in addition to the pontoon berths of the tidal and locked basins.¹⁵⁷

In the more central seafront area the major post-war hotels comprise the Bedford Hotel (1967) and the Ramada Renaissance Hotel (now The Brighton Thistle Hotel, immediately south of Bartholomew Square, 1984-7).¹⁵⁸ Municipal schemes have also sought to maintain and develop Brighton's success as a resort. Redevelopment of the area bounded by West Street, King's Road, Cannon Place and Western Road, was planned from 1935 as the new retail and entertainment centre of the town. Clearance began in 1938 and resumed in 1957-8 (the Grand Hotel narrowly avoiding compulsory purchase and demolition). The Top Rank Centre (Kingswest) and Russell car-park opened in 1965, followed by the shops, car-parks and offices of Churchill Square in 1967-8. The contribution of Churchill Square to the success of the resort is questionable, but the final element of the municipal scheme – the Brighton Centre (1974-7) – has helped the town meet and stimulate a demand for the conference trade. This variant on the earlier functions of seaside resorts was first seen at Brighton in the mid-19th century (and the first party-political conference in the town dates from that of the Tory party in 1875), but is substantially a post-Second World War development.¹⁵⁹

Suburban expansion of Brighton continued to be a key economic theme in this period. In 1820, Thomas Read Kemp began his large scheme of development on the eastern edge of Brighton – Kemp Town.¹⁶⁰ The distance of the new suburb from the centre of the town meant that Kemp Town saw the first introduction of a (horse-drawn) bus route in the town, opening the day the railway came to Brighton (1840).¹⁶¹ Later, a branch railway was built to Kemp Town (1869, closed 1971: see section 2.3.3). Kemp Town was also connected to the new electric tramway system built in 1901-4: this 9.5 mile system

connected the Steine, Brighton station, the race course and, principally, the northern suburbs. It closed in 1939.¹⁶²



Fig. 17. Brunswick Square, Hove.

The demand for accessible seafront, however, pushed development westwards into the parish of Hove. Although Hove itself had been a medieval village of sufficient status to provide ships or mariners for royal service in the 14th century, it had even at this time suffered badly from inundation, with 150 acres of the parish lost to the sea between 1291 and 1340. After a minor post-medieval revival closely connected with the success of Brighton's fishing industry in the late 16th and 17th centuries, Hove had declined so that the population in 1801 was only 101 and its church ruinous. In 1821 the population of Hove remained low (312), but thereafter grew rapidly (1,360 in 1831; 2,509 in 1841; 20,804 in 1881).¹⁶³ Expansion of Brighton into Hove parish began with the development of Brunswick Town from 1824. Equipped with its own administration (the Brunswick Town Commissioners), the new suburb was highly fashionable. For example, in 1851 a remarkable 20% of its head of households had titles.¹⁶⁴ Although the covered market of 1828 failed immediately,¹⁶⁵ Brunswick Town, and Hove, went on to gain some independence from Brighton: uniquely amongst

the medieval villages engulfed by Brighton, Hove gained borough status and built its own Town Hall (1882). This clear identity was certainly furthered by independent development of Hove village as a separate resort – in the form of Cliftonville – in the 1850s, before the expanding edge of Brighton reached it in the 1880s (with the building of the West Brighton Estate) and thereafter made the two boroughs, topographically at least, inseparable.

The northwards spread of the suburbs saw Preston absorbed by 1914, but the medieval Downland villages to the west of the town – Portslade, Hangleton, West Blatchington and Patcham – were only engulfed by Brighton and Hove after the Second World War. On the coast west of Hove (and indeed just west of Aldrington parish) a small maritime settlement was established in the late 19th century extending east from Copperas Gap. Known as Portslade-by-Sea (it occupied the narrow coastal part of the parish of Portslade) it quickly became a residential area and expanded northwards to the Old Shoreham Road in the early years of the 20th century. By the late 1930s the eastwards (coastal) spread of Portslade-by-Sea had met the westwards expansion of Hove, in Aldrington parish (which appears to have lost its village – probably located at the mouth of the River Adur – to erosion, by the 17th century).¹⁶⁶



Fig. 18. Portslade, one of five former Downland villages engulfed by 20th-century expansion of Brighton and Hove..

Although Portslade-by-Sea had expanded westwards to join Fishersgate (outside the boundary of modern Brighton and Hove) by the 1930s, it was only after the Second World War that further development blurred distinctions between coastal settlements by creating a continuous built-up coastal strip stretching from the cliffs on the east side of Brighton to the River Arun at Littlehampton. The area west of the western end of the Hove esplanade (the Lagoon), however, developed a different character from the general coastal suburbs, since the former mouth of the River Adur was redeveloped from 1851 as a new floating dock for Shoreham harbour: this physically extended the harbour eastwards into the modern area of Brighton and Hove by over 1km, and increased the overall length of (so-called) Shoreham harbour to 5.7km. On the shingle spit opposite Portslade-by-Sea the largest gasworks in Sussex was built (1874) followed by the Brighton Corporation electricity works in 1906.¹⁶⁷ Just as coastal communications had been important in the creation of the 18th-century resort at Brighton, so too has Shoreham harbour (and its associated industries) proved an important element of the economy of Brighton and Hove, and the adjacent towns and county.



Fig. 19. Aldrington Basin – extending Shoreham Harbour 1km into Brighton and Hove.

3.4.2 Church and religion



Fig. 20. St Andrew's, Hove: ruinous when rebuilt in 1836 to serve the new suburb.

The period from 1820 has been remarkable for its building of new churches in Brighton and Hove. The parish of Brighton (St Nicholas) remained intact until 1873, by which time there were 19 Anglican churches and chapels: seven district parishes were then created, and St Peter's became Brighton's new parish church.¹⁶⁸

Similar changes occurred in the surrounding parishes as they developed from sparsely populated areas into modern Brighton and Hove. The medieval church of St Andrew had remained the parish church of Hove despite its ruinous condition and annexation to Preston in 1531, and was rebuilt in 1836. Thereafter it remained the parish church until 1892 (being separated from Preston in 1879), by which time there were seven new Anglican churches and chapels: St Andrew's then became a chapel of ease to the new parish church of All Saints, and by 1940 Hove parish had been divided into eight ecclesiastical parishes.¹⁶⁹ The parish church of St Peter, West Blatchington, had long been derelict (see section 4.2.1) and, since 1744, its vicarage united with Brighton: it was restored in 1890 and its vicarage disunited from Brighton in 1941.¹⁷⁰



Fig. 21. St Paul, West Street (R. C. Carpenter, 1846-8).

The parish church of St Nicholas, Aldrington, was likewise ruinous in the post-medieval period, and only rebuilt in 1876-8 (now St Leonard, reviving what appears to have been an earlier medieval dedication). It maintained its parish church status, although a new church of St Philip, New Church Road, was built nearby in 1894-5.¹⁷¹ The medieval church of St Peter, Preston, continued to function as the parish church, until succeeded in 1908 by St John the Evangelist, Preston Road (built 1902). By 1915, five independent parishes had been formed from the old parish of Preston.¹⁷² The medieval church of St Helen's, Hangleton, continues as the parish church, although supplemented by St Richard, Egmont Road (1960-1).¹⁷³ Portslade, with its more significant settlement, retains its medieval parish church of St Nicholas, as does Patcham (All Saints).

The building of new Anglican churches was marked by an initial flurry of activity in the 1820s, with the most sustained period of construction between 1850 and 1880. Thereafter new foundations declined, with a notable revival in the 1930s marking the great expansion of suburbs at this time.¹⁷⁴ Although typically smaller buildings and sometimes more transient, nonconformist chapels founded during this period were more numerous (63 pre-1960

examples comparing to 47 Anglican for the same period). Again, an initial spate of foundations occurred (with five each in the 1820s and 1830s), with the most active period being from 1860-1900, with an average of almost 10 foundations per decade: however, there was no nonconformist revival linked to the inter-war suburban expansion. Nonconformist foundations were dominated by Baptists (13 churches and chapels) and Congregationalists-Presbyterians (10 chapels and churches).¹⁷⁵ Roman Catholic foundations for the period number 14, with the only significant burst of activity in 1900-6, with five new foundations, four of which were convents.¹⁷⁶ Congregations of all Christian denominations have declined significantly in the 20th century, with at least 34 churches and chapels demolished since 1945, and at least 15 other closures.¹⁷⁷

A permanent synagogue was built at 36-40 Devonshire Place in 1823, and enlarged with a school in 1836. Another, Brighton synagogue was built in 1875, in Middle Street, with 20th-century examples following in Hove at 79 Holland Road (1929-30, re-using a gymnasium of 1883), 6 Lansdowne Road (1938), 29 New Church Road (1958) and Palmeira Avenue (1966).¹⁷⁸



Fig. 22. Synagogue, Middle Street (Thomas Lainson, 1875).



Fig. 23. Grave of Phoebe Hessel (1713-1821), St Nicholas's churchyard.

Brighton's parish churchyard continued to expand, on the north side of Church Street in 1824 and on the west side of Dyke Road in 1841. In 1853 the much extended churchyard closed and a burial board was formed in 1856 for a new cemetery off the Lewes Road. This was extended in 1868, and in 1902 became Brighton Borough Cemetery. A portion was sold off in 1919 for use by the Jewish community.¹⁷⁹

The churchyard of St Andrew's, Hove, was extended in 1860. This soon became inadequate, and a new cemetery was opened off the Old Shoreham Road in 1880. This was expanded in 1912 and 1923.¹⁸⁰

3.4.3 Urban institutions

The development of schools in Brighton and Hove is complex and can only be traced here in summary form. In Brighton, the National School relocated from Meeting House Lane to purpose-built premises in Church Street (the Central National School) in 1829. This survived, most recently as the Central Voluntary Primary School, until 1967 (demolished 1971). The Union Charity School in Middle Street (1807; see above) continued until demolished in 1973. The Brighton Proprietary Grammar and Commercial School opened in 1859, at 47 Grand Parade.

The school – then known as Brighton Grammar School – relocated to purpose-built premises in Buckingham Road, in 1868. Becoming Brighton, Hove and Sussex Grammar School, it moved again to a new site off Dyke Road: in 1975 this became Brighton, Hove and Sussex Sixth Form College.¹⁸¹ In Hove, a National School opened in Farman Street in 1834 (closed 1893).¹⁸² St Andrew's Church of England school, George Street, Hove, was built in 1858, and moved to Haddington Close in 1977.¹⁸³

Brighton's new school board (1870) aimed at delivering universal provision of elementary education (as required by the 1870 Education Act) to the rapidly expanding population. It took over several existing schools and resulted in new building: York Place (1870), Fairlight Place (1870; rebuilt 1931), Richmond Street (1873), Hanover Terrace (1873: now part of the College of Technology), Sussex Street (1874), Freshfield Place (1880), Preston Road (1880, closed 1937: now part of the College of Technology), Finsbury Road (now part of Brighton University), Ditchling Road (1890: now the Downs School), Elm Grove (1893), Stanford Road (1893) and St Luke's Terrace (1903).¹⁸⁴

Hove gained a school board in 1877, again assuming control of existing schools and building new ones. The first new schools were the Ellen Street schools (1879; moved to a new site as Goldstone Junior in 1975), followed by East Hove Board School (1893; known popularly as the Davigdor Road Schools, this replaced the Farman Street National School, and relocated to Somerhill Road in 1988) and West Hove First and Middle Schools, Portland Road (1898).¹⁸⁵

As a county borough, Brighton became responsible for elementary, secondary and technical education under Balfour's Education Act 1902 and an Education Committee for Brighton was formed in 1903. New schools opened under the county borough include: Loder Road (1910: closed 1924), Coombe Road (1912), Balfour Road (1924), Varndean High School (1926), Moulsecoomb Primary (1929), Moulsecoomb Junior (1930), Hertford Road (1931), Varndean boys' secondary school (1931: became Varndean College) Whitehawk (1933: became Stanley Deason 1976), Whitehawk Junior (1934), Patcham Secondary (1937: became Patcham Fawcett 1966, Patcham Margaret Hardy 1969, and Patcham High 1989), Carden (1948), Bevendean (1950), Stanmer Secondary (1951: became Westlain Grammar 1957, then Falmer High 1974), Coldean (1952), Dorothy Stringer (1955), St Joseph's (1956), Westdene (1961), Carlton Hill (1963), Longhill (1963), and Middle Street (1974; replacing the

former Union Charity School, demolished 1973). Abolition of the county boroughs in 1974, following the Local Government Act 1972, saw East Sussex County Council become the local education authority for Brighton.¹⁸⁶

After the Education Act 1902 the municipal borough of Hove passed secondary education to the county council, but initially retained responsibility for elementary education. New secondary schools opened under the county council include: Knoll Girls' School (1931),¹⁸⁷ Hove County School for Girls (1935; later became Hove Grammar School for Girls); Hove County School for Boys (1936; became Hove County Grammar School of Boys in 1947, and Hove Grammar School in 1957);¹⁸⁸ Portslade Boys' School (1940); Portslade Girls' School (1940); Cardinal Newman School (1966; co-educational Roman Catholic comprehensive);¹⁸⁹ Portslade Community College (1972; comprehensive formed by merger of Portslade Boys' School and Portslade Girls' School); Blatchington Mill School (1979; comprehensive formed in 1979 by merger of Hove Grammar School for Boys, Nevill County School (Mixed) and Knoll Boys' School); Hove Park School (1979; mixed comprehensive formed by amalgamation of Hove Grammar School for Girls and Knoll Girls' School).¹⁹⁰ New elementary schools in Hove (and its suburbs that expanded into adjacent parishes) since 1902 include: St Andrew's Infants, Portslade (1906; called St Peter's from 1947); St Mary's Roman Catholic Primary (1918); Knoll Infants (1931; moved to Stapley Road in 1956, and merged in 2001 with Goldstone Junior, becoming Goldstone Primary);¹⁹¹ Benfield Junior, Portslade, (1949); Hangleton Infants (1949); Cottesmore St Mary's Roman Catholic Primary (1950); Hangleton Junior (1952); West Blatchington Middle School (1954); West Blatchington First School (1956); Mile Oak Primary, Portslade (1965); Peter Gladwin Primary (1974); and Somerhill Junior (1974).¹⁹²

In common with other fashionable seaside resorts, Brighton and Hove has a long a complex history of private schools, many of which were small and short-lived. Of these, Brighton College, a co-educational public school, is the most significant. It originated as Portland House boys' boarding school in 1847, with the present site and the earliest of the buildings dating from 1848-9.¹⁹³

Higher education has a long history in the town. Brighton School of Art was founded in Palace Place in 1858, gaining a science department in 1874 and moving to Grand Parade in 1876. Under municipal control from 1892, the science

department became a separate technical college in Richmond Terrace. Additional science teaching was offered by Brighton College of Technology, which opened in Lewes Road in 1963: in 1970 this combined with the art college to become Brighton Polytechnic (since 1992 Brighton University). Confusingly, in 1974 the Richmond Terrace technical college was renamed Brighton College of Technology. Although outside the built-up area of Brighton and Hove, the University of Sussex has been an important educational development for the town. It opened in temporary accommodation in Preston Road in 1961, with the campus at Falmer opening the following year.¹⁹⁴



Fig. 24. Brighton Public Library, Art Gallery and Museum.

A public reference library opened in 1869 in the Royal Pavilion. In 1873, this moved to the remodelled service, stable and coach block east of the Dome in Church Street, where it was combined with the (surviving) museum and art gallery. A lending library was opened in 1889. In 1902, both libraries were relocated to the remodelled parish rooms immediately to the west (i.e. in front of the Dome).¹⁹⁵ Hove lending library opened in 1891, in Grand Avenue, and relocated to the new site in Church Road in 1908.¹⁹⁶

Brighton gained a county court in 1847, initially in the town hall, but it soon transferred to 151

North Street, then to Prince's Street, and in 1869 to a purpose-built courthouse at the bottom of Church Street. This closed 1967 (when the new premises in Edward Street/John Street opened, housing magistrate, juvenile, coroner, county and quarter session courts) and is now a library store.¹⁹⁷ The earlier watchmen were replaced by a professional police force in 1838 based at the town hall. This central station was replaced by the present one in John Street in 1965 (adjacent to the courts). The Brighton Police Force merged with other forces in 1968 to form the Sussex Constabulary, based at the former East Sussex Police Force headquarters at Lewes.¹⁹⁸ Hove gained a magistrates court in 1904, based in the town hall. Purpose-built courts opened in 1971 in Holland Road, which, in 1992, became the crown court.¹⁹⁹ Hove constables and watchmen were introduced in 1830, and retained its own force until it became part of the East Sussex Police in 1947.²⁰⁰

In 1822 the workhouse in the Bartholomews was replaced by a new building located on Dyke Road between the church and (later) Leopold Road.²⁰¹ The 1834 Poor Law Amendment Act left Brighton parish as its own union. Expanding population and increasing urban poverty, however, meant that the existing Brighton workhouse was soon insufficient and this was replaced in 1865-7 by a new workhouse on Elm Grove. This was provided with its own infirmary.²⁰² The workhouse closed in 1930.²⁰³ There were no other workhouses in the area of modern Brighton and Hove either before or after the Poor Law Amendment Act: from 1835 the parishes of Portslade, Hangleton, Aldrington, West Blatchington, Patcham, Preston and Hove formed part of the Steyning Union (which was catered for from 1835 by the new union workhouse in Ham Road, Shoreham²⁰⁴). Parishes to the east of Brighton fell into Newhaven Union from 1835,²⁰⁵ but there was no significant expansion of Greater Brighton into these parishes in the period during which workhouses were effective.

The Sussex General Infirmary of 1812 (see section 3.3.4), was succeeded in 1828 by the Sussex County Hospital and General Sea-Bathing Infirmary, in Eastern Road. In 1905 this became the Royal Sussex County Hospital, and has seen considerable expansion, absorbing the function of many of the specialist hospitals (see below). A second large hospital was created in 1935 when the former workhouse in Elm Grove (see above) became Brighton Municipal (from 1948, General) Hospital. Brighton and Hove also gained several specialist hospitals. The Sussex Maternity Hospital was founded in 1830 at 69

High Street, relocated c.1854 to 76 West Street and in 1922 to the former grammar school buildings in Buckingham Road: it closed in 1970. The Sussex Eye Hospital opened in 1832 in Boyce's Street, moved to purpose-built premises at 104 Queen's Road in 1846, and to the current building opposite the Royal Sussex County Hospital in 1935 (the Queen's Road building being demolished c.1961). The Brighton (now Royal Alexandra) Hospital for Sick Children began in Western Road in 1868, relocated to the present site in Dyke Road in 1870-1, and was rebuilt in 1880-1. A smallpox sanatorium opened in Bevendean Road (north of Brighton cemetery) in 1881, was expanded in 1898 (when it became Brighton Borough Hospital), and closed to in-patients in 1989: only the lodges have survived residential redevelopment of the site. The Sussex Throat and Ear Hospital was established in 1879 in Granville Place, moved to Queen's Road in 1882 and then to purpose-built premises in Church Street in 1897: it closed in 1986 and was demolished in 1988.²⁰⁶



Fig. 25. The Royal Sussex County Hospital, Eastern Road, Brighton (1828).

A dispensary opened at 4 Farm Road, Hove in 1859, with a purpose-built replacement opening in Sackville Road in 1888. In 1918, this was re-named Hove Hospital, and was repeatedly extended, before closure in 1997. In 1998 Hove Polyclinic opened, followed by Mill View Hospital (1998) and the Nevill hospital (1999).²⁰⁷

Foredown Hospital, Hove (1883-4) for infectious diseases, became a hospital for handicapped children 1972 (demolished 1988-9).²⁰⁸

A new market house was built in 1828-30 on the western side of Market Street (backing on to Black Lion Street). The site of the former market was then used for the building of the present town hall (1830-2). With the dissolving of the Brighton town commissioners, this was transferred to the new corporation in 1855. The market house was rebuilt in 1900-1, then closed in 1938 (mostly demolished 1940) following its replacement by the new municipal wholesale market in Circus Street in 1937.²⁰⁹

Sporting and leisure provision increased with the development of parks. Queen's Park opened as a subscription park in 1824, becoming public in 1891-2.²¹⁰ Hove Recreation Ground opened 1891, followed by nearby Hove Park in 1906, and St Anne's Well Garden in 1908.²¹¹

The Level cricket ground was replaced in 1823 by the Hanover Ground on the adjacent Park Crescent. This was used by the new Sussex county club, formally established in 1839, which relocated to the Brunswick Ground in Hove (between later Third Avenue and Fourth Avenue) in 1848, then, when the lease ran out, moved to the present County Ground, Eaton Road, Hove, in 1872.²¹²

The King Alfred Sports Centre was built as a swimming pool in 1938-9, immediately requisitioned by the Admiralty (as HMS King Alfred – hence its current name), and opened to the public in 1946.²¹³

The Prince Regent Swimming Complex, north of the east end of Church Street, opened in 1981, replacing North Road pool (opened 1895).²¹⁴

Brighton and Hove stadium, Nevill Road, opened for greyhound racing in 1928. This remains its main purpose, but the stadium has been used for many other sports and events.²¹⁵

Professional football dates from 1898, with Brighton United, using the County Ground. This team disbanded after two seasons, but was immediately succeeded by an amateur team, which, from the 1901-2 season, became professional and adopted the name Brighton and Hove Albion. The Albion moved to the Goldstone Ground for the 1902-3 season, the ground having been first used the previous season (by Hove Football Club).²¹⁶ In the 1996/7 season they played their last match at the Goldstone Ground, which had been sold, and are currently temporarily housed at Withdean Stadium.

Withdean Stadium opened as a tennis centre in 1936, but was converted to an athletics stadium in 1952-5 and has hosted a wide range of sporting – and non-sporting – events since.²¹⁷

The purpose-built Duke of York's cinema, Preston Circus, opened in 1910, and, remarkably, still functions as a cinema.²¹⁸ More substantial cinemas followed, such as the purpose-built Cannon Cinema, which opened on the site of Brill's baths in 1930, with a seating capacity of 2,300, and the Astoria Theatre, Gloucester Place, in 1933, with seats for 1,823 (closed 1977).²¹⁹ Large cinemas were not exclusive to the centre of Brighton, however, with the Lido, Denmark Villas, Hove, opening in 1931. Using a former ice-rink (built 1929), this seated 2,081, became the Odeon and closed in 1961 (demolished in 1970).²²⁰ The Granada, Portland Road, Hove opened in 1933 and seated 1592 (this became the ABC, and closed 1974).²²¹



Fig. 26. The former Cannon Cinema, East Street (1930).

4 THE ARCHAEOLOGY OF BRIGHTON & HOVE

4.1 The medieval town (Maps 5 and 6)

4.1.1 Buildings



Fig. 27. Church of St Nicholas, Brighton: 12th-century font.

The parish **church of St Nicholas** is the only building recognizably surviving from medieval Brighton, and even this was largely rebuilt in 1853. A Caen stone font of the early to mid-12th century is carved with scenes including the Last Supper, the Baptism of Christ, St Nicholas and the Ship, and another scene that appears to involve St Nicholas (possibly the confession of the innkeeper at Myra²²²) but nothing visibly survives from the contemporary church.²²³ The 13th-century chancel has been almost entirely lost to the 19th-century rebuilding, but the nave arcades and the tower and chancel arches are 14th century. The wooden rood screen is also reputed to be of the 14th century,²²⁴ but, if so, has been very heavily restored in the 19th century. The medieval exterior of the church has been almost entirely lost, with the exception of the west window of the south aisle (reset) and the tower, both dating from the 14th century. To the south of the church lies a cross with an

octagonal stepped base of sandstone. While the upper parts are evidently replacements, the base (including the socket-stone for the shaft) is substantially older and may well be medieval.²²⁵

Nothing survives of the 12th-century chapel of St Bartholomew, although an old wall and graves discovered during building of the Market House in 1774 (i.e. the site now occupied by 9-10 Bartholomews, to the rear of 1 and 2 Prince Albert Street) appear to mark the site: this is further confirmed by references to the chapel in title deeds of the properties. The graveyard appears to have extended further to the south as human burials were noted during construction of Town House (which largely functioned as a workhouse) in 1727 or during its expansion in 1733 (see section 3.2.4) and during digging of cellars of houses to the south.²²⁶

4.1.2 Excavations

The absence of archaeological excavation in the old town means that it is difficult to determine the whether medieval deposits and features have survived redevelopment from the 18th century onwards. Excavation in 1978 at Market Street showed that levelling had removed the uppermost archaeological levels including remains of St Bartholomew's chapel and its graveyard.²²⁷ However, excavation at 6 Ship Street in 2002 found a well possibly of medieval date.²²⁸

4.1.3 Topographic analysis (Maps 5-6)

There has been little study of the topography of medieval Brighton. A common assumption has been that the medieval town was on the beach and only later moved to the cliff-top: Carder dates this shift to the 13th or 14th centuries and even suggests that the beach may have been the location of the parish church mentioned in Domesday Book.²²⁹ Although there was evident encroachment by the sea in the 13th and 14th centuries (and consequent reduction in the value of rectorial tithes: section 3.1.5) there is, however, no evidence for the transplanting of an earlier purely beach-based town. Indeed, the evidence is quite against it. The present church (on architectural grounds certainly in existence by the 13th century) lies outside the late medieval town and, thus, is hardly suggestive of relocation to accompany major settlement shift. The present location of the church, of course, is consistent with the small-scale (and non-urban) rural settlement of the area (within which there was a developing landing place) of 1086 (section 3.1.2). Moreover, we have seen (section 3.1.5) that the creation of a new dependent chapel of

St Bartholomew by 1147 is most likely to be coincident with the creation of a new town, within which it would have been located. Given that the 16th-century growth of Brighton saw considerable expansion of the lower town (section 3.2.1), it is most probable that the undercliff settlement at Brighton – even then dominated by less substantial cottages, hovels, workshops and huts directly related to the fishing industry – was at its peak during the late 16th and early 17th centuries. Medieval use of the undercliff is likely to have been similar, though smaller scale, and quite different from the more substantial urban tenements and institutions above the low cliff. It does remain possible, however, that the modest 11th-century trading place originated on, or partly on, the beach.

The encroachment of the sea is likely to have played a significant role in the development of the medieval town since the recorded loss of 40 acres between 1291 and 1340 represents 45m of erosion if averaged across the parish: another 40 acres was lost over the same period from Aldrington parish (93m on average), although it is not clear whether the 150 acres lost from Hove parish (a remarkable 305m on average) represents permanent loss.²³⁰ That coastal erosion was considerable in the 17th and 18th centuries (sections 3.2.1 and 3.3.1) shows the longevity of the problem, only halted by 19th-century and later sea defences. The starting point of the rapid erosion of the low cliff is unclear since the nature of the earlier medieval beach and its protective function are unknown. Thus, the extent of the loss to the sea of the medieval town cannot be determined with any accuracy, but is likely to have been substantially greater than the 45m estimated from the losses between 1291 and 1340.

By the early post-medieval period urban institutions such as the Town House and market were located on a cramped site on the cliff top between Black Lion Street and Ship Street, suggesting that this was the northernmost remnant of a more expansive medieval market place.

To the north-east of this lay the 12th-century chapel of St Bartholomew. The width and northern limit of the boundary of the 2½ acres of 'the Bartholomews' with which the chapel was endowed (see section 3.1.5) have been reasonably inferred from tenement histories and fragments of surviving walls.²³¹ This would suggest that the southern boundary was the same as the southern edge of modern Bartholomew Square.



Fig. 28. Ship Street, looking southwards: the gridded plan of such Brighton streets was developed in the medieval period.

A third open area in the medieval town is probably represented by the Hempshares, which appears to have been the location for a rope-walk or, even, the growing of hemp. In the 17th century this was located in the area now bounded by between Middle Street, Meeting House Lane, Duke Street and the Hippodrome (i.e. north of Boyce's Lane, which lies west of the site).²³²

The street pattern of the medieval town is uncertain. The bird's-eye view showing the attack of 1514 confirms the broadly square form of the town, with the parish church sitting just beyond to the north-west. A built up North Street is implied, but it is placing too much reliance on a schematic representation to infer from the depiction of five rows of north-south houses, that East Street, West Street and one intermediate street were fully developed. What it does show, however, is that the north-south component of the gridded town plan was well developed. Although thoroughfares have evidently been created in the post-medieval period through the previously open areas of the Hempshares (i.e. the northern part of Ship Street) and St Bartholomews (i.e. part of Market Street, Bartholomews and Prince Albert Street), it is likely that the main gridded street pattern is medieval rather than, as has been suggested,²³³ to a large degree a post-medieval creation.

4.2 The medieval villages

4.2.1 Buildings

The 18th-century and, especially, later suburbs of Brighton and Hove have engulfed earlier rural settlements, or villages. Several medieval buildings have survived late and post-medieval decline and the more recent suburbanization, including seven parish churches.

The **church of St Helen, Hangleton** retains a simple nave of flint-rubble laid in herringbone courses, together with very small semicircular headed windows and primary doorways. The combination of these features suggests a date of the very late 11th century or the early 12th century. The use of Quarr stone in the ashlar of the nave (e.g. in quoins and voussoirs of the south doorway) corroborates this dating as the stone was almost never used outside the immediate vicinity of the Isle of Wight and Hampshire after the early 12th century.²³⁴ It is perhaps significant that c.1093 the church was granted to Lewes Priory,²³⁵ where Quarr stone was employed extensively. The west tower is an addition of the 13th century and the chancel a replacement of the 14th century.



Fig. 29. St Helen's, Hangleton: south wall of nave.



Fig. 30. All Saints', Patcham: chancel arch of c.1100, with 13th-century Doom painting over.

The exterior of the medieval walls of **All Saints', Patcham** is almost entirely hidden by Roman cement (which bears no resemblance to any medieval render). However, the building is evidently earlier than the only *in situ* medieval features that are visible on the exterior – the 13th and 14th-century windows that light the tower, nave and chancel. The plain semicircular arches of the chancel arch (surmounted by a 13th-century 'Doom' painting, uncovered in the late 19th century) and the north doorway to the nave (relocated to the north wall of the new north aisle of 1898²³⁶) are both of c.1100: again, the use of Quarr stone corroborates a pre-c.1125 date, and here too the supply of this ashlar may be connected to the church being held by Lewes Priory by 1091.²³⁷

The **church of St Nicolas, Portslade** dates from the 12th century. The most obvious Romanesque detail is the southern arcade of the nave that has piers probably dating from the 1160s with scalloped and, in the easternmost example, drilled capitals. The flint-rubble southern, eastern and western walls are essentially of the same period, albeit with later windows. The arcade was copied on the north side in 1874, when a wide north aisle was added. The chancel, with its stepped sedilia and adjacent piscina, dates from the 13th century. The west tower was begun c.1200 and completed in the 14th century.



Fig. 31. St Nicolas, Portslade: 12th-century south arcade of nave.

The church of **St Peter, Preston** (declared redundant in 1990) is almost entirely of the late 13th century, consisting of an unaisled nave, with a chancel and a western tower. The windows are lancets, except for the three-light east window. A fire in 1906 destroyed the interior and resulted in the replacement of the roofs. The fire also damaged the wall paintings of the nave (c.1300), which remain in part visible on the east and north walls.²³⁸



Fig. 32. St Peter's, Preston: wall painting on north side of chancel arch (the martyrdom of Thomas Becket).

The **church of St Peter, West Blatchington**, was ruinous from the late 17th century and only re-roofed and restored in 1890, yet preserves parts of the medieval building as the south aisle to the present main body of the church (built in 1960). The most obvious early feature is the west wall of the former nave with its two small 12th-century windows. These are set lower than, and are of quite different character to, two blocked windows in the south wall. The south windows had no ashlar quoins and were almost certainly of double-splayed form. Although such windows continued to be built in even the most prestigious buildings into the 12th century,²³⁹ the fact that the western window appears to have abutted, and was presumably rendered redundant by, a Romanesque doorway (visible as semicircular blocking above the 15th-century nave doorway) indicates that there are at least two phases of early work.



Fig. 33. St Peter, West Blatchington: west wall with 12th-century windows.

Small-scale sondages of footings west of the nave that had been exposed during the 1890 restoration suggested that a 12th-century church replaced a Saxon church (with a west doorway), with the present west wall marking the end of the shortened nave, and with the south and north walls being re-used.²⁴⁰ However, there are significant weaknesses in the excavator's

analysis of the standing building, most especially in regard to the conclusion that the retained lengths of the Saxon walls were thickened by the addition of a 6" (150mm) flint-rubble skin on the exterior (structurally implausible, and conflicting with the evidence for blocked openings of the earlier phase), by the assumption that there was no chancel in the earliest period (additionally undermined by comparison to St Botolph's, West Sussex, where the late 11th-century nave and the western part of the chancel are coeval²⁴¹), and by adherence to the no longer tenable idea that Saxon and Norman work can be sharply differentiated. In the absence of a more detailed study involving removal of plaster and mortar, and further excavation, it remains certain only that the 12th-century west wall represents a westwards shortening of an earlier nave of Saxo-Norman character. The form of the eastern end of the church in either of these earlier phases is unclear.

The church of **St Nicholas, Aldrington** (now St Leonard) had a similar fate to that of West Blatchington, being ruinous in the 17th century (and neglected at the least in the late 16th century), and not being re-roofed and restored until 1878. In 1936, this rebuilt church became the south aisle of an expanded church, with consequent removal of the north wall.²⁴² The amount of medieval fabric that survived such neglect and rebuilding is minimal, and is mainly confined to the lower parts of the east, south and, especially, the tower walls.

The **church of St Andrew, Hove** (Fig. 20) was also ruinous in the post-medieval period, losing its chancel by 1724 and, following further decay (including the loss of its aisles and tower), restored in 1836.²⁴³ The only element of the medieval church to survive the restoration consists of the four eastern bays of the nave arcades, of the 13th century: the present western bay replaces one that had been lost by c.1800.

Few secular medieval buildings survive from the villages adjacent to these medieval churches. By far the most notable survival is **Portslade Old Manor House**. Although ruinous from the early 19th century, this includes the remains of a two-storey building dating from the 12th century. This had a functional timber-ceiled ground floor (lit by narrow splayed windows) and a much more sophisticated first floor (lit by more elaborate two-light windows). Such buildings were until recently considered to be self-contained 'first-floor halls', whereas – as demonstrated recently at the archetype of Boothby Pagnell and elsewhere in England and Normandy – these chamber-blocks were usually located adjacent to large ground-floor halls.²⁴⁴



Fig. 34. Portslade Old Manor House: view from the north.

The chamber-block can be dated to the early to mid-12th century on the basis of the scalloped capital and the rear arch (with its roll and hollow mouldings) of the eastern window, with the use of Quarr stone for the inner (primary) part of the ground-floor doorway perhaps suggesting origins earlier in the period.



Fig. 35. Portslade Old Manor House: detail of south window.

While reputedly incorporating the remains of a 13th-century stone house,²⁴⁵ **Preston Manor** appears to date from the late 16th century and,

especially, the 18th century. The putative medieval doorway (roundheaded and without impost) opening on to the 'cross-passage' appears late 16th-century, albeit more simply functional than the intact (formerly external) doorway to the south (Fig. 45).

Little identifiably medieval fabric survives at **Hangleton Manor House** other than a 15th-century doorway in the west (now subsidiary) wing: this could suggest that the west wing represents the late medieval manor house: rebuilding in the mid-16th century included the substantial east wing – since then, the main residence (now a public house).

West Blatchington Manor House does not survive, but was the subject of a watching brief during demolition in 1955. This showed that the flint-rubble building (which stood north-east of the mill and south-east of the church) had north and south wings probably dating from the 14th and 15th centuries respectively.²⁴⁶

4.2.2 Excavations

The expansion of Brighton and Hove has engulfed numerous shrunken or deserted medieval villages. Much of this process (as in the case of Hove) predates the development of modern archaeological techniques and the appreciation of the value of such archaeological sites. Uniquely, the village of Aldrington appears to have been lost to coastal erosion (leaving the church isolated). Elsewhere, the surviving settlement was sufficiently substantial for the new suburbs to leave the earlier village apparently intact (though this ignored the potential archaeology arising from historic settlement shift and shrinkage, and the impact of infill development).

Only two obviously almost entirely deserted villages survived into the post-war period, at Hangleton and West Blatchington. The latter appears to have engendered no archaeological interest, with the few surviving cottages, one possibly medieval, north of the church being swept away by development. By contrast, the area east of Hangleton church had been identified as early as the 1879 Ordnance Survey map as the site of the medieval village, and was excavated in advance of housing development in 1952-4.²⁴⁷

The excavations by Eric Holden and by the Ministry of Works revealed numerous buildings and trackways in the area extending north-eastwards from the church to Stonecroft Close. The buildings did not represent the Domesday village (although Warne has pointed out that the

Wealden parts of the Hangleton estate would have made this far less substantial than Domesday Book might appear to suggest²⁴⁸), but rather occupation from the late 12th century, with a heyday from c.1250-1300 followed by decline in the 14th century: Holden identified the Black Death of 1348 as 'the culminating blow to an already impoverished village from which it never fully recovered'.²⁴⁹

4.3 The town c.1540-1800



Fig. 36. Cricketers' Arms, Black Lion Street: 17th-century building, with bow-fronted façade added in 1824.

4.3.1 Buildings

The historic core of Brighton (i.e. its extent c.1800) has 84 surviving buildings, or groups of buildings, that date from between 1540 and 1800: none from the 16th century, one from the 17th century, and 83 from the 18th century. Almost all the 18th-century buildings are from the second half of the century. While the dearth of buildings dating from before the mid-18th century reflects the re-invention of the fishing town as a seaside resort, the late 16th to mid-17th-century fishing-based prosperity and expansion of the town almost inevitably would have generated a wave of house building.



Fig. 37. Timber-framed construction at 43 Meeting House Lane (probably 18th-century).

Remains of houses from this period – and indeed earlier – may well survive in houses subsequently remodelled and re-fronted to meet the demands of the resort. The cellars of the Black Lion may be one such survival (if, indeed, they are of 16th-century date). Several buildings in The Lanes are suggestive of an early date, but, as in the case of the jettied and weather-boarded house at 43 Meeting House Lane a pre-18th-century date has yet to be demonstrated.

The pre-resort buildings include the Cricketer's Arms, Black Lion Street (before 1790, the 'Last and Fishcart'), but even this has been extended with a cobble-built wing to the north, and re-fronted with a typical bow-fronted façade in 1824.²⁵⁰ 20-3 Church Street (and including 27 King Street) have been listed as possibly late 17th-century,²⁵¹ but are evidently late 18th-century in date (and, indeed, are not shown on the 1779 Yeakell and Gardner plan).

Whilst most of the early resort developments – such as the Castle Inn – have been lost, a few examples survive. Public spaces used in the fashionable season are represented by the restored interior of the Old Ship assembly rooms

(built in 1767: Grade II*). Of the early substantial townhouses, Marlborough House, 54 The Old Steine (Grade I) is the best example: initially built c.1765, this was largely rebuilt by Robert Adam in 1786-7.²⁵² The typical Neo-Classical villa style of Adam – with its wide low frontage – contrasts with the more typical tall townhouses on narrow plots of the adapted fishing town or, especially, the new suburbs. At exactly the same time, Henry Holland began remodelling a nearby lodging house for the Prince of Wales, creating a still more substantial Pavilion: although substantially remodelled in the 19th century (see below, section 4.5.1), Holland's design of bow-fronted wings flanking a domed rotunda still forms the core of the structure today. The Old Ship assembly rooms, 73 Ship Street, preserves a remarkable interior by Robert Golden surviving from 1767, and the most evocative survival of the early Brighton 'season'.



Fig. 38. Late 18th-century rebuilding in the historic core of Brighton at 16 and 17 Ship Street.

Although the old town initially accommodated the needs of the resort, and consequently saw considerable adaptation, widespread re-fronting and rebuilding of houses c.1800-40 (and later redevelopment) means that comparatively few visible and clearly datable examples of 18th-century townhouses survive in the historic core: Brighton, for all its 18th-century revitalization, has

far fewer houses identifiably of this period than does the centre of nearby Lewes. Nonetheless, there are largely intact examples of 18th-century houses in the historic core of Brighton, such as brick-built 16 and 17 Ship Street; and wide-fronted 15 Prince Albert Street.

The earliest (i.e. pre-1800) suburbs have proved equally vulnerable to re-fronting and rebuilding. For example, the terrace at 6-12 Old Steine dates from 1786, but all except No. 10 were refaced in the early 19th century. At the south end of the Old Steine, No. 44 represents a terrace of three bay-windowed 18th-century houses, but even here there has been much rebuilding (in the late 20th century). Nearby, 9 Pool Valley also dates from the late 18th century and again has bay windows (although here only at first and second-floor levels). Considerably further east, Royal Crescent shows a more developed use of similar materials and form, with construction beginning in 1798-9 (Fig. 10). Of course the Royal Crescent is more notable for other reasons: it represents the first appearance in Brighton of the newly fashionable crescent (which began with the Royal Crescent, Bath, 1767-75), albeit here stripped of even a token classical façade; and, significantly, faces the sea, presaging the early 19th-century shift in focus away from the hitherto fashionable Steine.



Fig. 39. Late 18th-century suburbs at 44 Old Steine.

Two other features of the Royal Crescent – the bow and bay windows, and the first-floor veranda – had been more famously exploited earlier in the first building of the Prince of Wales's Pavilion by Henry Holland (1786-8). Both features were to become popular themes in the townhouses of Brighton (and later Hove) from around c.1800, although it was the curved bow window that came to dominate rather than the canted bay window. Doubtless 18th-century

townhouses already provided with bow or bay windows were less susceptible to re-fronting after c.1800.



Fig. 40. The Royal Pavilion: detail of east elevation showing bow window by Henry Holland (1786-8) surviving under Nash's largely cosmetic remodelling of 1815-22.

Due to the lack of early examples in Brighton, materials in use during the period 1540-1800 can only be considered for the 18th century, although it can be assumed that timber frame, flint, cobble and brick all played a role in any 16th and 17th-century building. These materials continued to be employed in the 18th century. Timber frame was utilized in modest buildings in the densely packed Lanes (e.g. 43 Meeting House Lane: Fig. 37) and, in more stylish new townhouses, in conjunction with a new material – mathematical tiles. Of course, mathematical tiles were not only suited for simulation of brick on timber-framed buildings, as they were used for re-facing masonry: a notable early example was Henry Holland's 1786-8 re-facing, in limestone-coloured mathematical tiles, of the lodging which became part of the Royal Pavilion. The seven buildings, or groups of buildings, that are surviving examples of late 18th-century usage of

mathematical tiles include 44 Old Steine (Fig. 39), Royal Crescent (Fig. 10), 9 Pool Valley and 10 Manchester Street, all of which use black glazed tiles. Flint cobbles were used with brick quoins and dressings, as at 8 Bartholomews (now painted black with pitch) and 9 Brighton Place (the Druid's Head), both dating from the late 18th century, albeit modified. Flint was also combined with stucco dressings, as at 34 Camelford Street, again in the late 18th century.



Fig. 41. Meeting House Lane: probably an early post-medieval east-west passageway later forming part of the network known as the Lanes.

4.3.2 Excavations

The extremely limited extent of archaeological excavation within the historic core of Brighton means that very little has been recovered from this period. A rare find of a cannon was recovered from the shingle beach in front of the Norfolk Hotel in 1993 during excavations for sewage works: this may originate from the 18th-century coastal defences.²⁵³

4.3.3 Topography (Maps 7-9)

It is difficult to identify with certainty any individual features of the topography of the town resulting from the heyday of the fishing industry in Brighton in the later 16th and early 17th

centuries. Although the undercliff development of fishing-related cottages, hovels, workshops and huts was at its peak during this period, no trace of this survives or, indeed, survived into the period of accurate large-scale mapping, as the last remnants were swept away in 1705 (see section 3.2.1). With the boom in the fishing industry reflected in a population increase from around 900 in 1565 to c.4000 in 1657, it is highly probable that the 16th and 17th centuries saw further development of the medieval gridded street plan and an increase in the density of housing: infilling of the northern part of the town, including encroachment on to the open Hempshares is likely, although not clearly demonstrable. It is evident that the narrow east-west lanes, or twittens, between the main streets (e.g. Ship Street Gardens [formerly Middle Street Lane], Black Lion Lane and Meeting House Lane [formerly Market Lane]) allowed development of modest housing behind the existing street frontages. Whilst, in the absence of sufficient documentary evidence or survival of pre-18th-century buildings, it is difficult to find conclusive evidence for such development, it is certainly more probable that the small-scale and densely packed houses off such passageways were a creation of the fishing-related expansion than the early phase of resort development. Certainly, such accommodation is consistent with post-medieval development in other fishing towns. Moreover, these lanes were in existence at the time of Yeakell and Gardner's 1779 map of Brighton (the earliest accurate large-scale plan of the town: Fig. 64), at which point the population was only around 75% of its 17th-century peak. The 1779 map, however, does show the area now known as the Lanes only partly developed, with the area of Brighton Square and northwards as unbuilt. Likewise, some of the main streets (such as Black Lion Street and Duke Street) were not entirely built up at this time: by 1800, these areas had been infilled, the remaining area of the Lanes developed, and other new back lanes created to allow more densely packed housing at the rear of existing plots (e.g. Duke's Court/Lewis's Buildings). Evidently this cramped accommodation was not suitable for the social elite, and was utilized by the expanding service class necessary to support the resort.

New development in the second half of the 18th century outside the extent of the old town evidently had a considerable impact on the topography of Brighton. As we have seen (section 3.3.1), the initial focus for new building, from the 1740s, was on the Steine. Rather than simply representing a suburb, this turned a peripheral piece of common land into the focal

point of the resort: a place roomy enough both for society to promenade in a picturesque semi-rural location adjacent to the seafront, and for construction of grander houses (sections 3.3.1 and 4.3.1).



Fig. 42. Pavilion Parade: built c.1790 (though largely rebuilt or re-faced in the 19th century) facing the Royal Pavilion.

With the beginning of development of eastern and northern suburbs on Little, East and North Laines in the late 18th century, the Steine lost its rural aspect, but became all the more the focus of the season: this was further accentuated by the linear development of the Steine (as the Parade and North Steine: now Victoria Gardens) along the increasingly important road to Lewes and London, and the construction of the barracks at the rear of Marlborough Place. In short, by 1800 Brighton had developed an extremely broad promenade on the line of the principal route, flanked by the most stylish new buildings and key resort facilities, and leading straight to the most accessible part of the seafront. Existing and new east-west routes (such as North Street, St James's Street and Marine Parade) connected directly to the Steine.

As we have seen (section 3.3.1) the early suburbs of the seaside resort were developed from c.1780 on farmland, comprising open fields (or laines) that were divided into furlongs and, further still, into narrow 'paulpieces'. In the absence of enclosure of this land, development of the farmland was piecemeal and ensured that the layout of furlongs and paulpieces was imprinted on the new suburbs. Thus, the

development of Little Laine, immediately east of the Steine, was based on three main east-west streets (Marine Parade, St James's Street and Edward Street) that follow the boundaries of its two furlongs (Cliff Furlong and Upper Furlong): these boundaries were already marked by trackways (or 'leak ways'). The subsidiary north-south streets mark the orientation and pattern of the smaller paulpieces: blocks acquired for the speculative building of townhouses, and these subsidiary roads, typically combined two to five adjacent paulpieces. Exceptions to the pattern do occur, such as Royal Crescent (begun 1798), built across paulpieces in one of the few pre-1800 developments in East Laine, so as to face the sea. Development north of Church Street, on North Laine, followed a similar pattern and orientation to that on Little Laine. Development began in 1771 on the Steine frontage (North Row, later Marlborough Place), and then gradually extended over First Furlong in the late 18th century and into the early 19th century: here, however, the housing was more modest and expanded into areas that had recently been colonized by paddocks, stables and gardens that had already been pushed northwards by development of workers housing and workshops south of the common fields, between North Street and Church Street (from the late 1770s, including densely packed tenements such as Salmon Court, Mulberry Square, Durham and Petty France, many of which were later identified as slums and cleared). Pre-1800 development of farmland north of North Road and Edward Street was largely limited to the (extended) Steine frontage.²⁵⁴



Fig. 43. Marine Parade: developed along the seafront boundary of Cliff Furlong in Little Laine.



Fig. 44. Hangleton Manor House: mid 16th-century east wing.

Although the old town had also developed on a gridded layout, that established by the new suburbs is noticeably different. More significantly, the development of suburbs changed the focus of the town, not only reinforcing the importance of the Steine, but also bringing North Street into a more central position: from the 1780s North Street became the principal shopping street of the town. Significantly for the future of the town, the seafront of the densely built-up part of the town had more than doubled to 1.2km by 1800 from its 1740 extent. With spacious villas strung along the coastal parts of West Laine and sporadic development, such as Royal Crescent, in East Laine, the total length of the seafront in 1800 extended to 2.3km.

4.4 The villages c.1540-1800

4.4.1 Buildings

Post-medieval decline means that there was no expansion between 1540 and 1800 of the villages later absorbed by Brighton and Hove. Nothing survives from post-medieval Aldrington, lost to erosion by the early 17th century. West Blatchington was extremely impoverished with the church in ruins in the 17th century, and no buildings survive from this period. Hove had a cluster of buildings c.1800 along what is Hove Street, but nothing appears to survive from this period. Hangleton never recovered from its 14th-century decline, but does have post-medieval buildings. Although medieval fabric may survive (section 4.2.1), **Hangleton Manor House** was

largely rebuilt in the mid-16th century, with the new east wing becoming the main house. A service or lodging range was built 20m to the north of the rebuilt manor house at the same time, later converted into cottages (now Rookery Cottage). To the south, a circular dovecote was added in the 17th century: built of flint, it has chalk nesting boxes. An 18th-century flint and brick barn survives 250m to the north-west, part of demolished Benfield Manor.

The better preserved villages of Patcham, Portslade and Preston together have 32 buildings, or groups of buildings, dating from 1540-1800, with the majority in Patcham.

Preston Manor was evidently a substantial late 16th-century house, although features of this date are confined to the basement doorways, as the house was remodelled and enlarged in 1738. Likewise, **Patcham Place** has a probable 16th-century core, although the present external appearance is 18th century. Cottages of probable 16th-century origins survive opposite Patcham Place at 128-36 Old London Road and at 4-5 Church Hill, where late re-fronting hides timber-framing. Similar, probably 16th-century, cottages with later flint re-fronting survive at 65 and 67 High Street, Portslade: the adjacent former farmhouse (Kemps) is also reputed to be timber framed and of the same period.



Fig. 45. Preston Manor: late 16th-century doorway (previously external) to basement kitchen.



Fig. 46. Dovecote at Patcham Court Farmhouse.

The 17th century is represented in Preston by a former farmhouse in South Road (now The Old Cottage, Little Barn and Mulberry Cottage), although this was re-fronted in the 18th century. A single building – the Stag’s Head, High Street – survives from the 17th century in Portslade, and this too has seen heavy remodelling. Patcham, however, has several 17th-century buildings, which include flint-rubble Patcham Court Farmhouse, together with its probably contemporary barn (converted) and dovecote, and timber-framed cottages (albeit re-fronted in flint) at 28 and 29 Church Hill.



Fig. 47. Southdown House, Old London Road, Patcham.

Of Brighton’s villages, Patcham also preserves the largest cluster of 18th-century houses (13 buildings or groups of buildings), which includes several of the finer 18th-century houses.

Southdown House, Old London Road, is a substantial flint and brick house dating from the early 18th century. This is adjoined by contemporary buildings on the south: the former stables of Southdown House (No. 49; largely rebuilt in the 20th century) and a row of flint and brick terraced cottages (Nos. 45, 45A and 47).

Patcham Place (now a youth hostel) was remodelled in the mid-18th century, with black mathematical tiles, canted bay windows and a pediment. Mathematical tiles were also used at Wootton House, Old London Road, in the late 18th century. Amongst the 18th-century cottages in Patcham, the flint and brick terraces of The Square are particularly notable.



Fig. 48. The Square, Patcham: 18th-century terraced cottages.

Portslade has three groups of cottages dating from the 18th century (44-50 and 57-63 High Street, and 1-5 South Street), all of flint. Preston also has good examples of flint and cobble terraced housing from the 18th century at 19-27 North Road, and more substantial houses – again using flint – at 36 North Road and 199 Preston Road (the latter with knapped flint).

Preston Manor was largely rebuilt and enlarged in 1738, although it was substantially modified in the 20th century. A flint well-house c.30m to the east also survives and dates from the mid-18th century.

4.4.2 Excavations

Archaeological excavation within the villages later engulfed by Brighton and Hove has been extremely limited. The excavations at Hangleton found little evidence of post-medieval

occupation, consistent with the fact that, following decline in the 14th century, the village did not recover.²⁵⁵

4.4.3 Topography

The topography of the villages now lying within the built-up area of Brighton and Hove remained largely unchanged during the period 1540-1800, with the obvious exception of the loss of Aldrington to coastal erosion. The impact of pre-1800 turnpiking appears to have had little impact on the topography of the villages north of Brighton, although Preston and Patcham evidently benefited from being on the London-Brighton route via Cuckfield, turnpiked in 1770.²⁵⁶

4.5 Expansion: c.1800-2007 (Maps 1 and 3)

4.5.1 Buildings and topography

The majority of the buildings, streets and other urban features of Brighton and Hove date from after 1800 as a result of the simple fact that the extent of the contiguous built-up area of the modern city (i.e. excluding detached areas such as Woodingdean and Rottingdean that fall within the present administrative area) is over 40 times larger than it was in 1800. In addition to suburban expansion, rebuilding within the centre of Brighton has also increased the number of buildings of this period. Rebuilding in the 19th century not only swept away most of the pre-1740 buildings, but also replaced, or at the least re-fronted and remodelled, many of the late 18th-century townhouses. Almost inevitably, many of these 19th-century buildings in the town centre have been in turn replaced in the 20th century: a similar fate has met many of the 19th-century houses in the suburbs (including Hove).

Although building between and after the two world wars has been prolific it does not entirely dominate the modern city: only half the extent of the built-up area today dates from after 1914. Expansion was rapid from the beginning of the period, with, as we have seen (section 3.3.1), the population increased by 550% from 7,339 in 1801 to 40,634 in 1831, slowing thereafter during the economic downturn of the 1830s, until the arrival of the railway in 1841. The legacy of this late Georgian and Regency period is evident in the modern townscape.

The impact of accelerating building and changing architectural fashion was felt on the pre-1800 built-up area, where both wholesale rebuilding and re-fronting occurred. Rebuilding

was most evident where the street pattern was modified. For example, New Road was created in 1805 to replace the northern part of Great East Street blocked by the expanding Pavilion: most of the buildings lining the western side of the street date from this period (the colonnade first added in 1823), with bow-windowed Nos. 6 and 7 the least modified (Fig. 8). Another largely consistent area of early 19th-century houses survives within the old town at 20-4 Prince Albert Street and 1-6 Bartholomews, together with the adjacent buildings of Market Street (Nos. 23-4 and 40-1). Elsewhere in the old town rebuilding and re-facing was more sporadic. Ship Street has particularly good surviving examples that include the wide double-fronted brick-built No. 7 (with bow windows of mathematical tile); a pair of stuccoed terraced houses at No. 15 and Ship Street Chambers (with No. 15 losing the ground floor of its bow-window to a surviving late 19th-century shopfront); Nos. 53-5 (with No. 53 also preserving a late 19th-century shopfront that removed the lower part of the bow window); and No. 22 (re-facing of an earlier building to give a flat three-windowed range with flint cobbles and brick dressings). Other examples within the old town include 77 West Street (stucco with two bow windows) and 74-6 Middle Street (stuccoed 75-6 with full-height bow windows).



Fig. 49. 7 Ship Street.



Fig. 50. Marine Square.

Perhaps surprisingly, however, more concerted (though not at all unified) rebuilding occurred in the areas only recently colonized by new suburbs. Thus, the uniform bow-windowed terrace of South Parade, on the east side of the Steine, had only been built in the 1780s, yet was rebuilt, or at the least re-faced, in the early 19th century. The motivation on this prime site appears to have been both pragmatism (Nos. 20-2 are substantially taller than their predecessors) and fashion (for example, No. 26 was rebuilt by Amon Henry Wilds c.1830 with abundant decoration; and all of the houses as re-designed had first-floor verandas). A similar process occurred nearby at late 18th-century Pavilion Parade (Fig. 42).

It is in the wholly new areas of the suburbs, however, that the impact of the late Georgian and Regency period was greatest. Here architecture developed as unified schemes first seen (excepting conventional smaller terraces) at Royal Crescent (begun 1798). Grand squares, open on their south side, became a feature of both the eastern and western seafronts: Bedford Square (1801-18) led the way, but does not have a unified approach to the façades ensured on later schemes either by covenants or by use of the same architect and builder throughout. The

principal examples of such seafront squares comprise Regency Square (1817-28; Fig. 11), Marine Square (1823-5), Brunswick Square (1824-30; Fig. 17), and Sussex Square (façades completed 1827, many interiors finished later). Smaller and more conventional (i.e. four-sided) squares were also built back from the seafront, as at Clarence Square (c.1810-20; largely re-fronted), Russell Square (c.1820-5) and Norfolk Square (1820s). Terraces continued to be built after 1800, but on a grander scale than before, especially where facing the sea. Surviving examples can be found in the original extent of Kemp Town at Arundel Terrace (1823-8) and Chichester Terrace (1820s and 1830s, with final completion delayed until the 1850s). In Hove, Brunswick Terrace was built in 1824-30. Kemp Town and Brunswick Town also saw large-scale crescents on the seafront, at Lewes Crescent (façades completed 1827) and Adelaide Crescent (begun 1830) respectively.²⁵⁷ It is in this context of grandiose suburban development that the King's Road opened in 1822, bypassing the old town on the seafront, and the link from this to Marine Parade opened in 1829: the focus for fashionable society had moved from the Steine to the seafront itself (section 3.4.1).



Fig. 51. Adelaide Crescent, Hove.



Fig. 52. 32 Brunswick Terrace (Busby and Wilds 1824-8).



Fig. 53. Arundel Terrace, Kemp Town.

Many of the architectural forms found in these grand suburbs were employed before 1800, but were used subsequently on an unprecedented scale. For example, bow windows, which appeared in re-frontings and rebuildings in the old town with increasing frequency from c.1800 (see above), started to be used *en masse* in large-scale architectural compositions: good examples include Brunswick Square and Regency Square (Figs. 11 and 17). However, the large crescents, squares and terraces allowed use of more conventional unifying classical decorative schemes not seen previously in the town, though, obviously, a feature of large-scale street developments elsewhere for the previous century (e.g. Grosvenor Square, London, c.1725-35; or John Wood's works at Bath from 1725-54). Thus, applied orders of pilasters and columns make their appearance and, in their absence, implied orders still follow the Palladian scheme. It being the early 19th century, however, the Neo-Classicism of late Georgian and Regency Brighton and Hove is very much influenced by the Picturesque and, as would be expected, owes less to John Wood's Bath than to, say, John Nash's speculative-built London townhouses: for example, Busby and Wilds' Arundel Terrace, in Kemp Town, is very much redolent of Nash's Chester Terrace (1825) and Cumberland Terrace (1827), both at Regent's Park, London. It is in this context that a relaxed interpretation of classical orders was permissible, with Amon and Amon Henry Wilds' humorous ammonite capitals, first used in 1810 at 166 High Street, Lewes (Gideon Mantell's house), and thereafter occurring in Brighton (e.g. Oriental Place, begun 1825). Nowhere, however, is the taste for the exotic more evident than in the expansion and remodelling of the Royal Pavilion. William Porden's stable-block (now the Dome theatre) of 1803-8 is in Indian style, while John Nash's remodelling (1815-22) of the Royal Pavilion is more eclectic with the Indian elements (such as the domes) combined with Chinese and Gothic detailing.

Neo-Classicism was employed in early 19th-century churches: for example, at Christ Church (Unitarian), New Road (Amon Henry Wilds, 1820); St George's, St George's Road (Charles Busby, 1824-5: Fig. 54); the Congregational chapel, Union Street (Amon Wilds and, possibly, Busby, 1825²⁵⁸); and St John Evangelist, Carlton Hill (George Cheeseman, 1840). But new styles were adopted too, as at Charles Barry's rather unhistorical Gothic Revival of St Peter's, Victoria Gardens (1824-8) and his early essay in the Renaissance style at St Andrew, Waterloo Road (1827-8). At the new town hall (1830-2: Fig. 13),

however, Thomas Cooper stuck firmly to the Greek Revival in line with prevailing (pre-Barry and Pugin's Westminster) civic Classicism.



Fig. 54. St George's church, St George's Road, Kemp Town.

The arrival of the railway in Brighton in 1841 coincided with the end of the comparative lull in construction that had marked the 1830s. The station itself – by David Moccatta – brought a new architectural form to the town (the canopy over the road and the arched roof over the platforms were added in 1882-3²⁵⁹). Access to the station was soon improved by the creation of Queen's Road (1845), removing housing to the north of North Street, but neatly continuing the line and alignment of medieval West Street. Although less directly the result of the arrival of the railway, post-1841 Brighton and Hove saw much more widespread building than before. With the completion of Prince Albert Street in 1842²⁶⁰ the old town achieved a street plan largely identical to that of today.

Initially, the suburbs continued the pattern established in the late 18th and early 19th centuries. The eastern suburbs continued to fill East Laine and Hilly Laine. Likewise the northern suburbs continued to fill North Laine, with the new streets between the station and London Road (in existence by c.1850) followed the curve of both laine and paulpiece. The seafront suburban expansion in Hove after 1840 (i.e.

west of Palmeira Square) was similarly shaped by earlier field boundaries – as in the case of the distinctive splayed plan of Osborne, Medina and Albany Villas. North of Church Road, however, expanding Hove paid less respect to the disappearing agricultural land as it expanded between 1840 and 1880. Brighton in this period began to expand beyond the former common fields, or laines, into the more open sheep down that did not enforce such rigid street patterns. In the north-west of the old parish, the sheep down of Church Hill thus allowed the great arc formed by the west side of the new station, the railway line to Portsmouth, and Terminus Road. To the west of this lies Montpelier Crescent (1843-7) and, as the clearest symbol of a break from the gridded street forms of medieval, post-medieval, and Georgian Brighton, the focus of multi-directional roads known as the Seven Dials. Sheep down to the north-east of the town provided similar scope for Park Crescent (1849) and, still larger, Round Hill Crescent (c.1865). The new railway lines east of the station (to Lewes in 1846 and to Kemp Town in 1869) introduced curves on a grander scale, but had little impact on the developing street pattern of the Round Hill area (due in part to the use of viaducts). The open nature of the area beyond the laines allowed for more than a freer street pattern: echoing the creation of Queen's Park in 1824, it provided room for larger public facilities demanded by the large town, such as the workhouse at Elm Hill (1865-7) and the cemeteries off Dyke Road (1841) and at Bear Hill (1856, and later).



Fig. 55. Terminus Road (1840s): Regency-style bow windows and canted bay windows on modest terraces.



Fig. 56. Adelaide Mansions, Kingsway, Hove (1873).

Architectural form, style and materials used in the town after 1840 were more varied. While the bow window had been displaced from many of the more fashionable and large-scale seafront developments by grander Neo-Classical schemes, its increasingly popular variant – the canted bay window – returned *en masse* as housing construction accelerated. The still expanding seafront at Hove saw construction of the most substantial examples of terraced housing, such as 1-4 Adelaide Mansions, Kingsway, which combines multi-storey bays and verandas (1873). The near-contemporary terraced houses on adjacent First Avenue are only slightly less grand, while the new roads to the west (from Second Avenue to Medina Villas) developed in the late 1870s to 1890s with large detached and semi-detached villas. To the west and north more modest semi-detached and, especially, terraced housing dominated Hove.

Still denser terraced housing of the 1870s-90s survives in suburbs created by the expansion of Brighton northwards to the Lewes railway line: examples abound in the area between The Level and Queen's Park Road, while the comparable between London Road and the station (predominantly built to serve the workers of the railway works) has been largely demolished. Further north, the density of late 19th-century housing in Brighton is lower: while terraces are still a feature (such as at Chester Terrace), they

are more substantial and mixed with streets of semi-detached houses and, even, detached villas (as at Preston Park Avenue). Densely packed terraced housing dominated the suburbs of 1900-14, as in the area east of Preston Barracks (with its new laid roads testaments to the period: Ladysmith Road, Kimberley Road and Mafeking Road), east of Preston village (e.g. Gordon Road and Balfour Road), in the continuing westwards march of Hove (towards Wish Barn) and the northwards expansion of Portslade-by-Sea.

The old town, Regency suburbs and the seafront remained far from untouched during this post-1840 expansion of Brighton and Hove. We have seen (section 3.4.1) that the change in the type of visitors brought by the cheaper and quicker railway consolidated the shift of the focus of the resort from the Steine to the seafront. Despite the transient nature of entertainment, monuments to this period of the seaside town survive. Whilst Eugenius Birch's remarkable West Pier (1863-6) is derelict, Palace Pier (1891-9) remains in use. Likewise, whilst Volk's implausible Rottingdean Railway (1896) has long gone, his 1883 railway running east from the Aquarium (itself a relict of 1872) survives: remarkably survival includes rolling stock from the 1890s.



Fig. 57. Langdale Gardens, Hove: closely packed semi-detached Edwardian suburban villas.



Fig. 58. West Pier: cast-iron frame exposed by dereliction.

It is the seafront promenade, however, that is the chief monument to the 19th-century resort. With origins in the early 19th-century development of King's Road and Grand Junction Road, the form of the promenade projecting seaward on arches, with its ten shelters and cast-iron railings dates from 1883-7. To the east of Palace Pier this continues still more remarkably as the two-storey cast-iron walkway (the lower arcaded, the upper open) of Madeira Terrace, with lift, café and waiting room (Philip Lockwood, 1890-7: Fig. 14).

East of Regency Square, two blocks of seafront terraced houses were replaced by much more substantial hotels, reflecting the changing demands of visitors. The Grand Hotel (1862-4: Fig. 16) had five lifts to serve its nine storeys (plus additional service storeys) and was part of a new wave of seaside hotel building: its architect John Whichcord had built the Clarence Hotel at Dover (1863, also equipped with lifts).²⁶¹ This was followed, in 1888-90, by Alfred Waterhouse's Metropole Hotel, over twice the size and, with its red brick and terracotta façade, in stark contrast to the cream-painted stucco of the earlier seafront buildings.²⁶²

Back from the seafront, building after 1840 included new churches – 11 of which were built at the instigation of Reverend Henry Wagner and

his son Reverend Arthur Wagner – so that the architectural importance of Victorian Brighton and Hove is ecclesiastical as well as secular (despite a series of regrettable church demolitions as recently as the 1980s). Without doubt the most remarkable church is St Bartholomew, Ann Street (Edmund Scott, 1872-4) with its austere 135ft-high unaisled nave and Arts and Crafts decoration by Henry Wilson (1895-1910). Successful examples of cathedral-like scale use of 13th-century gothic survive at All Saints', Eaton Road, Hove (Pearson, 1890); the nave and north aisle of St Michael, Victoria Road (Chapple, 1893, based on the earlier designs of Burges). Amongst new churches and convents (see section 3.4.2), Roman Catholicism brought equally soaring Early English style at St Joseph, Elm Grove (W. Kedo Broder, 1866-9). Within the old town itself is St Paul, West Street (R. C. Carpenter, 1846-8), with its eastern octagonal tower and spirelet on the streetfront (Fig. 21).



Fig. 59. Lower Esplanade, King's Road: arches, railings and lampposts 1883-7, lights 1980s replicas of 1930s originals.

The diversifying economy and the infrastructure demanded by the Victorian and Edwardian town have left an industrial legacy, despite key losses such as the railway works, next to Brighton station. This includes the railway stations at Brighton (1841: see above) and, in Tuscan-villa style, at Portslade (1857) and Hove (1865-6, expanded 1879); substantial brick-built London Road Railway Viaduct (1845-6); Goldstone

Pumping Station (1866), with its operational beam engine of 1872; and John Dudney's brewery at Portslade (1881).



Fig. 60. Former Southdown Brewery, Portslade (1881).

The extensive 20th-century suburbs of Brighton and Hove, with their increased provision of semi-detached housing, but also including blocks of flats, fall almost entirely outside the EUS study area. The development of council housing, however, is an important feature of this suburban expansion and merits a summary account. Moulsecoomb was the corporation's first large-scale estate, beginning with comparatively spacious South Moulsecoomb in the early 1920s, followed by more densely built North Moulsecoomb in 1926-30. This was extended with the building of the Bevendean estate in the early 1930s, and with the East Moulsecoomb estate from 1935. Construction continued in the late 1940s and 1950s with housing in the Halland Road area and the Bates estate. Hollingbury housing estate on the north-western slope of Hollingbury is the largest post-war council estate in the borough, beginning in 1946 at Midhurst Rise and Petworth Road, and was completed in 1964. The council estate at Hollingdean was mostly built in the 1950s, with additions – including the tower blocks off Upper Hollingdean road – of the 1960s.²⁶³

While expansion has been the main theme in the topography and architecture of the town since 1800, it is evident that it is also a story of loss. Slum clearance has had perhaps the greatest

impact. This began, almost incidentally, as early as 1845, with the construction of Queen's Road and the demolition of squalid housing in Durham Street, Petty France Street and part of Air Street. More deliberate municipal clearances date from 1876, north of Church Street, in the area east of Bread Street. Replacement of slums followed in the most densely packed areas north and south of Edward Street, with the creation of St James's Avenue, White Street, Blaker Street and Tillstone Street (1889-98). More significant clearances began in the 1930s driven by government subsidy. The Albion Hill area (east of Grand Parade and north of Edward Street) and the area to the east (north and south of Eastern Road) have been most affected as the degenerated stock of small terraced houses was targeted for municipal redevelopment: the Second World War halted work, but heavy bombing in the area increased the scope and need for redevelopment. As well as demolition of terraced houses, the dense street plan was thinned out north of Edward Street, and the main east-west streets of Sussex Street and Richmond Street were severed by the imposition of curved Ashton Rise/Grove Hill on the earlier gridded plan.



Fig. 61. 20th-century rebuilding in West Street following demolition of the west side for widening in 1928-38.



Fig. 62. The Kingswest complex (Russell Diplock, 1965), marking the beginning of the Churchill Square development.

The more substantial plots arising from the new street plan of the Albion Hill area allowed for large-scale public buildings. These include Milner Flats (the first corporation flats in Brighton, 1934), the municipal market (1937: closed 2004) and – all by the architect Percy Billington – the rebuilt College of Art (1965), the police station (John Street, 1965), and the court house (at Edward Street/John Street, 1967). The Eastern Road area redevelopment included five council tower blocks of the late 1960s and early 1970s. Other areas of slum clearance include the terrace housing (largely for railway workers) between the railway engineering works and goods yard, and London Road (beginning with Blackman Street, Whitecross Street and Wood Street, in 1962).²⁶⁴

In addition to slum clearance, continuous redevelopment within the historic town has seen loss to large-scale redevelopment (such as the Churchill Square area) and, with equal effect, road widening schemes (such as that of the west side of West Street in 1928-38, and North Street in 1927-36 and the early 1960s²⁶⁵) and piecemeal redevelopment. The process is common to many towns, but the loss of particular examples at Brighton and Hove is noteworthy. For example, the demolition of St Margaret's, Cannon Place (1959), and St Anne's, Burlington Street (1986) is unfortunate,

and symptomatic of a general failure to address the important ecclesiastical heritage of Brighton and Hove.²⁶⁶ The 1978 closure and subsequent demolition of the Black Rock lido meant the loss of the town's principal Art Deco seafront building (as well as its much-valued open-air pool); the Black Lion Brewery was demolished in 1968 (despite its local reputation as the 'oldest brewery in the world') and replaced in 1974 by the present pastiche;²⁶⁷ and the Central National School, Church Street, was demolished in 1971 while a protection order was held up in a postal strike.²⁶⁸ Although not driven by urban redevelopment, the now almost total decay of the West Pier (undoubtedly, one of the most important piers in the country) has been perhaps the most publicly debated loss (Fig. 57).

In the suburbs, redevelopment of late 19th and early 20th-century houses – especially large detached villas – has occurred, typically with replacement by blocks of flats. This has been prevalent in Hove, where the seafront (Kingsway) in particular has offered scope for flats aimed at the retired population.



Fig. 63. Kingsway, Hove: late 20th-century flats built on the site of early 20th-century villas.

Despite the large losses to slum clearance and redevelopment, an increasing awareness of the value of the historic buildings and topography has played a role in shaping the town since the 1930s. For example, the small-scale post-

Second World War developments in the Lanes at Brighton Square (1966) and Dukes Lane (1979) reveal a changing approach to historic fabric: the mock-Regency style of the latter being an attempt to replicate the historic architecture that is increasingly valued by visitors to the town. Elsewhere, new buildings have attempted sympathetic references to Regency Brighton rather than complete pastiche: examples include

9 Castle Square and adjacent 45 East Street. There has also been an increasing focus on conserving the truly historic, as seen, for example, through the increasing number of conservation areas (and their expansion), which include both the obvious areas of late Georgian architecture and areas of more modest housing such as North Laine.

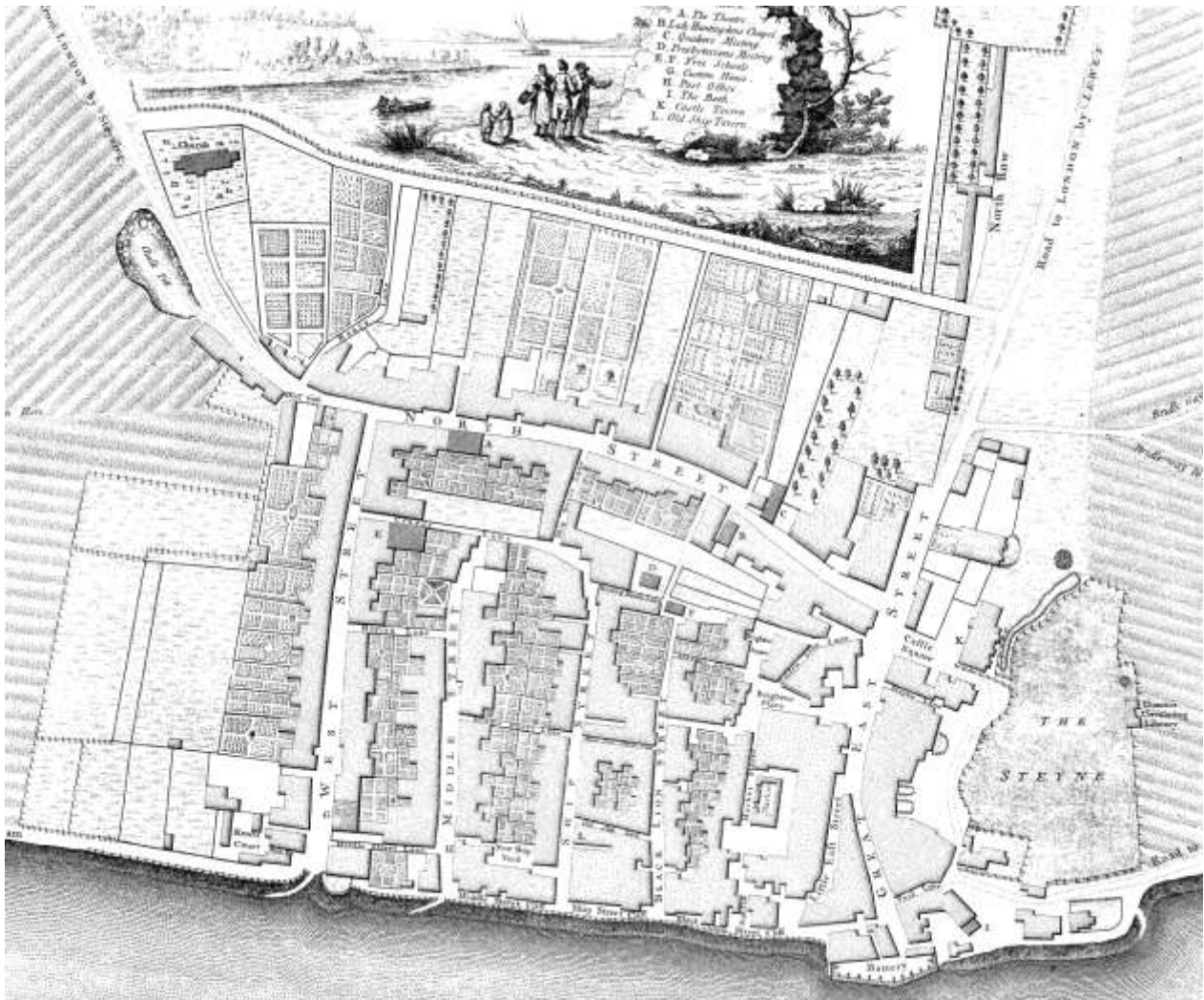


Fig. 64. Yeakell and Gardner's map of Brighton (1779).

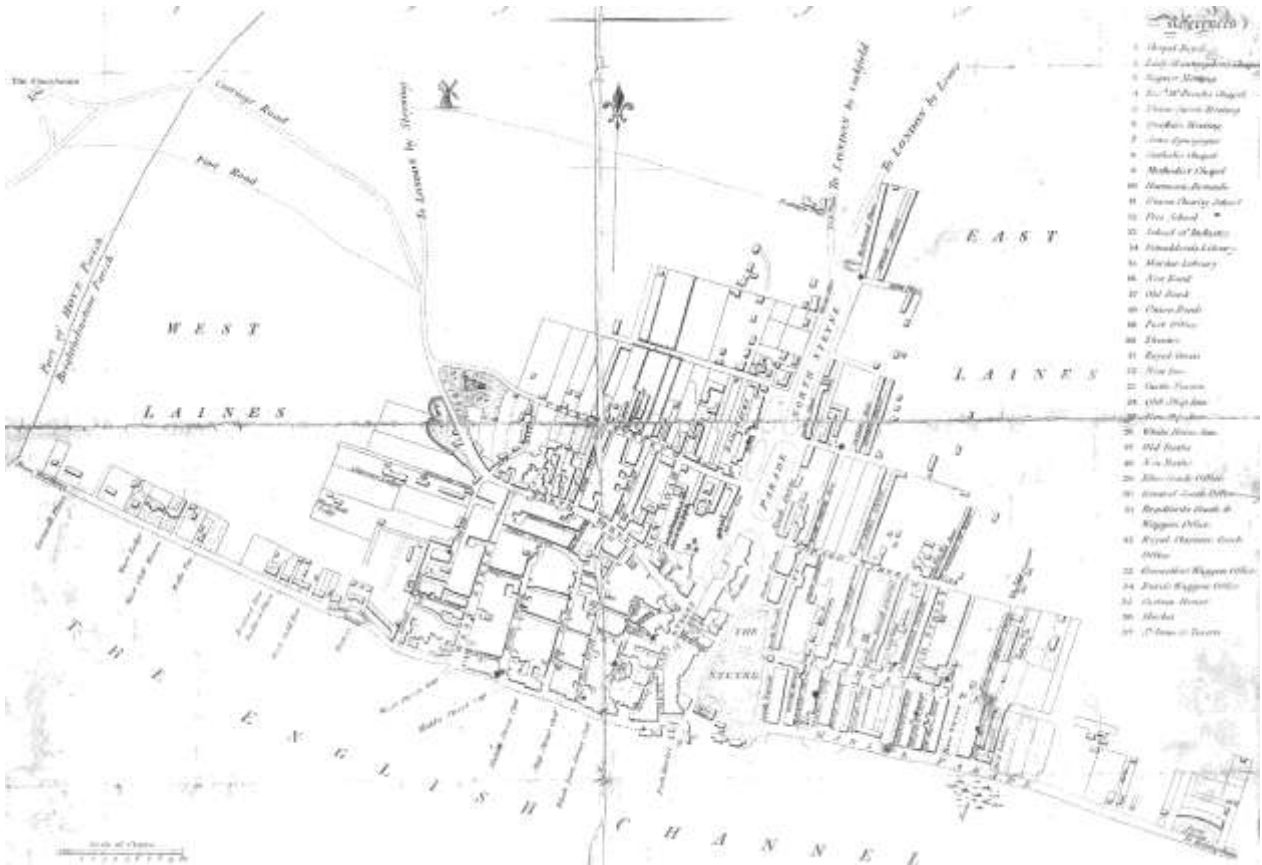


Fig. 65. J. Marchant's map of Brighton (1808).



Fig. 66. Hove Tithe Map, 1839 (copy in East Sussex Record Office).



Fig. 67. Brighton Tithe Map, 1852 (copy in *East Sussex Record Office*).



Fig. 68. Portslade Tithe Map, 1840 (copy in *East Sussex Record Office*).

5 STATEMENT OF HISTORIC URBAN CHARACTER

5.1 Town summary

5.1.1 *Historic environment overview*

Although a significant fishing town – especially during the late 16th and early 17th centuries, when it was the most populous town in Sussex – Brighton went into decline and was only revitalized by its new function as a resort in the second half of the 18th century. Since then it has grown well beyond its early post-medieval extent, with the 19th and 20th-century suburbs engulfing the neighbouring medieval villages of Portslade, Hangleton, West Blatchington, Hove, Preston, and Patcham (Aldrington having been lost previously to erosion). Little survives in the way of pre-1740 buildings. While this is in part due to modern (post-war) development, much was lost to the rebuilding occasioned by development of the resort in the second half of the 18th century, and in the early 19th century. Fortunately much of Georgian and Regency Brighton and Hove survives, as later building tended to expand the boundaries of the town rather than completely rebuild it. Moreover, it is important to recognize that the wide range of Victorian and 20th-century buildings (including domestic, seaside and ecclesiastical), add much to the historic value of the Brighton and Hove. Less visible is the archaeological evidence of the pre-resort town, with its medieval origins. Unlike the archaeological sites located in the suburbs, the archaeological potential of the old town has not been realized through controlled excavation, although it is likely that much will have been lost to redevelopment from the 18th century onwards.

5.1.2 *Historic environment designations (Map 4)*

There are 325 listed buildings and monuments (or groups thereof – significant as whole terraces are often included in a single listing) in the EUS central study area (i.e. the pre-c.1800 extent of the town), with another 772 in the extended EUS study area of the pre-1914 suburbs, giving a total of 1,097. Of all these, 21 are Grade I, 52 are Grade II*, and 1,024 are Grade II. In terms of dating, 11 predate 1500; seven are 16th-century; eight are 17th-century; 115 are 18th-century; 499 are from 1800-40; 253 are from 1841-1880; 170

are from 1881-1913; and 34 are from 1914-45. Just over 97.5% of the listed buildings and monuments (or groups) are of 18th-century or later date.²⁶⁹

There are 33 Conservation Areas in the modern administrative area of Brighton and Hove, although this includes examples outside the contiguous built-up area (e.g. Ovingdean). There are no Scheduled Monuments in the EUS study area, although the scheduled Neolithic causewayed enclosure of Whitehawk Camp lies immediately outside (and has been partly built on by late 20th-century housing), and Hollingbury hillfort (an Early Iron Age hillfort) is almost entirely surrounded by the 20th-century suburbs of Brighton and Hove.

5.1.3 *Historic building materials*

The dominance of any building material in the medieval and early post-medieval town is uncertain as there are no secular buildings from the old fishing town identifiably surviving from these periods. The church of St Nicholas (the one surviving medieval building of Brighton itself) is of flint rubble with ashlar dressings (and a Caen stone font), and similar materials were used in the parish churches later engulfed by the suburbs of Brighton and Hove, and in the high status medieval secular buildings (e.g. Portslade Manor House), and 16th and 17th-century village houses. However, timber-framed construction does survive from the 17th century in the villages (e.g. at 28 and 29 Church Hill, Patcham) and from the 18th century within Brighton itself (e.g. 43 Meeting House Lane) and it is likely that use of timber frame was widespread in the old town – and on the lower town beach settlement that served the fishing interest – in the medieval and early post-medieval periods.

Flint continued to be used – both knapped and, more typically, as beach cobbles (sometimes tarred on the exterior) – in the building of the seaside resort in the late 18th and 19th centuries, although it was increasingly obscured by stucco. The post-1750 architecture of the town saw a new material in the form of mathematical tile used both for re-fronting and for new builds. In parallel, use of brick expanded hugely, with brickfields opened on the edge of the expanding town, and, after the arrival of the railway, became the dominant building material of the new suburbs.

5.2 Historic Character Types

5.2.1 Historic Character Types and chronology (Maps 5-14)

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

Table 1. Sussex EUS Historic Character Types

Historic Character Types have been developed in the Sussex EUS to describe areas of common character by reference to generic types found across all 41 towns. Historic function is often the key determinant of character type, hence the term ‘Historic Character Types’ and the time-depth implicit in many of the types in Table 1 (e.g. *regular burgage plots*). The types also

reflect the character of these towns, and, thus, they are different from those that would be applied nationally or to another county.

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

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

Table 2. Sussex EUS chronology

This approach gives time-depth to the map-based character component of the Sussex EUS, and is structured to take account of both upstanding and buried physical evidence of the past. It enables the generation of maps (e.g. Maps 5-12) showing the changing land use of the urban area throughout the history of each town, and, through use of the Geographical Information System developed as part of this assessment, for simple interrogation of any area in the town to show all its known past land uses.

5.2.2 Historic Character Types in Brighton and Hove (Maps 13-14)

Although Historic Character Types represent county-wide types, modern Brighton and Hove is characterized by its particular concentration of some types and the comparative rarity, or

absence, of others. For example, the identification of *regular burghage plots* reflects the medieval origins of the town, but the small proportion of this – compared to *irregular historic plots* – is a result of the modest extent of the medieval town and the considerable post-medieval reorganization and expansion.

Historic Character Types for Brighton and Hove are mapped only for the historic core, established by c.1800 (and typically much older).

5.3 Historic Urban Character Areas (Maps 15-17)

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 Brighton and Hove combines four present day Historic Character Types that represent *irregular historic plots* dating from Period 6 (1150-1349) and later, a *market place* of Period 10 (18th-century) and *public area* of Period 11 (1800-40) that derive from a *religious house* of Period 5 (1066-1149), and a *retail and commercial area* that derives from Period 11 onwards. Combining this complexity into a single HUCA called *Bartholomews* 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. Historic Urban Character Areas are mapped for the entire EUS study area in Brighton and Hove: i.e. across the c.1914 extent of the town.

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 18th, 19th and 20th-century development and that it is misleading to assume complete destruction. Also, whilst pre-urban archaeology (such as the prehistoric, Romano-British, and Anglo-Saxon features and finds that are likely to be located in the Brighton and Hove area) tells us little about the towns themselves, it contributes to wider archaeological research.

In assessing the likelihood of buried archaeology within areas in the towns there has been consideration of the potential for archaeology 'buried', or hidden, within later buildings and structures, as well as that for below-ground features: in the absence of a systematic detailed survey of the interior of buildings in the old town – and the historic village cores – this potential could be surprisingly significant in the case of Brighton and Hove.

5.3.3 Historic Environment Value (Map 17)

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 Brighton and Hove City.

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 Brighton and Hove (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 Historic Urban Character Areas of Brighton and Hove (Maps 15 and 16)

The following assessments of the Historic Urban Character Areas (HUCAs) of Brighton and Hove commence with those that make up the historic core – i.e. the pre-c.1800 town. Inevitably, these assessments are more extensive than those that relate to more recent expansion of the town.

HUCA 1 Bartholomews (HEV 3)

HUCA 1 is in the centre of the medieval and modern town. Its origins lie in the dependent parochial chapel in existence by 1147 and dedicated, by c.1185, to St Bartholomew. This was made redundant at the suppression of chantries (in 1547), and was ruinous when sold two years later, thus creating a space in the burgeoning town that has since had a largely public and market function.

Although no evidence of the former chapel survives above ground, today the area retains a significant public function as it is dominated by Brighton Town Hall. There are 23 listed buildings, groups of buildings, or monuments (all

Grade II), of which six are Period 10 (18th century), 14 are Period 11 (1800-40), and three are period 12 (1841-80). The unbroken run of listed buildings along both sides of the part of Prince Albert Street that falls within this area is noteworthy as is the almost unbroken run of listed buildings that continues this line across the north side of Bartholomew's. However, it is the Town Hall, built in 1830-2 (Thomas Cooper) in Greek Revival style that is the dominant historic building.

Historic plots are not evident due to the fact that the plots rarely extend beyond the confusion of buildings along the street frontages; there has been substantial rebuilding along the south and west sides of the area; and most of the area falls within the putative extent of the precinct of the suppressed chapel. That said, the square in which the present Town Hall sits perpetuates to some degree the medieval and post-medieval difference (and openness) of this part of the old town.

The rebuilding of the area since the late 18th century – especially in the case of the large-scale late 20th-century developments at the south and west of the HUCA – means that **archaeological potential** of this HUCA is moderate, although pockets of pre-1700 archaeology may survive amongst the earlier buildings.

The number of 18th and early 19th-century buildings, the completeness of historic street-fronts (especially Prince Albert Street and the north side of Bartholomews), and the archaeological potential give this HUCA an **Historic Environment Value (HEV)** of 3.

HUCA 1 has seen significant change in the 20th century (principally through the loss of the Market, and the loss of 18th and 19th-century houses – and earlier lanes – south of the Town Hall). The Historic Environment Value of the area means that **vulnerability** is medium. Perhaps the greatest threats are to alteration or loss of the unlisted buildings (which include many of 19th-century date and not insignificant historic interest) within the block delimited by East Street, King's Road and the east side of Bartholomews.

Research questions especially relevant to this HUCA relate to the foundation of the town and the chapel of St Bartholomew (RQ5 and RQ10).

HUCA 2 The Lanes (HEV 3)

HUCA 2 lies on the northern edge of the medieval and pre-resort town. The name The Lanes derives from the narrow passageways

that are a famous feature of this part of Brighton, but their origins appear similar to the narrow east-west lanes that run between the main north-south streets elsewhere in the old town. The passageways may be medieval – or early post-medieval – but the dense building up of this area may be at least in part a feature of the resort period: certainly the area of Brighton Square and northwards was unbuilt in 1779.

Today the area remains dominated by closely packed houses (mostly functioning as shops), predominantly with frontages on narrow passageways (although the HUCA includes the more substantial Brighton Place and a short length of the west side of East Street), and much of it provides an interesting contrast with the more grandiose survivals from the early resort period. There are 48 listed buildings, groups of buildings, or monuments (all Grade II), of which 34 are Period 10 (18th-century), nine are Period 11 (1800-40), three are Period 12 (1841-80), and two are Period 13 (1881-1913). This includes the Friends' (i.e. Quaker) Meeting House (c.1805-8); and the former Congregational chapel, Union Street, (later the Elim Tabernacle, now converted to commercial use) of 1825 (Busby and Wilds). Several houses in The Lanes appear early, but, as in the case of the jettied and weather-boarded house at 43 Meeting House Lane, a pre-18th-century date has yet to be demonstrated. There are several examples of intact 19th-century shopfronts, with good examples at 31 East Street, 49-50A Meeting House Lane, and 53-5 Ship Street.

Historic plot boundaries partly survive between West Street and Ship Street (especially towards the south of the HUCA) and suggest survival of medieval burgage plots oriented at right-angles to the principal north-south streets. The narrow east-west lanes (such as South Street and Ship Street Gardens) appear to follow such boundaries rather than to have developed from yards and entrances within large plots.

The rebuilding of the area during and since the 18th century means that **archaeological potential** of this HUCA is moderate, although some pockets of pre-1700 archaeology may survive amongst the earlier buildings.

The survival of numerous townhouses predominantly of 18th and 19th-century date, together with public buildings, within the framework of probably medieval streets and, even, plots, combine with the archaeological potential to give this HUCA an **Historic Environment Value (HEV)** of 3.

HUCA 3 has seen substantial change since the Second World War. Most significant has been the redevelopment along the east side of West Street, at Middle Street School, at the Old Ship Hotel and at Duke's Lane. The most significant threat is to further redevelopment, especially to small-scale unlisted 19th-century buildings: this risk is doubtless increased where buildings are in poor condition and unoccupied (e.g. at the time of writing, in parts of Middle Street). As a result **vulnerability** is medium.

Research questions especially relevant to this HUCA relate to zoning within the medieval and post-medieval town (RQ9 and RQ14).

HUCA 3 Old Town – west (HEV 3)

HUCA 3 comprises the western part of the medieval and pre-1740 town, and includes the main north-south streets of West Street, Middle Street, Ship Street and Black Lion Street, as far north as Duke Street/Prince Albert Street. As such it appears to have been densely occupied in the medieval period and more so during the fishing boom of the late 16th and early 17th centuries: the building of houses off the narrow lanes, or passageways, between the main streets may date from this period.

Today the area remains dominated by the continuously built-up frontages of streets that are predominantly commercial, with offices and hotels featuring as much as shops, and with some narrow connecting lanes having a more residential character. There are 32 listed buildings, groups of buildings, or monuments (29 Grade II; and three Grade II*), of which one is Period 9 (17th-century), eight are Period 10 (18th-century), 15 are Period 11 (1800-40), four are Period 12 (1841-80), and four are Period 13 (1881-1913). The concentration of listed buildings on Ship Street reflects the particularly good survival of 18th and 19th-century townhouses on this street. Individually important buildings include the Old Ship Assembly Rooms of 1767 (Grade II*), which preserves interiors of the assembly room and ballroom that are a remarkable record of the season in the early years of the resort. Also of architectural note – and as a reflection on different aspects of the history of the town – are the synagogue (1874-5) and the bingo hall (opened as an ice rink in 1897, converted to the Hippodrome theatre and circus in 1901), both in Middle Street and both Grade II*.

Historic plot boundaries partly survive in the southern two-thirds of the HUCA at right-angles to the main north-south streets, possibly suggesting survival of medieval burgage plots.

The rebuilding of the area since the late 18th century – especially concentrated along West Street and the King's Road – means that **archaeological potential** of this HUCA is moderate, although it is possible that pockets of pre-1700 archaeology may survive amongst the earlier buildings.

The number of 18th and early 19th-century buildings, the survival of early plot boundaries, the completeness of historic street-fronts (especially Ship Street), and the archaeological potential give this HUCA an **Historic Environment Value (HEV)** of 3.

HUCA 3 has seen considerable change in the 20th century (principally through the piecemeal replacement of individual 18th and 19th-century houses). The Historic Environment Value of the area means that **vulnerability** is medium. Perhaps the greatest threats are the alteration or loss of unlisted buildings, such as those of 19th-century date on Middle Street (which include some currently unoccupied properties).

Research questions especially relevant to this HUCA relate to the founding of the town, and the origins of the gridded street plan and burgrave plots (RQ5, RQ7 and RQ8).

HUCA 4 Church (HEV 4)

HUCA 4 comprises the north-western part of the medieval and pre-1740 town, and is centred on the medieval parish church that predates the foundation of the medieval town.

Today the area remains dominated by the church and churchyard, although it is now built up on its east and southern sides. It lies on the edge of the retail centre of the modern city. There are nine listed buildings, groups of buildings, or monuments (eight Grade II; and one Grade II*), of which one is Period 6 (1150-1349), six are Period 11 (1800-40), and two are Period 12 (1841-80). Six of these are monuments within the churchyard although this does not include the unlisted remains of what appears to be a medieval market immediately south of the south door to the church. The two listed buildings comprise Wykeham Terrace (a terrace of 12 built in Gothic style in 1827-30) and, most significantly, the Grade II* church of St Nicholas (13th and 14th-century in date but heavily restored in the 19th century: an early to mid-12th-century font probably comes from an earlier church on the same site).

In 1779 the only buildings other than the church in this HUCA comprised a small row of houses in the area now occupied by 2-8 Dyke Road and the entrance to Queen Square, with gardens

covering much of the area not occupied by the churchyard. Expansion of the churchyard and building of housing along the south and east sides of the HUCA in the later 18th and the 19th centuries means that **archaeological potential** of this HUCA is moderate to high, but largely limited to the medieval churchyard (and, especially, the footprint of the church itself).

The 19th-century buildings and monuments, the possible medieval cross, the medieval parish church, and the archaeological potential give this HUCA an **Historic Environment Value (HEV)** of 4.

HUCA 4 has seen significant change in the 20th century (principally through the loss of the former Congregational church and adjacent houses in Air Street in 1984, the site now occupied by Queen Square House). Although the former parish church and churchyard are comparatively well protected, unlisted 19th-century houses in Queen Square, Queen's Road and Zion Gardens are vulnerable to redevelopment, meaning that that **vulnerability** is medium.

Research questions especially relevant to this HUCA relate to the origins of the church of St Nicholas (RQ2).

HUCA 5 Old Steine (HEV 3)

HUCA 5 lies mainly east of the medieval and early post-medieval old town and comprises the Old Steine and surrounding buildings. The Steine was a useful piece of common land prior to the resort, used for such activities as informal sport and, more regularly, for drying nets. From the beginning of the use of the town as a resort, the Steine was quickly established as the sheltered focus for promenades and fashionable society, although it became eclipsed by the seafront from c.1820.

Today the area remains open, with a central formal garden and surrounding houses giving it the feel of a large square. Although vehicular access was a feature of the Steine in its fashionable heyday (it being the point where the London and Lewes roads unloaded their visitors from the mid-18th century), this historic function has little in common with the one-way road system that now dominates the HUCA. There are 42 listed buildings, groups of buildings, or monuments (39 Grade II; two Grade II*; and one Grade I), of which 13 are Period 10 (18th-century), 22 are Period 11 (1800-40), four are Period 12 (1841-80), one is Period 13 (1881-1913), and two are Period 14 (1914-45). These listed buildings are almost continuous around the perimeter of the Old Steine. Individually

important buildings include Robert Adam's Marlborough House, 54 Old Steine (Grade I); and the late 18th-century townhouses with canted bay windows at 44 Old Steine (Grade II) and 9 Pool Valley (Grade II*).

The rebuilding of the area since the late 18th century – especially during the early 19th century – combined with the fact that it lies largely outside the extent of the medieval and early post-medieval town means that **archaeological potential** of this HUCA is moderate, although pockets of pre-1700 archaeology may survive amongst the buildings along Pool Valley and East Street.

The number of 18th and early 19th-century buildings, the exceptional Marlborough House, and the completeness of the historic frontages facing the Old Steine, and the archaeological potential combine to give this HUCA an **Historic Environment Value (HEV)** of 3.

HUCA 5 saw significant change in the 19th century (principally through rebuilding of 18th-century townhouses), but – aside from the impact of the motor car – the area has been relatively stable since. The Historic Environment Value of the area means that **vulnerability** is low, with the most substantial threat being to the 19th and early 20th-century unlisted buildings (such as those on East Street).

Broad, or Brighton and Hove-wide, **research questions** only apply to this area.

HUCA 6 Pavilion (HEV 5)

HUCA 6 lies mainly north-east of the medieval and early post-medieval old town and is centred on the open area north of the Old Steine: i.e. the area in the vicinity of the Royal Pavilion. From the beginning of the use of the town as a resort, the Steine and the open land to the north within this HUCA was quickly established as the sheltered focus for promenades and fashionable society, although it became eclipsed by the seafront from c.1820. Part of the HUCA was acquired for the garden extending eastwards from the Royal Pavilion.

Today the area remains largely open, centred on the formal gardens of the Royal Pavilion and Victoria Gardens. As with the Old Steine to the south, the surrounding houses giving it the feel of a large square. Here again, though, the fashionable promenade – which combined easily with it being the point where the London and Lewes roads unloaded their visitors from the mid-18th century – has become a major route for motor vehicles that now dominates the HUCA.

There are 30 listed buildings, groups of buildings, or monuments (25 Grade II; three Grade II*; and two Grade I), of which five are Period 10 (18th-century), 11 are Period 11 (1800-40), three are Period 12 (1841-80), two are Period 13 (1881-1913), and seven are Period 14 (1914-45). These listed buildings account for the majority of the buildings in the HUCA. Most famously, the individually important buildings include the Royal Pavilion (converted and expanded by Henry Holland from an existing lodging house in 1786-7; remodelled by John Nash in 1815-22. Grade I) together with the North Gate (Joseph Good, 1832: Grade II*), and the former stable (and related) buildings by William Porden (1803-8), now the Corn Exchange and Dome theatre (Grade I), the Museum and Art Gallery (Grade II*).

The area has seen little change since the 19th century but the amount of 18th and 19th-century building and the location outside the extent of the medieval and early post-medieval town means that **archaeological potential** of this HUCA is limited.

The number of 18th and early 19th-century buildings and, above all, the Royal Pavilion and its associated buildings, and the archaeological potential combine to give this HUCA an **Historic Environment Value (HEV)** of 5.

Although the Historic Environment Value of the HUCA 5 is so high, it has not seen significant change since the 19th century – aside from the impact of the motor car – and, thus, the **vulnerability** of the area is low.

Broad, or Brighton and Hove-wide, **research questions** only apply to this area.

HUCA 7 North Street (HEV 2)

HUCA 7 lies on the northern edge of the medieval and pre-1740 town, and includes the main east-west route of North Street itself, together with the buildings and streets running northwards (to Church Street) and, to a lesser degree, southwards. Although already used in the mid-18th century for such urban fringe functions such as gardens and stables, the rear of North Street plots became more highly developed in the late 18th and early 19th centuries as the north-south streets were created and built up: the last of these streets was New Road, formed in 1805 to replace the northern part of Great East Street blocked by the expanding grounds of the Royal Pavilion. By the late 18th century North Street had established itself as one of the principal shopping streets.

Today, North Street remains a principal shopping area, with most of the streets off North Street also part of the retail centre of the town. There are 31 listed buildings, groups of buildings, or monuments (30 Grade II; and one Grade II*), of which one is Period 9 (17th-century), three are Period 10 (18th-century), 16 are Period 11 (1800-40), five are Period 12 (1841-80), four are Period 13 (1881-1913), and two are Period 14 (1914-45). The majority of the listed buildings lie away from North Street itself, with particular concentrations on New Road and Bond Street. Important buildings, or groups of buildings, include the Chapel Royal, North Street (the first new church of the resort, built in 1793-5: Grade II*); and 1-10 New Road (c.1805, with the much-altered colonnade added in 1823; Grade II).

The rebuilding of the area – and expansion on to hitherto open land – since the late 18th century has been extensive and has included considerable 20th-century redevelopment. This means that **archaeological potential** of the HUCA is limited.

The concentration of listed buildings on Bond Street and New Road and opposite this, to the south of North Street, and the archaeological potential give this HUCA an **Historic Environment Value (HEV)** of 2.

HUCA 7 has seen substantial change in the 20th century (principally on the north side of North Street, through street widening and large-scale rebuilding west of Bond Street). Pressure for further redevelopment (especially along the North Street frontage) health centre) remains, but the modest Historic Environment Value suggest that the **vulnerability** of the HUCA is low: the greatest threat is redevelopment of the unlisted small-scale buildings (many 19th century) that front the south side of North Street to the west of Bond Street.

Research questions especially relevant to this HUCA relate to the founding of the town, and the origins of the gridded street plan and burgage plots (RQ5, RQ7 and RQ8).

HUCA 8 Seafront – central (HEV 4)

HUCA 8 lies on the southern edge of the surviving footprint of the medieval and post-medieval town, although erosion has seen reduction of the above-cliff extent of the earlier town and loss of the undercliff foreshore (the last of the fishing related buildings there destroyed by a storm in 1705). The 1.8km east-west extent of the HUCA marks the pre-1800 limit of the built-up seafront at Brighton, although the

western extent of this then comprised a scatter of larger detached villas, later replaced by the more densely packed post-1800 squares and streets.

Today, this HUCA forms part of a much wider seafront, but remains the focus of the seaside element of the modern resort: most notably the area includes the famous seafront hotels (the Grand and the Metropole), both piers and the Sea Life Centre. There are 53 listed buildings, groups of buildings, or monuments (45 Grade II; eight Grade II*; and one Grade I) within, or partly within, the HUCA, of which 25 are Period 11 (1800-40), nine are Period 12 (1841-80), 16 are Period 13 (1881-1913), and four are Period 14 (1914-45). The majority of the listed buildings lie on the north side of Kingsway, from the Grand Hotel (1862-4: Grade II) westwards, including Bedford Square (begun 1801: Grade II) and, on the grander scale, Regency Square (begun 1817: Grade II*). 19th-century seaside amusement is well represented by West Pier (1863-6, closed 1975 now derelict: Grade I) Palace Pier (1891-1899), and the Sea Life Centre (formerly the Aquarium: 1872). The seafront promenade, however, is the principal monument to the 19th-century resort: with origins in the early 19th-century development of King's Road and Grand Junction Road, the form of the promenade projecting seaward on arches, with its ten shelters and cast-iron railings, dates from 1883-7.

The rebuilding of the area since 1800 has been extensive, meaning that **archaeological potential** of the HUCA is limited.

The low archaeological potential is outweighed by the survival of numerous elements of the 19th-century seaside resort – such as Regency houses, later 19th-century hotels, piers and promenade – and give this HUCA an **Historic Environment Value (HEV)** of 4.

HUCA 8 has seen little permanent change in the 20th century for an area so commercially active and exposed to the elements, with the two most obvious changes being the rebuilding of the Bedford Hotel (following fire in 1964) and the almost complete loss of the West Pier (Grade I). The impact of such changes, however, and considerable Historic Environment Value suggest that the **vulnerability** of the HUCA is high: perhaps the greatest threat is to key elements of the 19th-century seaside resort that are both listed (e.g. the remains of the West Pier) and unlisted (e.g. the structure of the promenade itself and the Metropole Hotel).

Research questions especially relevant to this HUCA relate to the undercliff (RQ6).

HUCA 9 Little Laine (HEV 3)

HUCA 9 lies east of the medieval town and the Steine. It comprises a pre-1800 suburb set out on part of the open field of Little Laine. The southern half (Cliff Furlong) was developed first – from the mid-1780s – for fashionable housing. Away from the sea view, the northern part of Little Laine (Upper Furlong) also saw attempts from 1792 to emulate the area to the south (such as at Dorset Gardens), but by the late 1790s development of the furlong was soon focused on providing more modest houses for the expanding number of tradesmen and artisans. The pattern of the earlier farmland is imprinted on the HUCA. The three main east-west streets (Marine Parade, St James's Street and Edward Street) follow the boundaries of its two furlongs (Cliff Furlong and Upper Furlong): these boundaries were already marked by trackways (or 'leak ways'), with Marine Parade itself marking a more substantial early coastal route. The subsidiary north-south streets mark the orientation and pattern of the smaller paulpieces: blocks acquired for the speculative building of townhouses.

Today the area combines hotels, housing and shopping (the latter focused on St James's Street). There are 52 listed buildings, groups of buildings, or monuments (all Grade II), of which 15 are Period 10 (18th-century), 32 are Period 11 (1800-40), one is Period 12 (1841-80), and five are Period 13 (1881-1913). These buildings are concentrated south of St James's Street, with the most notable group being those forming the square of the New Steine (set out 1790s, with buildings from the early 19th century). Nearby Camelford Street and Charles Street has more modestly scaled late 18th-century houses (with numerous examples of mathematical tiles and bow windows; e.g. 20-3 Charles Street: Grade II). Still smaller houses for artisans survive north of St James's Street, with early 19th-century examples at 1-6 St James's Place (several with cobbled façades); their more modern counterpart, built in 1910 in Arts and Crafts style, at 23-30 High Street is an early example of council housing.

The dense building of the area since 1780 (with redevelopment since) on former farmland means that **archaeological potential** of the HUCA is limited.

Despite the low archaeological potential, the survival of numerous late 18th and early 19th-century houses (and, as we have seen, later

buildings of historic interest) gives this HUCA an **Historic Environment Value (HEV)** of 3.

HUCA 9 has seen modest change in the 20th century, with the notable exception of the High Street area where substantial redevelopment includes high-rise St James's House (1966) and 154 Edward Street, and saw the first post-Reformation Roman Catholic church in the town (High Street, 1806-7) demolished in 1981 (the site now occupied by Kebbell Lodge). With numerous unlisted buildings surviving from the formation of this suburb around 1800 – and thus susceptible to similar redevelopment – the **vulnerability** remains relatively high.

Broad, or Brighton and Hove-wide, **research questions** only apply to this area.

HUCA 10 North Laine – south (HEV 2)

HUCA 10 lies north of the medieval and early post-medieval town. It comprises a pre-1800 suburb set out on the southern furlong (First Furlong) of the open field of North Laine. As gardens and crofts to the south between North Street and Church Street were built up in the 1770s and 1780s, urban fringe usage such as market gardens, workshops and stables pushed into First Furlong, replaced in the very late 18th century and early 19th century by workers housing and workshops.

Today the area is largely commercial, combining retail (e.g. Gardner Street), offices and depots: it also includes a swimming pool complex. There are four listed buildings (all Grade II), of which two are Period 11 (1800-40), one is Period 12 (1841-80) and one is Period 13.

The dense building of the area since 1790 (with major redevelopment since) on former farmland means that **archaeological potential** of the HUCA is limited.

The quality of the predominant late 20th-century redevelopment, the modest survival of historic buildings, and the limited archaeological potential combine to give this HUCA an **Historic Environment Value (HEV)** of 2.

HUCA 10 has seen radical change since 1945, with the loss of houses on the north side of Church Street to road widening, loss of Jubilee Street and adjacent houses in the 1950s (the site then used as a car park), loss of Bread Street and adjacent housing to redevelopment (notably the office block Sovereign House; 1989), demolition of houses and the adjacent theatre on Spring Gardens (now depots and a multi-storey car park), demolition of the Central National School (1829) in 1971, and

replacement of the North Road swimming pool (opened 1895) with the Prince Regent Swimming Complex (1981). The Historic Environment Value of the area means that **vulnerability** is medium. The greatest threat is to the remaining 19th-century houses (mainly in Gardner Street, Tichborne Street, North Place and the eastern end of Church Street), few of which are listed.

Broad, or Brighton and Hove-wide, **research questions** only apply to this area.

HUCA 11 Churchill Square – east (HEV 1)

HUCA 11 forms the western edge of the medieval post-medieval town and, except for a narrow strip of large villas extending westwards, the western limit of the Brighton in 1800. It lies along the west side of West Street, one of the main north-south medieval streets.

Today the area comprises the eastern part of a large-scale municipal scheme combining shops, offices, and entertainment and conference facilities. Redevelopment was planned from 1935, clearance began in 1938 and resumed in 1957-8. The Top Rank Centre (Kingswest) and Russell car-park opened in 1965, followed by the shops, car-parks and offices of Churchill Square in 1967-8, with the final element of the municipal scheme – the Brighton Centre built in 1974-7. There is one listed building (indeed the only earlier building to survive): St Paul's church, West Street (R. C. Carpenter, 1846-8; Grade II*).

The extensive rebuilding since the late 18th century, followed by the almost total redevelopment of the area in the 20th century mean that the **archaeological potential** of nearly all of this HUCA is limited.

The sole survival of one pre-1960s building, and the limited archaeological potential give this HUCA an **Historic Environment Value (HEV)** of 3.

HUCA 11 has seen almost total change in the 20th century with nearly all historic buildings and, even, the post-1740 street pattern removed, which means that its **vulnerability** is low.

Research questions especially relevant to this HUCA relate to the founding of the town, and the origins of the gridded street plan and burgage plots (RQ5, RQ7 and RQ8).

HUCA 12 Churchill Square – west (HEV 1)

HUCA 12 lies outside the medieval and pre-1800 town, but was developed quickly in the early 19th century on the fields of West Laine. While its early history was therefore quite different from

HUCA 11 (Churchill Square – east), its 20th-century development is largely the same.

Today the area includes the western part of a large-scale municipal scheme combining shops, offices, and entertainment and conference facilities. Redevelopment was planned from 1935, clearance began in 1938 and resumed in 1957-8: the shops, car-parks and offices of Churchill Square in 1967-8. The HUCA extends north of Western Road, where it includes properties 169-201 Western Road, together with the buildings to the rear on the Dyke Road and Upper North Street frontages: these buildings are all 20th-century rebuilds, forming large shops comparable to those in Churchill Square itself. There are no listed buildings, and few 19th-century property boundaries or roads have survived the redevelopment.

The extensive redevelopment of the area in the 20th century means that the **archaeological potential** of this HUCA is limited.

The absence of historic buildings, and the limited archaeological potential give this HUCA an **Historic Environment Value (HEV)** of 1.

HUCA 12 has seen almost total change in the 20th century. A second phase of redevelopment of part of Churchill Square itself shows that shops and offices are likely to be replaced repeatedly. However, the low Historic Environment Value means that the **vulnerability** of the HUCA is correspondingly low.

Broad, or Brighton and Hove-wide, **research questions** only apply to this area.

HUCA 13 North Laine – north (HEV 2)

HUCA 13 lies north of the medieval and c.1800 town. It comprises a post-1800 suburb set out on part of the open fields of North Laine (Second and Third Furlong). Kensington Gardens was begun by 1810, but otherwise the area between North Road and Trafalgar Street functioned in the opening years of the 19th century in a manner similar to the crofts off North Street 70 years earlier, with urban fringe usage such as market gardens, workshops and stables. By the mid-19th century the area was built up with a dense grid of streets and small houses for workers, shops and businesses.

Today the area has maintained much of its 19th-century character and function, combining residential streets, with shops (e.g. Kensington Gardens and Sydney Street), and businesses. The nature of the latter has become less industrial, however, with, for example, the Regent Foundry succeeded by a sorting office

and telephone exchange. There are 13 listed buildings, groups of buildings, or monuments (all Grade II) within, or partly within, the HUCA, of which four are Period 11 (1800-40), eight are Period 12 (1841-80), and one is Period 14 (1914-45). The listed buildings include 30-7 and 41-52 Kensington Place (modest terraces of 1835, with stucco façades that incorporate Ionic pilasters at first-floor level).

The dense building of the area since 1800 (with some redevelopment since) on former farmland means that **archaeological potential** of the HUCA is limited.

The survival of numerous early to mid-19th-century houses, and the limited archaeological potential combine to give this HUCA an **Historic Environment Value (HEV)** of 2.

HUCA 13 has seen limited change in the 20th century, with larger redevelopment confined to former industrial buildings. The proximity to the commercial centre of the town, however, and the Historic Environment Value of the area means that **vulnerability** is medium. The greatest threat is the alteration and loss of mass of modest-sized unlisted 19th-century houses and shops that dominate this area.

Broad, or Brighton and Hove-wide, **research questions** only apply to this area.

HUCA 14 The Level (HEV 3)

HUCA 14 lies north of the medieval and early post-medieval town. Its origins lie in ribbon development along the principal route to Lewes (and adjacent marshy open land), during the late 18th century and, especially, the early 19th century. Open spaces were an important part of the suburban development: at the south what became Victoria Gardens extended the fashionable promenade of the Steine; this continued northwards in an area given over to the new church of St Peter and its churchyard in 1824 (maintaining the open aspect). Further north still, the Prince of Wales's cricket ground was laid out on the Level in 1791 (perpetuating earlier use), before becoming a recreation ground in 1822.

Today, these public spaces are still in existence and are flanked by a mixture of housing and commercial premises. Where the roads to London, Ditchling and Lewes converge, they are a dominant feature of the HUCA. There are 49 listed buildings and monuments (45 Grade II; and four Grade II*) of which one is Period 10 (18th-century), 39 are Period 11 (1800-40), five are Period 12 (1841-80), two are Period 13 (1881-1913), and two are Period 14 (1914-45).

The most remarkable of these are the Percy and Wagner Almshouses, 1-12 Lewes Road (4-9 are Gothic Revival style of 1795, the others added 1859); the grand scheme that is Park Crescent (from 1849, Amon Henry Wilds: Grade II*); and St Peter's church (1824-8, Charles Barry: Grade II*).

The dense building of the area since c.1800 (with some redevelopment since) on former marshy open ground and farmland means that **archaeological potential** of the HUCA is limited.

The survival of numerous early to mid-19th-century houses (including many notable examples of later Georgian and Regency house), and the limited archaeological potential combine to give this HUCA an **Historic Environment Value (HEV)** of 3.

HUCA 14 has seen significant change in the 20th century, in the form of rebuilding of individual properties or small groups: this is most notable in Gloucester Place and, on the largest scale, Waterloo Place (mostly demolished 1968-70, now Wellesley House). Adaptation of residential houses to commercial premises has also had a significant impact (e.g. York Place). This degree of change and the Historic Environment Value of the area mean that **vulnerability** is medium. The greatest threat is the alteration and loss of the unlisted early 19th-century houses and shops that dominate this area (such as York Place and, especially, Richmond Place)..

Broad, or Brighton and Hove-wide, **research questions** only apply to this area.

HUCA 15 Kemp Town (HEV 4)

HUCA 15 lies east of the medieval and early post-medieval town. It comprises a suburb set out on part of the open field of East Laine. Pre-1800 development was confined to a very little sporadic building along Cliff Furlong, most notably at Royal Crescent (begun 1798). Unusually this crescent was built across paulpieces, while the normal development within most of this HUCA was determined by the divisions of furlongs and paulpieces: Lewes Crescent was built east of the open fields, on Black Rock Down. Development in the early 19th century was rapid: in 1810 the chapel of St James, St James's Street, was built to serve the new suburb; and by 1814 the gap between Royal Crescent and the suburbs of Little Laine (see HUCA 9) had been infilled. In 1820, Thomas Read Kemp began his large scheme of development on the eastern edge of Brighton – Kemp Town (originally applied to the estate of

that name, which comprised Arundel Terrace, Chichester Terrace, Lewes Crescent and Sussex Square, together with their smaller service roads).

Today the area combines hotels (especially on the seafront), housing and shopping (the latter focused on Easter Road), as well as public buildings (such as the Royal Sussex County Hospital, Brighton College, and, on an industrial note, the gas works). There are 165 listed buildings, groups of buildings, or monuments (155 Grade II; three Grade II*; and seven Grade I), of which 102 are Period 11 (1800-40), 46 are Period 12 (1841-80), 15 are Period 13 (1881-1913), and two are Period 14 (1914-45). These buildings are concentrated south of Upper St James's Street, and its eastern continuation as St George's Street and Chesham Road. The HUCA is remarkable for its coherent schemes at Royal Crescent (begun 1798, but mostly after 1807, using timber frame and black mathematical tile, it is both the earliest crescent and seaward-facing development in the resort: Grade II*), Marine Square (1823-5; Grade II), and, especially, the original Kemp Town estate (begun 1823 by Busby and Wilds; mostly Grade I). The latter includes grand terraces at Arundel Terrace (1823-8) and Chichester Terrace (1820s and 1830s, with final completion delayed until the 1850s), and Lewes Crescent and adjoining Sussex Square (façades of both completed 1827, the houses behind following).

The dense building of the area since c.1800 (with redevelopment since) on former farmland means that **archaeological potential** of the HUCA is limited. Nonetheless, archaeological features and finds may be recovered from less disturbed gardens, as the case with various Roman objects recovered from the garden of St Mary's Hall in 1906-8.

Despite the low archaeological potential, the survival of numerous early 19th-century houses – especially the grand seafront crescents, squares and terraces – gives this HUCA an **Historic Environment Value (HEV)** of 4.

HUCA 15 has seen considerable change in the 20th century, albeit in concentrated areas such as the slum clearance around Hereford Street (begun 1926-8 and continued after the war, including five large council tower blocks), and the continuous development of the hospital site. With numerous unlisted buildings surviving from the formation of this suburb from c.1800 and the high Historic Environment Value, the **vulnerability** is high: alteration or loss of these unlisted houses is the principal threat.

Broad, or Brighton and Hove-wide, **research questions** only apply to this area.

HUCA 16 Seafront – east (HEV 3)

HUCA 16 lies to the east of the medieval and early post-medieval town, and comprises the seafront to the post-c.1800 eastern suburb. The cliff-top seafront formed the initial focus of this eastern suburb, although the cliff itself and the beach below were not developed until later in the 19th century.

Today, this HUCA forms the eastern part of a much wider seafront. It retains its peripheral character in that it is outside the main commercial focus of the seafront – concentrated on the area near and between the piers – and less accessible from the adjacent part of the town due to the cliff. However, it now links the town centre – by road and promenade – to the major new development of the marina that abuts the eastern limit of the HUCA. There are 12 listed buildings, groups of buildings, or monuments (all Grade II) within, or partly within, the HUCA, of which three are Period 11 (1800-40), two are Period 12 (1841-80), six are Period 13 (1881-1913), and one is Period 14 (1914-45). Much more noteworthy than its Grade II listing would suggest is the two-storey cast-iron promenade (the lower arcaded, the upper open) of Madeira Terrace, with lift, café and waiting room (Philip Lockwood, 1890-7). Also of considerable historic interest is (unlisted) Volk's railway of 1883, which runs from the Aquarium to Black Rock: it was the first public electric railway in Britain and, although inevitably modified and repaired over the years, retains some rolling stock from the 1890s.

The location of this area east of the early town and its undercliff fishing industry, and the extensive development of the area since 1800 mean that **archaeological potential** of the HUCA is limited.

The survival of 19th-century seafront monuments and the limited archaeological potential combine to give this HUCA an **Historic Environment Value (HEV)** of 3.

HUCA 16 has seen significant change in the 20th century, most notably with the 1978 closure and subsequent demolition of the 1936 Black Rock lido (the town's principal Art Deco seafront building, as well as its much-valued open-air pool), and the post-Second World War replacement of the Madeira Lawns bowling greens, lawns and bandstand with an amusement arcade and playground. Such changes – and the obvious commercial

opportunities of the seafront – suggest that the **vulnerability** of the HUCA is high: perhaps the greatest threat is to loss or redevelopment of unlisted elements of the 19th-century seaside resort (such as Volk's railway) or to neglect of exposed listed buildings (such as Madeira Terrace, lift and café).

Broad, or Brighton and Hove-wide, **research questions** only apply to this area.

HUCA 17 Seafront – west (HEV 2)

HUCA 17 lies to the west of the medieval and early post-medieval town, and comprises the seafront to the post-c.1740 western suburbs of Brighton, Hove and Portslade-by-Sea. The seafront formed the main focus of the developing suburb, and included resort facilities (such as gardens and promenades) as well as some housing on the seaward side of the coast road.

Today, this HUCA forms the western part of a much wider seafront. It has maintained its comparatively undeveloped character, with beach, promenade, extensive public lawns, sporting facilities (e.g. tennis courts and bowling greens), and some houses (east of the King Alfred Sports Centre, and at Hove Seaside Villas on the beach south of Aldrington Basin). There are 12 listed buildings, groups of buildings, or monuments (all Grade II) within the HUCA, of which one is Period 11 (1800-40), 10 are Period 12 (1841-80), and one is Period 13 (1881-1913). These include four mid-19th-century cast-iron shelters on Western Esplanade and King's Esplanade.

The location of this area west of the early town and its undercliff fishing industry, and the development (for buildings and gardens etc.) of the area since 1800 mean that **archaeological potential** of the HUCA is limited.

The survival of some 19th-century seafront monuments and the limited archaeological potential combine to give this HUCA an **Historic Environment Value (HEV)** of 2.

HUCA 17 has seen limited change in the 20th century, most notably with some building between the coast road and the sea (e.g. inter-war Seaside Villas, the 1938-9 King Alfred Sports Centre). The small scale of the changes and the modest Historic Environment Value of the HUCA means that its **vulnerability** is low, the greatest threat being loss of the open spaces of the beach, esplanade and lawns/sports facilities.

Broad, or Brighton and Hove-wide, **research questions** only apply to this area.

HUCA 18 Western Road – east (HEV 3)

HUCA 18 lies west of the medieval and pre-1800 town. It is a suburb of the early 19th century, built over part of the open fields of West Laine. Western Road was a track between the fields, but by 1830 had emerged as the main route from Brighton to Brunswick Town.

Today the HUCA is a mixture of residential and commercial properties centred on one of the town's principal shopping streets – the eastern part of Western Road. There are 121 listed buildings, groups of buildings, or monuments (113 Grade II; and eight Grade II*) within, or partly within, the HUCA, of which 108 are Period 11 (1800-40), 10 are Period 12 (1841-80), two are Period 13 (1881-1913), and one is Period 14 (1914-45). The HUCA is distinguished by large-scale Regency schemes, of which the most notable examples are Bedford Square (begun in 1801 as the first of Brighton and Hove's squares; Grade II), Regency Square (begun 1817: Grade II*) and Oriental Place (begun 1825: Grade II*). Individual buildings of note include Western Pavilion, Western Terrace – Amon Henry Wild's own house of 1827-8 that is his take on the Royal Pavilion.

This HUCA is located outside the pre-1800 town, and density of building and subsequent redevelopment indicate limited **archaeological potential**.

The survival of numerous early 19th-century houses, including grand squares and terraces, and the moderate archaeological potential combine to give this HUCA an **Historic Environment Value (HEV)** of 3.

HUCA 18 has seen limited change in the 20th century, with redevelopment largely confined to Western Road, the rear of the Metropole Hotel, and the east side of Montpelier Road between Western Road and Sillwood Street. The proximity to the commercial centre of the town, however, and the Historic Environment Value of the area means that **vulnerability** is medium. The greatest threat is the alteration and loss of the numerous unlisted 19th-century houses and shops in this area.

Broad, or Brighton and Hove-wide, **research questions** only apply to this area.

HUCA 19 Clifton Hill (HEV 3)

HUCA 19 lies north-west of the medieval and pre-1800 town. It is a suburb mostly of c.1820-60, built over the western part of the sheep down of Church Hill. As a result it does not have the more rigorously gridded plan dictated by

piecemeal development of paulpieces and furlongs: this is seen most clearly in the plan of Montpelier Crescent.

Today the HUCA combines the predominant residential properties with Brighton and Hove School for Girls, Clifton Gardens Rest Garden (the closed cemetery of 1841), and the Royal Alexandra Hospital for Sick Children. There are 78 listed buildings, groups of buildings, or monuments (75 Grade II; two Grade II*; and one Grade I) within the HUCA, of which one is Period 10 (18th-century); 27 are Period 11 (1800-40), 44 are Period 12 (1841-80), and three are Period 14 (1914-45). The HUCA has several large-scale mid-19th-century stuccoed terraces, such as Norfolk Terrace, 1-22 Montpelier Street and 1-23 Clifton Terrace, as well as contemporary Powis Square and, most notably, Montpelier Crescent (the latter by Amon Henry Wilds, 1843-7: Grade II*). Montpelier Villas and Powis Villas (both 1840s) are early examples of developments of large semi-detached villas. Of individual buildings, St Stephen's church (now hall), Montpelier Place is the most remarkable: the only pre-1800 building in the HUCA, this was built in 1766 as the new assembly rooms at the Castle Inn, converted into a chapel for the Royal Pavilion in 1821-2, then dismantled and re-erected in Montpelier Place in 1851 as a church (closed 1970).

This HUCA is located outside the pre-1800 town, and the density of building and subsequent redevelopment indicate limited **archaeological potential**.

The survival of numerous early to mid-19th-century houses, including unified schemes, and the moderate archaeological potential combine to give this HUCA an **Historic Environment Value (HEV)** of 3.

HUCA 19 has seen limited change in the 20th century, with small-scale sporadic redevelopment, as in the case of demolition of the c.1840 villa Belvedere (replaced by blocks of flats called Park Royal) and the evolution of the hospital. The degree of change and the Historic Environment Value of the area means that **vulnerability** is medium. The greatest threat is the alteration and loss of the numerous (more modest) unlisted 19th-century houses in this area.

Broad, or Brighton and Hove-wide, **research questions** only apply to this area.

HUCA 20 St Anne's Well (HEV 2)

HUCA 20 lies towards the north-east corner of Hove parish, extending from York Avenue to the county cricket ground. The area comprises a late 19th-century suburb built over farmland. The latter included medieval Wick Farm, which, on account of its natural chalybeate spring, became developed as a spa from 1750. This became a formal garden in the 19th century and a public park in 1908. The County Cricket Ground also predates the suburbs, having opened in 1872.

Today the HUCA remains dominated by the cricket ground and park, between which lie mainly 20th-century houses and schools: this includes tower blocks on Furze Hill. There are three listed buildings (all Grade II) within the HUCA, of which two are Period 11 (1800-40) and one is Period 13 (1881-1913). The two early 19th-century buildings are St Anne's convent and its lodge, built as a large villa in the spa-side park.

This HUCA is located outside the pre-1850 town, although the coincidence of St Anne's Well Gardens and medieval Wick Farm suggests moderate **archaeological potential**.

The quality of the 19th and predominant 20th-century development, the small number of historic buildings or many historic boundaries, and the moderate archaeological potential combine to give this HUCA an **Historic Environment Value (HEV)** of 2.

The Historic Environment Value of the HUCA means that its **vulnerability** is low, the greatest threat being further adaptation or loss of the 19th century houses and cricket ground, or further development within St Anne's Well Gardens (the latter threatening the 19th-century parkscape any surviving medieval archaeology).

Broad, or Brighton and Hove-wide, **research questions** only apply to this area.

HUCA 21 Brunswick Town (HEV 4)

HUCA 21 lies west of the medieval and early post-medieval town. It comprises a suburb set out on fields forming the south-east corner of Hove parish. Expansion of Brighton into the adjacent parish began with this development – planned in a similar manner to the Kemp Town estate in east Brighton – in 1824.

Today the area is dominated by hotels and private houses (or flats). There are 51 listed buildings, groups of buildings, or monuments (44 Grade II; and seven Grade I), of which 33 are Period 11 (1800-40), 13 are Period 12 (1841-80), and five are Period 13 (1881-1913): the

majority of the buildings in the HUCA are listed. The planned nature of the estate resulted in large-scale street developments, best represented by the massed bow windows of Brunswick Square (1825-7: Grade I), and the more conventional unifying Neo-Classical decorative scheme of Brunswick Terrace (1824-8; Grade I), both by Busby and Wilds. Individual buildings of particular note include the original market hall of 1828 in Upper Market Street (now an arts and community venue: Grade II), and Barry's Italianate church of St Andrew, Waterloo Street (1827-8: Grade I).

The dense building of the area since 1824 on former farmland means that **archaeological potential** of the HUCA is limited.

Despite the low archaeological potential, the survival of numerous early to mid-19th-century houses – especially the large-scale street developments – gives this HUCA an **Historic Environment Value (HEV)** of 4.

HUCA 21 has seen modest change in the 20th century (for example, redevelopment along the commercial Western Road frontage). However, the high Historic Environment Value and the unlisted status of a proportion of the 19th-century houses mean that the **vulnerability** of this HUCA is high: alteration or loss of these unlisted houses is the principal threat.

Broad, or Brighton and Hove-wide, **research questions** only apply to this area.

HUCA 22 West Brighton (HEV 3)

HUCA 22 lies in Hove parish, between Holland Road and Fourth Avenue. It is a suburb built over agricultural land, developed westwards from the edge of the Brunswick Town estate from the 1830s (beginning with Adelaide Crescent). It reached the expanding resort of Hove in the 1880s, thereby making the two boroughs, topographically at least, inseparable.

Today the HUCA combines residential streets with hotels, shops and public buildings (e.g. the town hall). There are 73 listed buildings, groups of buildings, or monuments (69 Grade II; three Grade II*; and one Grade I), of which three are Period 11 (1800-40), 21 are Period 12 (1841-80), 47 are Period 13 (1881-1913) and two are Period 14 (1914-45). Decimus Burton's Adelaide Crescent represents the grandest large-scale development (Grade II*). Although begun in 1830, the northern part was not built until the 1850s, and was modified to allow construction of its northern continuation of Palmeira Square (186-5; Grade II). Away from the seafront, substantial detached villas were built in the late

1880s and 1890s, most notably 51-79 The Drive, built by William Willet using yellow and red brick and terracotta (Grade II). The new Hove parish church of All Saints, Eaton Road, is the most remarkable individual building, with the cathedral-like scale of its 13th-century Gothic (J. L. Pearson, 1890; Grade I).

The dense building of the area since 1830 on former farmland, coupled with some subsequent redevelopment, means that **archaeological potential** of the HUCA is limited.

Despite the low archaeological potential, the survival of numerous mid-late 19th-century houses – especially the large-scale street developments of Adelaide Crescent and Palmeira Square – gives this HUCA an **Historic Environment Value (HEV)** of 3.

HUCA 22 has seen significant change since 1950, with blocks of flats replacing 19th-century villas (e.g. at the south end of Grand Parade, and in the Eaton Garden and Cromwell Road area), and a new town hall (following loss of the 1882 town hall to fire in 1966). This degree of change and the significant Historic Environment Value means that the **vulnerability** of this HUCA is high: further loss of unlisted 19th-century villas to blocks of flats is the main threat.

Broad, or Brighton and Hove-wide, **research questions** only apply to this area.

HUCA 23 Cliftonville (HEV 2)

HUCA 23 lies immediately east and north-east of the medieval village of Hove. Cliftonville marked the independent development of Hove village as a separate resort in the 1850s, before the expanding edge of Brighton reached it in the 1880s. The suburb was built over farmland, with the shape of the earlier fields determining the fanned-out street pattern south of Church Road.

Today the HUCA combines shops (concentrated on Church Road, George Street and Eaton Road), hotels and residential streets. There are nine listed buildings, groups of buildings, or monuments (all Grade II), of which eight are Period 12 (1841-80) and one is Period 13 (1881-1913). Although none of these listed buildings (include the church of Holy Trinity, Blatchington Road, 1862-4) is individually remarkable, the HUCA is noteworthy for the survival of so many terraced houses and spacious semi-detached villas of the period 1850-1900.

The density of development since 1850 on former farmland means that **archaeological potential** of the HUCA is limited.

Despite the low archaeological potential, the survival of numerous mid-late 19th-century houses gives this HUCA an **Historic Environment Value (HEV)** of 3.

HUCA 23 has seen modest changes only in the 20th century, such as construction of blocks of flats at The Priory and Albany Towers, Kingsway, and opposite Hove Station, at Cliftonville Court. The Historic Environment Value and the modest amount of change are balanced by the degree of change adjacent to the area, suggesting that the **vulnerability** of this HUCA is medium: perhaps the greatest threat is the loss of unlisted 19th-century houses to blocks of flats or other redevelopments.

Broad, or Brighton and Hove-wide, **research questions** only apply to this area.

HUCA 24 Hove village (HEV 2)

HUCA 24 represents the extent of the medieval village of Hove as it survived in 1830 (tithe map), immediately prior to its development as an independent resort and, ultimately, its amalgamation with expanding Brighton. After a minor post-medieval revival closely connected with the success of Brighton's fishing industry in the late 16th and 17th centuries, Hove had declined so that the population in 1801 was only 101 (concentrated in the village) and its church ruinous. Early redevelopment of Hove focused on the adjacent area of Cliftonville, so that little was built up until after 1900.

Today the HUCA combines shops (concentrated on Church Road) and residential streets. There are two listed buildings, both in Church Road: the public library (1907: Grade II), and, the church of St Andrew (Grade II*). The latter lost its chancel by 1724 and, following further decay (including the loss of its aisles and tower), was restored in 1836: the only part of the medieval church to survive the restoration consists of the four eastern bays of the nave arcades, which date from the 13th century. A few houses from the late 19th century survive on and adjacent to Kingsway, but most housing is 20th century.

The density of 19th and especially 20th-century development is high, but the location of the HUCA on the site of the medieval village suggests that pockets or archaeology may well survive and that the **archaeological potential** of the HUCA is moderate.

The archaeological potential, the survival of fragments of the medieval parish church and the predominance of post-1900 buildings combine to give this HUCA an **Historic Environment Value (HEV)** of 2.

HUCA 24 has seen large-scale change in the 20th century, in terms of road layout (the creation of Vallance Road and Vallance Gardens, and the re-alignment of ancient Hove Street), and dense redevelopment of the village. The latter involved demolition of all buildings recorded on the 1839 Tithe Map (with the exception of the church). The modest Historic Environment Value and the degree of change mean that **vulnerability** of this HUCA is low.

Research questions especially relevant to this HUCA relate to the origins of settlement at Brighton and the surrounding parishes later absorbed by expansion of the town (RQ3, RQ19).

HUCA 25 Queen's Park (HEV 2)

HUCA 25 lies north-east of the medieval and c.1800 town. It comprises a post-1800 suburb set out on, and largely coincident with, the open fields of Hilly Laine (pre-1800 development had occurred on the western fringe of Hilly Laine – outside this HUCA: see HUCA 14). Building began rapidly in the south-west corner of the HUCA in 1800-10 and by the mid-19th century the area was built up with a dense grid of streets and small houses for workers, shops and businesses. Queen's Park opened as a subscription park in 1824, becoming public in 1891-2.

Today the area has maintained much of its 19th-century character and function, in that it remains dominated by residential streets, although the south-western part of the HUCA is given over to large-scale public and commercial buildings. There are 35 listed buildings, groups of buildings, or monuments (all Grade II) within the HUCA, of which 14 are Period 11 (1800-40), four are Period 12 (1841-80), 16 are Period 13 (1881-1913) and one is Period 14 (1914-45). There are no outstanding historic buildings, or groups, but interesting survivals include the Royal (or German) Spa (built within Queen's Park in 1825), and the modest Wagner Church of the Annunciation, Washington Street (1864; distinguished by the Burne-Jones east window of 1866).

The dense building of most of the area since 1800 (with redevelopment since) on former farmland means that **archaeological potential** of the HUCA is limited.

The survival of numerous early to mid-19th-century houses, and the limited archaeological potential combine to give this HUCA an **Historic Environment Value (HEV)** of 2.

HUCA 25 has seen significant change in the 20th century. The Albion Hill area (east of Grand Parade and north of Edward Street) saw slum clearance start in the 1930s, compounded by bomb damage in the Second World War halted work, but heavy bombing in the area increased the scope and need for redevelopment. As well as demolition of terraced houses, the dense street plan was thinned out north of Edward Street, and the main east-west streets of Sussex Street and Richmond Street were severed by the imposition of curved Ashton Rise/Grove Hill on the earlier gridded plan. New building has included numerous public/civic buildings, with commercial buildings most obviously represented by the tall office block of Amex House (1977). To the east, the closure of the branch railway line to Kemp Town (1971) created a redundant area now given over to light industry. The historical nature of these changes in the southern part of the HUCA and the modest Historic Environment Value of the area suggests that **vulnerability** is low. The greatest threat is further loss of the mass of modest-sized unlisted 19th-century houses.

Broad, or Brighton and Hove-wide, **research questions** only apply to this area.

HUCA 26 Elm Grove (HEV 2)

HUCA 26 lies north of the medieval and pre-1800 town, extending into Preston parish. The area comprises suburbs built over sheepdown during the 19th and 20th centuries. Early non-agricultural use of the area was seen with the building of Preston Barracks in 1796 (rebuilt as a permanent barracks in 1800, and partly surviving – in rebuilt form – as a Territorial Army centre). Residential suburbs spread from the south (concentrated on or near the Lewes Road) into the HUCA in the mid to late 1800s. The town edge location and the less constrained scope for civic use offered by sheepdown (as opposed to the small paulpieces of the laines) saw the north-eastern limits of the HUCA also utilized for the new burial board's cemetery in 1856, a new workhouse at Elm Grove (1865-7), and a smallpox sanatorium in Bevendean Road (1881). Residential expansion reached these areas by the outbreak of the First World War.

Today the HUCA retains its combination of residential suburbs and the open area of the cemeteries, with commercial activity concentrated along the Lewes Road. There are 33 listed buildings, groups of buildings, or monuments (31 Grade II; and two Grade II*) within the HUCA, of which 11 are Period 12 (1841-80), 20 are Period 13 (1881-1913) and

two are Period 14 (1914-45). Particularly noteworthy buildings include the former workhouse (built 1865; a hospital since 1935); and the three-storey stuccoed houses of Round Hill Crescent (1865).

The development of most of the area since 1850 (with redevelopment since) on former farmland means that **archaeological potential** of the HUCA is limited.

The survival of numerous mid to late 19th-century houses, and the limited archaeological potential combine to give this HUCA an **Historic Environment Value (HEV)** of 2.

The Historic Environment Value of the HUCA means that its **vulnerability** is low, the greatest threat being further adaptation or loss of the 19th century houses and, especially, the public buildings: the smallpox hospital has been demolished and redeveloped since its closure in 1990.

Broad, or Brighton and Hove-wide, **research questions** only apply to this area.

HUCA 27 Stations (HEV 2)

HUCA 27 lies north of the medieval and pre-1800 town, extending from Brighton into the parishes of Preston, Hove and Patcham. The area comprises railways, stations (Brighton, Hove and Preston Park) built over open farmland during the 19th and 20th centuries. Development began adjacent to Brighton station (1841), with housing here especially stimulated by the railway workshops – in the 1860s the most substantial industry in the town. Housing north of the Portsmouth line and west of the London line began to be built in the late 19th century and was largely completed by the outbreak of the First World War.

Although the locomotive and carriage works closed in 1958, the area has kept much of its character, combining the railway infrastructure with late 19th and early 20th-century housing. There are 44 listed buildings, groups of buildings, or monuments (41 Grade II; two Grade II* and one Grade I) within the HUCA, of which 10 are Period 11 (1800-40), 26 are Period 12 (1841-80), six are Period 13 (1881-1913) and two are Period 14 (1914-45). Particularly important buildings and monuments include those directly relating to the railway: David Moccata's Brighton station (Grade II*), Hove station (1865: Grade II), New England Road viaduct (1839: Grade II) and the vast London Road viaduct (1845-6: Grade II*). Of non-railway buildings and monuments, St Bartholomew, Ann Street is the outstanding example of Victorian

church building in Brighton and Hove, with its austere 135ft-high unaisled nave (Edmund Scott, 1872-4) and Arts and Crafts decoration by Henry Wilson (1895-1910): Grade I.

The dense development of most of the area since c.1840 (with redevelopment since) on former farmland means that **archaeological potential** of the HUCA is limited.

The survival of numerous mid to late 19th-century buildings, bridges and viaducts, and the limited archaeological potential combine to give this HUCA an **Historic Environment Value (HEV)** of 2.

The area has seen considerable change in the second half of the 20th century, with, for example, slum clearance of terrace housing (largely for railway workers) between the railway engineering works (itself redeveloped since closure) and goods yard, and London Road (beginning with Blackman Street, Whitecross Street and Wood Street, in 1962). Other changes include construction of tower blocks immediately north of Seven Dials, and conversion of the goods yard north of Davigdor Road to the Peacock industrial estate. Despite such changes, the modest Historic Environment Value of the HUCA means that its **vulnerability** is low to medium, the greatest threat being further adaptation or loss of unlisted 19th century houses and, especially, the railway buildings and structures.

Broad, or Brighton and Hove-wide, **research questions** only apply to this area.

HUCA 28 Ditchling Road (HEV 2)

HUCA 28 lies north-east of the pre-1875 town, in Preston parish. The area comprises a late 19th and early 20th-century suburb built over farmland (part of the Stanford estate). Development began at the south-west corner (along and off Stanford Avenue), expanding across the HUCA by 1914.

Today the HUCA remains a residential suburb. There are two listed buildings (both Grade II), both of which are Period 13 (1881-1913). These comprise the church of St Augustine, Stanford Avenue, which has an impressive east end with an ambulatory (Streatfield; begun 1896); and Downs Junior School, Rugby Road (a Board school of 1890).

The development of most of the area since c.1880 on former farmland means that **archaeological potential** of the HUCA is limited.

The quality of the late 19th and early 20th-century development and the limited archaeological potential combine to give this HUCA an **Historic Environment Value (HEV)** of 2.

There has been remarkably little redevelopment within this HUCA since completion of the suburb in the early 20th century. Coupled with the modest Historic Environment Value of the HUCA, this means that its **vulnerability** is low. The most significant threat is infill development (such as that at Ditchling Gardens) or replacement of unlisted late 19th or early 20th-century villas by blocks of flats (as at 38 Florence Road).

Broad, or Brighton and Hove-wide, **research questions** only apply to this area.

HUCA 29 Preston (HEV 3)

HUCA 29 lies north of the pre-1875 town, and comprises a late 19th and early 20th-century suburb of Brighton built mainly over farmland, but also engulfing the medieval village of Preston and the medieval farmstead of Withdean. Development did not spread northwards from Brighton, but began with the Clermont Estate in the 1860s: north of the village, this included modest terraced and semi-detached housing on Clermont Terrace and Clermont Road, with more substantial semi-detached and detached villas on Preston Road/London Road. By 1900 more villas had been built in the northern part of the HUCA, and the expanding edge of Brighton had pushed northwards towards Preston Village (Preston Park being created by the corporation in 1883). By 1914 the area was entirely developed, although at a lower density than the adjacent suburbs.

Today the HUCA remains a residential suburb. There are 20 listed buildings, groups of buildings, or monuments (18 Grade II; and two Grade II*), of which one is Period 6 (1150-1349), one is Period 8 (16th-century), one is Period 9 (17th-century), eight are Period 10 (18th century), two are Period 11 (1800-40), and seven are Period 13 (1881-1913). The church of St Peter is almost entirely of the late 13th century, and has wall paintings in the nave from c.1300 (Grade II*). Although often identified as a medieval building, Preston Manor appears to date from the late 16th century and, especially, the 18th century (Grade II*).

The development of most of the area since c.1860 on former farmland is partly countered by the medieval settlements of Preston and Withdean (themselves considerably

redeveloped), which suggests that the HUCA has moderate **archaeological potential**.

The quality of the late 19th and early 20th-century development, the survival of earlier buildings (most notably the church and manor house) and the moderate archaeological potential combine to give this HUCA an **Historic Environment Value (HEV)** of 3.

There has been considerable redevelopment within this HUCA since 1945, for example with villas replaced by blocks of flats (on Preston Road, opposite the southern end of Preston Park; and on London Road between Preston village and Withdean). This degree of change and the significant Historic Environment Value means that the **vulnerability** of this HUCA is medium. The most significant threat is further loss of unlisted late 19th and early 20th-century villas and the impact on any below-ground archaeology of redevelopment.

Research questions especially relevant to this HUCA relate to the origins of settlement at Brighton and the surrounding parishes later absorbed by expansion of the town (RQ3, RQ19).

HUCA 30 Aldrington (HEV 1)

HUCA 30 lies west of the pre-1850 town, partly in Hove parish and predominantly in Aldrington parish. It was built over farmland, as Aldrington appears to have lost its village – probably located at the mouth of the River Adur – to erosion, by the 17th century. Development began as a westwards continuation of Cliftonville (HUCA 23) in the late 19th century. By 1900 the suburbs extended west as far as St Philip's church, New Church Road: by 1914 development was sporadic west of this, with allotments and remaining brickworks not built on until the inter-war years. The new cemetery for Hove, north of the railway, was opened in 1880.

Today the HUCA remains a residential suburb. There are eight listed buildings or monuments (seven Grade II; and one Grade II*), of six are Period 13 (1881-1913) and two are Period 14 (1914-45). The church of St Barnabus, Sackville Road, is in Early English style (Pearson, 1882-3: Grade II*).

The development of most of the area since c.1860 on farmland and brickfields (supplying the growing suburbs) means that the HUCA has limited **archaeological potential**.

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

Although there has been significant recent redevelopment (for example at Ingram Crescent), the modest Historic Environment Value of the HUCA means that the **vulnerability** is low.

Broad, or Brighton and Hove-wide, **research questions** only apply to this area.

HUCA 31 Aldrington Basin (HEV 1)

HUCA 31 lies west of the pre-1850 town. It represents the former mouth of the River Adur, and was redeveloped from 1851 as a new floating dock for Shoreham harbour. This extended the harbour eastwards into the modern area of Brighton and Hove by over 1km, and increased the overall length of (so-called) Shoreham harbour to 5.7km. On the shingle spit opposite Portslade-by-Sea the largest gasworks in Sussex was built (1874).

Although the gasworks has gone, the area remains a functioning dock, and is home to a small fishing fleet. There are no listed buildings or monuments.

The development of most of the area since 1850 means that **archaeological potential** of the HUCA is limited.

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

Although there has been significant recent redevelopment of the harbour facilities, the modest Historic Environment Value of the HUCA means that the **vulnerability** is low.

Broad, or Brighton and Hove-wide, **research questions** only apply to this area.

HUCA 32 Portslade-by-Sea (HEV 1)

HUCA 32 lies west of the pre-c.1860 town, and was first developed in the late 19th century as a small maritime settlement (adjacent to Aldrington Basin), extending east from Copperas Gap. Known as Portslade-by-Sea (it occupied the narrow coastal part of the parish of Portslade) it quickly became a residential area and expanded northwards to the Old Shoreham Road in the early years of the 20th century. By 1914 the area was significantly developed, although a large area of allotments and brickfields between St Andrew's church and the Old Shoreham Road was not developed until the inter-war and post-war years.

Today the HUCA retains its predominantly residential character, together with light industry and shops. There are two listed buildings, both

Grade II and of Period 12 (1841-80). These include the church of St Leonard, New Church Road: this was formerly the church of St Nicholas, Aldrington, which ruinous in the 17th century, only being re-roofed and restored in 1878. In 1936, this rebuilt church became the south aisle of an expanded church, with consequent removal of the north wall. The amount of medieval fabric that survived such neglect and rebuilding is minimal, and is mainly confined to the lower parts of the east, south and, especially, the tower walls.

The development of most of the area since c.1860 on farmland and brickfields (supplying the growing suburbs) means that the HUCA has limited **archaeological potential**.

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

Although there has been significant recent redevelopment (for example, the light industrial area off North Street), the modest Historic Environment Value of the HUCA means that the **vulnerability** is low.

Broad, or Brighton and Hove-wide, **research questions** only apply to this area.

HUCA 33 Portslade (HEV 3)

HUCA 33 represents the medieval village of Portslade as it survived in 1840 (Tithe Map). It was reached by suburban expansion from Portslade-by-Sea in the inter-war years, and since 1945 has been surrounded by suburbs.

Today the HUCA has lost its function as an agricultural village and has become a predominantly residential suburb. There are 15 listed buildings or monuments within, or partly within, the HUCA (13 Grade II; and two Grade II*), of which one is Period 5 (1066-1149), three are Period 6 (1150-1349), two are Period 8 (16th-century), one is Period 9 (17th-century), four are Period 10 (18th-century), three are Period 11 (1800-40), and one is Period 12 (1841-1880). Portslade Old Manor House represents the most notable medieval secular building in Brighton and Hove (Grade II*, and a Scheduled Monument). It includes the remains of a two-storey stone-built chamber-block building dating from the early to mid-12th century. The adjacent church of St Nicolas (Grade II*) also dates from the 12th century, although slightly later (the most obvious Romanesque detail is the southern arcade of the nave that has piers probably dating from the 1160s with scalloped and drilled capitals). The High Street has a group of early houses, which includes 16th-century timber-

framed cottages with later flint re-fronting at Nos. 65 and 67: the adjacent former farmhouse (Kemps) is also reputed to be timber-framed and of the same period. Several historic boundaries survive marking plots north and south of the High Street.

There has been considerable redevelopment within the village since 1945, including infill of historic plots, which suggests that the **archaeological potential** of this HUCA is moderate.

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

HUCA 33 has seen considerable change in the second half of the 20th century, as the spacious (depopulated) medieval village has been engulfed by suburbs and, as a result, more densely occupied. Combined with its significant Historic Environment Value, this suggests that the **vulnerability** of the HUCA is high. Particular threats include any development in the grounds of the former convent of St Mary, adjacent to the 12th-century manor house and church.

Research questions especially relevant to this HUCA relate to the origins of settlement at Brighton and the surrounding parishes later absorbed by expansion of the town (RQ3, RQ19).

HUCA 34 Hangleton (HEV 3)

HUCA 34 comprises the site of the deserted – or shrunken – medieval village of Hangleton as it survived c.1914, prior to being engulfed by the suburbs of Brighton and Hove in the 1950s. As such it comprises the church, former manor house and Benfield Farm.

Today the HUCA sits within a residential suburb: the manor house has become a pub, and Benfield Farm has a purely residential function. There are five listed buildings or monuments within the HUCA (three Grade II; and two Grade II*), of which one is Period 5 (1066-1149), one is Period 7 (1350-1499), one is Period 8 (16th-century), one is Period 9 (17th-century), and one is Period 10 (18th-century). The church of St Helen (Grade II*) has a nave of flint-rubble laid in herringbone courses, together with very small semicircular headed windows and primary doorways, which suggest a date of the very late 11th century or the early 12th century. Although medieval fabric may survive, Hangleton Manor House (Grade II*) was largely rebuilt in the mid-16th century, with the new east wing becoming the main house. A service or lodging range was

built 20m to the north of the rebuilt manor house (now Rookery Cottage). To the south, a circular dovecote was added in the 17th century: built of flint, it has chalk nesting boxes. An 18th-century flint and brick barn survives 250m to the north-west, part of demolished Benfield Manor.

There has been considerable redevelopment from the 1950s outside the immediate footprint of the surviving buildings, suggesting that the **archaeological potential** of this HUCA is moderate: adjacent to the buildings themselves it is locally high.

The survival of medieval and post-medieval buildings, and the archaeological potential give this HUCA an **Historic Environment Value (HEV)** of 3.

Although the HUCA boundary describes only a small area around the surviving elements of historic Hangleton prior to recent suburban development, there have been significant changes. This is most apparent where housing has encroached on the ancient curtilage of Hangleton Manor House. However, there is little scope for further such development, which means that the **vulnerability** of the HUCA is low. Perhaps the greatest threat is to the fabric of Hangleton Manor House through any further alterations relating to its commercial use as a pub.

Research questions especially relevant to this HUCA relate to the origins of settlement at Brighton and the surrounding parishes later absorbed by expansion of the town (RQ3, RQ19).

HUCA 35 Blatchington (HEV 3)

HUCA 35 comprises the site of the deserted – or shrunken – medieval village of West Blatchington as it survived c.1914, prior to being engulfed by the suburbs of Brighton and Hove after the Second World War. As such it comprises the area occupied by the church and former farm buildings.

Today the HUCA sits within a residential suburb: the agricultural buildings have been mostly swept away for new housing. There are two listed buildings, both Grade II*. The church of St Peter was ruinous from the late 17th century and only re-roofed and restored in 1890, yet preserves parts of the medieval building as the south aisle to the present main body of the church (built in 1960). This has two small 12th-century windows in the west wall, with the wall representing a westwards shortening of an earlier nave of Saxo-Norman character. Nearby

is Blatchington Mill, a weather-boarded hexagonal smock-mill of c.1820.

There has been considerable redevelopment from the 1950s outside the immediate footprint of the surviving buildings, suggesting that the **archaeological potential** of this HUCA is limited: adjacent to the buildings themselves (and especially the church) it is locally higher.

The survival of medieval and post-medieval buildings, and the archaeological potential give this HUCA an **Historic Environment Value (HEV)** of 3.

Although the HUCA boundary describes only a small area around the surviving elements of historic West Blatchington prior to recent suburban development, there have been significant changes. This is most apparent in the new roads and housing which have resulted in the loss of the agricultural buildings adjacent to the mill. However, there is little scope for further such development, which means that the **vulnerability** of the HUCA is low.

Research questions especially relevant to this HUCA relate to the origins of settlement at Brighton and the surrounding parishes later absorbed by expansion of the town (RQ3, RQ19).

HUCA 36 Dyke Road (HEV 1)

HUCA 36 lies north of the pre-1875 town, and represents expansion of the suburbs of the northern part of Preston (HUCA 29), built over farmland, a nursery and chalk pit. Development took the form of detached villas built along Dyke Road in the late 19th and early 20th centuries, with inter-war building along Withdean Road.

Today the HUCA remains a residential suburb, although redevelopment means that the spacious suburban villas are no longer predominant. There are no listed buildings.

The development of most of the area since c.1875 on former farmland and subsequent redevelopment mean that **archaeological potential** of the HUCA is limited.

The quality of the late 19th and early 20th-century development, widespread redevelopment since 1945, and the limited archaeological potential combine to give this HUCA an **Historic Environment Value (HEV)** of 1.

The area has seen considerable redevelopment in the later 20th century, comprising infill housing that has, in several cases, resulted in the loss of late 19th and early 20th-century villas. There is some limited scope for further loss of villas to

denser housing, suggesting that **vulnerability** is medium.

Broad, or Brighton and Hove-wide, **research questions** only apply to this area.

HUCA 37 Patcham (HEV 4)

HUCA 37 comprises the extent of the medieval village of Patcham as it survived c.1914, and prior to being engulfed by the suburbs of Brighton and Hove (after the Second World War.

Today the HUCA has lost its function as an agricultural village and has become a predominantly residential suburb. There are 32 listed buildings, groups of buildings, or monuments within the HUCA (29 Grade II; and three Grade II*), of which one is Period 5 (1066-1149), three are Period 8 (16th-century), four are Period 9 (17th-century), 17 are Period 10 (18th-century), four are Period 11 (1800-40), one is Period 12 (1841-1880) and two are Period 13 (1881-1913). Despite being almost entirely hidden by Roman cement, All Saints' church is evidently of c.1100, and has a chancel arch of this date surmounted by a 13th-century 'Doom' painting. Patcham Place has a probable 16th-century core, but was remodelled in the mid-18th century, with black mathematical tiles, canted bay windows and a pediment (Grade II*). Cottages of probable 16th-century origins survive opposite Patcham Place at 128-36 Old London Road and at 4-5 Church Hill, where late re-fronting hides timber-framing. 17th-century buildings include flint-rubble Patcham Court Farmhouse, together with its probably contemporary barn (converted) and dovecote, and timber-framed cottages (albeit re-fronted in flint) at 28 and 29 Church Hill. Of Brighton's villages, Patcham also preserves the largest cluster of 18th-century houses, which includes several of the finer 18th-century houses. Southdown House, Old London Road, is a substantial flint and brick house dating from the early 18th century (Grade II*). This is adjoined by contemporary buildings on the south: the former stables of Southdown House (No. 49; largely rebuilt in the 20th century) and a row of flint and brick terraced cottages (Nos. 45, 45A and 47).

There has been some infill since the 1950s, but the density of earlier houses and the survival of historic boundaries indicate moderate **archaeological potential**.

The survival of numerous medieval and post-medieval buildings, and the archaeological potential give this HUCA an **Historic Environment Value (HEV)** of 4.

HUCA 37 has seen some change in the second half of the 20th century, such as residential redevelopment of the vicarage site, and creation of an open area with shops at the junction of Old London Road and Ladies' Mile Road. Although the Historic Environment Value of the HUCA is high, the scope for further infill and redevelopment is limited, suggesting that the **vulnerability** is medium. Perhaps the greatest threat is to development in the grounds around Patcham Place.

Research questions especially relevant to this HUCA relate to the origins of settlement at Brighton and the surrounding parishes later absorbed by expansion of the town (RQ3, RQ19).

5.3.7 Summary table of Historic Urban Character Areas (HUCAs) for Brighton and Hove

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). This only applies to the pre-1800 historic core as, for the suburbs of 1800-1914 (including the earlier villages engulfed by suburban expansion) there is no subdivision of HUCAs into the finer divisions of Historic Character Type. The table also summarizes the archaeological potential that, along with historic buildings and boundaries, contributes to the assessment of the Historic Environment Value of each HUCA. The assessment of vulnerability of each HUCA is important for developing guidance.

Summary of assessment of Historic Urban Character Areas (HUCAs) for Brighton and Hove				
Historic Character Types (HCTs)	Historic Urban Character Area (HUCA)	Archaeological potential	Historic Environment Value (HEV)	Vulnerability
Irregular historic plots Market place Public Retail and commercial	1. Bartholomews	Moderate	3	Medium
Irregular historic plots Retail and commercial	2. The Lanes	Moderate	3	Medium
Regular burgage plots Irregular historic plots School/college	3. Old Town – west	Moderate to high	3	Medium
Irregular historic plots Church/churchyard Suburb	4. Church	Moderate to high	4	Medium
Informal parkland Irregular historic plots Suburb	5. Old Steine	Moderate	3	Low
Great house Informal parkland Irregular historic plots Public School/college Suburb	6. Pavilion	Limited	5	Low
Irregular historic plots Retail and commercial	7. North Street	Limited	2	Low
Beach/cliffs Seafront Irregular historic plots Retail and commercial Suburb	8. Seafront – central	Limited	4	High
Public Suburb	9. Little Laine	Limited	3	Relatively high
Irregular historic plots Public Retail and commercial Suburb	10. North Laine – south	Limited	2	Low
Irregular historic plots Retail and commercial Sports field Suburb	11. Churchill Square - east	Limited	1	Low
N/A (lies outside the pre-1800 historic core of Brighton)	12. Churchill Square – west	Limited	1	Low
N/A (lies outside the pre-1800 historic core of Brighton)	13. North Laine – north	Limited	2	Medium

Summary of assessment of Historic Urban Character Areas (HUCAs) for Brighton and Hove				
<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>
N/A (lies outside the pre-1800 historic core of Brighton)	14. The Level	Limited	3	Medium
N/A (lies outside the pre-1800 historic core of Brighton)	15. Kemp Town	Limited	4	High
N/A (lies outside the pre-1800 historic core of Brighton)	16. Seafront – east	Limited	3	High
N/A (lies outside the pre-1800 historic core of Brighton)	17. Seafront – west	Limited	2	Low
N/A (lies outside the pre-1800 historic core of Brighton)	18. Western Road - east	Limited	3	Medium
N/A (lies outside the pre-1800 historic core of Brighton)	19. Clifton Hill	Limited	3	Medium
N/A (lies outside the pre-1800 historic core of Brighton)	20. St Anne’s Well	Moderate	2	Low
N/A (lies outside the pre-1800 historic core of Brighton)	21. Brunswick Town	Limited	4	High
N/A (lies outside the pre-1800 historic core of Brighton)	22. West Brighton	Limited	3	High
N/A (lies outside the pre-1800 historic core of Brighton)	23. Cliftonville	Limited	2	Medium
N/A (lies outside the pre-1800 historic core of Brighton)	24. Hove village	Moderate	2	Low
N/A (lies outside the pre-1800 historic core of Brighton)	25. Queen’s Park	Limited	2	Low
N/A (lies outside the pre-1800 historic core of Brighton)	26. Elm Grove	Limited	2	Low
N/A (lies outside the pre-1800 historic core of Brighton)	27. Stations	Limited	2	Low to medium
N/A (lies outside the pre-1800 historic core of Brighton)	28. Ditchling Road	Limited	2	Low
N/A (lies outside the pre-1800 historic core of Brighton)	29. Preston	Moderate	3	Medium
N/A (lies outside the pre-1800 historic core of Brighton)	30. Aldrington	Limited	1	Low
N/A (lies outside the pre-1800 historic core of Brighton)	31. Aldrington Basin	Limited	1	Low
N/A (lies outside the pre-1800 historic core of Brighton)	32. Portslade-by-Sea	Limited	1	Low
N/A (lies outside the pre-1800 historic core of Brighton)	33. Portslade	Moderate	3	High
N/A (lies outside the pre-1800 historic core of Brighton)	34. Hangleton	Moderate (locally high)	3	Low
N/A (lies outside the pre-1800 historic core of Brighton)	35. Blatchington	Limited (locally high)	3	Low
N/A (lies outside the pre-1800 historic core of Brighton)	36. Dyke Road	Limited	1	Medium
N/A (lies outside the pre-1800 historic core of Brighton)	37. Patcham	Moderate	4	Medium

Table 3. Summary of assessment of Historic Urban Character Areas (HUCAs) for Brighton and Hove.

6 HISTORIC ENVIRONMENT RESEARCH FRAMEWORK

6.1 Pre-urban activity

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

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

6.2 Origins

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

RQ3: What evidence is there for Anglo-Saxon and early Norman secular settlement (and its economy), both at Brighton and in the parishes later absorbed by expansion of the town?

RQ4: What was the road layout, how did this evolve, and how did it relate to east-west Downland and coastal routes, river crossings, a transhumant Downland-Wealden economy, and the fishing-based settlement?

6.3 Medieval town

RQ5: What evidence is there for the founding of the town in the 12th century and for its subsequent development?

RQ6: Is there any evidence for the location and extent of the under-cliff settlement in the medieval period?

RQ7: What evidence is there for the evolution of the gridded street plan during this period?

RQ8: What evidence is there for early burgage plots (and associated narrow lanes or passageways), and when and where did built-up street frontages first occur?

RQ9: What different zones (especially with reference to the northern part of the medieval town) were there during this period, and how did they change?

RQ10: What archaeological evidence is there for the origins of the chapel of St Bartholomew and the extent of its precinct?

RQ11: What was the location and form of the fishing industry and coastal trading place (with particular reference to the function of Pool Valley), and what was the nature of the seaborne trade?

RQ12: What evidence is there for the economy of the town, especially with regard to its Downland hinterland?

6.4 The town 1540-1740

RQ13: How have tenements/burgage plots developed from the first built-up street frontages to the plots that survive today?

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

RQ15: What evidence is there for the development of institutions, such as schools?

RQ16: What documentary and archaeological evidence is there for late 17th-century decline?

RQ17: What evidence of buildings of this period survives later remodelling and re-facing?

RQ18: How and when did the town defences develop?

RQ19: What was the nature of the adjacent settlements of Portslade, Hangleton, Aldrington, West Blatchington, Hove, Preston and Patcham, and how did their economy relate to that of Brighton?

7 Notes

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

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

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

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

Sussex Extensive Urban Survey (EUS) (2004-9).

Intensive Urban Survey of Chichester/Fishbourne (2005-7) (Chichester District Council).

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

³ Salzman, L. F., (ed.) *Victoria County History 7 (1940)*, 215-86.

⁴ Ibid.

⁵ E.g. Farrant, J. H., 'The Brighton Charity School in the early 18th century', *SAC 122 (1984)*, 139-46; Farrant, S., & Farrant, J. H., 'Brighton, 1580-1820: from Tudor town to Regency resort', *SAC 118 (1980)*, 331-50.

⁶ E.g. Farrant, S., & Farrant, J. H., 'Brighton, 1580-1820: from Tudor town to Regency resort', *SAC 118 (1980)*, 331-50; Berry, S., *Georgian Brighton (2005)*; Berry, S., 'Myth and reality in the representation of resorts: Brighton and the emergence of the 'Prince and fishing village' myth 1770-1824', *SAC 140 (2002)*, 97-112.

⁷ Carder, T., *The Encyclopædia of Brighton (1990)*.

⁸ Middleton, J., *Encyclopaedia of Hove and Portslade (2001-2)*.

⁹ Berry, S., *Georgian Brighton (2005)*, ix.

¹⁰ Dudley, C., 'A re-appraisal of the evidence for a Roman villa in Springfield Road, Brighton, following further discoveries on the site', in Kelly, E., and Dudley, C., 'Two Romano-British Burials', *SAC 119 (1981)*, 65-88, at 68-88.

¹¹ Webster, L. E., and Cherry, J., 'Medieval Britain in 1978', *Medieval Archaeology 23 (1978)*, 254.

¹² Smith, P. S., 'Early Anglo-Saxon burials from Stafford Road, Brighton, East Sussex', *SAC 126 (1988)*, 31-51.

¹³ HER reference: TQ 30 SW108 – ES470.

¹⁴ Rudling, D., *Archaeological Evaluation at 7-9 Springfield Road, Brighton* (unpubl. Archaeology South-East report no. 652, May 1999).

¹⁵ Stevens, S., *An Archaeological evaluation at the Jubilee Site, Brighton, East Sussex* (unpubl. Archaeology South-East report no. 1410, August 2001).

¹⁶ Greatorex, C., *A Watching Brief Maintained on Groundworks Undertaken on 6 Ship Street, Brighton, East Sussex* (unpubl. CG Archaeology report, 2002).

¹⁷ Worrall, S., *An Archaeological Watching Brief at 20-26 York Place, Brighton, East Sussex* (unpubl. Archaeology South-East report no. 1927, October 2004).

¹⁸ Holden, E. W., 'Excavations at the Deserted Medieval Village of Hangleton: Part I', *SAC 101 (1963)*, 54-181; Hurst, J. G., and D. G., 'Excavations at the Deserted Medieval Village of Hangleton: Part II', *SAC 102 (1964)*, 94-142.

¹⁹ Carder, T., *The Encyclopædia of Brighton (1990)*, 201.

²⁰ The suggestion that these 'puddingstones' or sarsens represent a prehistoric stone circle pre-dating the church (for examples, see HER reference: TQ 30 SW4 – ES177) is implausible. There is also considerable doubt that these stones were relocated to the Steine, where the stones are not sarsens, but ferruginous rocks (derived from the basal bed of the Woolwich and Reading Beds (Lambeth Group) that formerly overlay the chalk): pers. comm. Dr Stewart Ulyott, University of Brighton.

²¹ Ulyott, J. S., Nash, D. J., Whiteman, C. A., Mortimore, R. N., 'Distribution, petrology and mode of development of silcretes (sarsens and puddingstones) on the eastern South Downs, UK' in McLaren, S. J., Nash, D. J., and Goudie, A. S., (eds.), *Earth Surface Processes and Landforms* vol. 29, issue 12 (2004), 1509-39.

²² 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 43-5.

²³ Woodcock, A., 'The archaeological implications of coastal change in Sussex', in Rudling, D., (ed.), *The Archaeology of Sussex to AD2000 (2003)*, 1-16; Woodcock, A., 'Earliest Inhabitants', in Leslie, K. and Short, B. (eds.), *An Historical Atlas of Sussex (1999)*, 10-11; Pope, M., 'The Earliest Occupation of Sussex: Recent Research and Future Objectives', in Rudling, D., (ed.), *The Archaeology of Sussex to AD2000 (2003)*, 17-28; Robinson, D. A., and Williams, R. B. G., 'The Sussex Coast Past and Present', in Geographical Editorial Committee of the University of Sussex (eds.), *Sussex: Environment, Landscape and Society (1983)*, 50-66.

²⁴ Farrant, J. H., 'The seaborne trade of Sussex, 1720-1845', *SAC 114 (1976)*, 97-120, at 117.

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²⁷ Elleray, D. R., *Sussex Places of Worship: A Gazetteer of Buildings erected between c.1760 and c.1960 (2004)*, 8.

²⁸ Curwen, E., 'Excavations in Whitehawk Neolithic camp, Brighton, 1932-3', *Antiquaries Journal 14 (1934)*, 99-133; Curwen, E., 'Excavations in Whitehawk camp, Brighton, third season, 1935', *SAC 77 (1936)*, 60-92.

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- ³¹ Greig, I., 'Excavation of a Bronze Age settlement at Varley Halls, Coldean Lane, Brighton, East Sussex', SAC 135 (1997), 7-58.
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- ³⁶ Shields, G., 'The course of the London to Brighton Roman road south of Burgess Hill', SAC 137 (1999), 81-90.
- ³⁷ Dudley, C., 'A re-appraisal of the evidence for a Roman villa in Springfield Road, Brighton, following further discoveries on the site', in Kelly, E., and Dudley, C., 'Two Romano-British Burials', SAC 119 (1981), 65-88, at 68-88.
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- ⁵⁵ Ibid., 262.
- ⁵⁶ Ibid., 246.
- ⁵⁷ Ibid.
- ⁵⁸ Ibid.
- ⁵⁹ For example, see: Pelham, R. A., 'The distribution of wool merchants in Sussex (c.1330)', *SNQ* 4 (1933), 67-9; Pelham, R. A., 'The distribution of wool merchants in Sussex in 1296', *SNQ* 4 (1933), 161-3; Pelham, R. A., 'Further evidence of the distribution of wealth in mediæval Sussex', *SNQ* 5 (1935), 18-19; Pelham, R. A., 'Sussex wool ports in the 13th century: 3 - Seaford', *SNQ* 5 (1935), 166-171.
- ⁶⁰ Brent, C., *Pre-Georgian Lewes c.890-1714: the emergence of a county town* (2004), 156-7.
- ⁶¹ Ibid., 245.
- ⁶² Salzman, L. F., (ed.) *Victoria County History 7* (1940), 245.
- ⁶³ Salzman, L. F., (ed.) *Victoria County History 7* (1940), 244, 262.
- ⁶⁴ Sylvester, D., 'The development of Winchelsea and its maritime economy', in Martin, D. & B., *New Winchelsea, Sussex: a medieval port town* (2004), 16-18.
- ⁶⁵ Berry, S., *Georgian Brighton* (2005), 2-3.
- ⁶⁶ Farrant, S., & Farrant, J. H., 'Brighton, 1580-1820: from Tudor town to Regency resort', SAC 118 (1980), 331-50, at 336.
- ⁶⁷ Salzman, L. F., (ed.) *Victoria County History 7* (1940), 246.
- ⁶⁸ Berry, S., *Georgian Brighton* (2005), 5.
- ⁶⁹ Farrant, S., & Farrant, J. H., 'Brighton, 1580-1820: from Tudor town to Regency resort', SAC 118 (1980), 339.
- ⁷⁰ Farrant, S., & Farrant, J. H., 'Brighton, 1580-1820: from Tudor town to Regency resort', SAC 118 (1980), 335.
- ⁷¹ Farrant, J. H., 'The Seaborne Trade of Sussex, 1720-1845', SAC 114 (1976), 97-120.
- ⁷² Farrant, S., & Farrant, J. H., 'Brighton, 1580-1820: from Tudor town to Regency resort', SAC 118 (1980), 333-4.
- ⁷³ Farrant, S., & Farrant, J. H., 'Brighton, 1580-1820: from Tudor town to Regency resort', SAC 118 (1980), 336.

- ⁷⁴ Berry, S., *Georgian Brighton* (2005), 5.
- ⁷⁵ Salzman, L. F., (ed.) *Victoria County History* 7 (1940), 245.
- ⁷⁶ Berry, S., *Georgian Brighton* (2005), 9; 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 (1994), 124-5. With the exception of Berry's calculation for 1580 (based on 102 rated landmen), the calculations for total populations are the author's and are necessarily indicative, with the following multipliers used: 131% for surveys of adults (1676), and 450% for families or households (1565, c.1630, 1724 and 1744).
- ⁷⁷ Salzman, L. F., (ed.) *Victoria County History* 7 (1940), 247.
- ⁷⁸ Salzman, L. F., (ed.) *Victoria County History* 7 (1940), 263; North, J. S., 'The Bartholomews Property, Brightelmston, 1547 to 1592', *Brighton and Hove Archaeologist* 3 (1926), 81-104, at 83.
- ⁷⁹ Wilkinson, P., 'The Struggle for a Protestant Reformation 1553-1546', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 52-3.
- ⁸⁰ Cooper, J. H., 'A Religious Census of Sussex in 1676', SAC 45 (1902), 144; McCann, T., 'Religious Observance in the 17th Century', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 56-7.
- ⁸¹ Farrant, J. H., 'The Brighton Charity School in the early 18th century', SAC 122 (1984), 139-46, at 140.
- ⁸² Salzman, L. F., (ed.) *Victoria County History* 7 (1940), 263.
- ⁸³ Berry, S., *Georgian Brighton* (2005), 8.
- ⁸⁴ Ford, W. K., (ed.), 'Chichester Diocesan Surveys 1686 and 1724', SRS 78 (1994), 124-5.
- ⁸⁵ Salzman, L. F., (ed.) *Victoria County History* 7 (1940), 246. Jamison located the blockhouse near the end of Middle Street, but its location has since been placed just east of the lower end of Ship Street by Ron Martin (see Berry, S., *Georgian Brighton* (2005), fig. 2).
- ⁸⁶ Lower, M. A., *A Survey of the Coast of Sussex made in 1587* (1870), 4.
- ⁸⁷ Farrant, S., & Farrant, J. H., 'Brighton, 1580-1820: from Tudor town to Regency resort', SAC 118 (1980), 338-9, 341.
- ⁸⁸ Salzman, L. F., (ed.) *Victoria County History* 7 (1940), 246.
- ⁸⁹ Salzman, L. F., (ed.) *Victoria County History* 7 (1940), 253.
- ⁹⁰ Carder, T., *The Encyclopædia of Brighton* (1990), 184, 215.
- ⁹¹ Farrant, J. H., 'The Brighton Charity School in the early 18th century', SAC 122 (1984), 139-46.
- ⁹² Salzman, L. F., (ed.) *Victoria County History* 7 (1940), 248.
- ⁹³ Johnston, G. D., *Abstract of Turnpike Acts relating to Sussex* (c.1948, transcript at SAS), 11.
- ⁹⁴ Leppard, M. J., *A History of East Grinstead* (2001), 46.
- ⁹⁵ Leppard, M. J., *A History of East Grinstead* (2001), 46.
- ⁹⁶ Berry, S., *Georgian Brighton* (2005), 19.
- ⁹⁷ Berry, S., *Georgian Brighton* (2005), 86-7.
- ⁹⁸ Salzman, L. F., (ed.) *Victoria County History* 7 (1940), 248-9; Farrant, S., & Farrant, J. H., 'Brighton, 1580-1820: from Tudor town to Regency resort', SAC 118 (1980), 342-3; Berry, S., *Georgian Brighton* (2005), 22-9, 37-40.
- ⁹⁹ Johnston, G. D., *Abstract of Turnpike Acts relating to Sussex* (transcript at SAS, c.1948), 10.
- ¹⁰⁰ Hudson, T. P. (ed.) *Victoria County History* 6:3 (1987), 135.
- ¹⁰¹ Farrant, J. H., 'The seaborne trade of Sussex, 1720-1845', SAC 114 (1976), 97-120, at 117.
- ¹⁰² Berry, S., *Georgian Brighton* (2005), 32, 150.
- ¹⁰³ Berry, S., *Georgian Brighton* (2005), 25, 27.
- ¹⁰⁴ Carder, T., *The Encyclopædia of Brighton* (1990), 7.
- ¹⁰⁵ Berry, S., *Georgian Brighton* (2005), 33-4, 36.
- ¹⁰⁶ Berry, S., 'Myth and reality in the representation of resorts: Brighton and the emergence of the 'Prince and fishing village' myth 1770-1824', SAC 140 (2002), 97-112.
- ¹⁰⁷ Salzman, L. F., (ed.) *Victoria County History* 7 (1940), 248; Farrant, S., & Farrant, J. H., 'Brighton, 1580-1820: from Tudor town to Regency resort', SAC 118 (1980), 346-8; Berry, S., *Georgian Brighton* (2005), 97-110.
- ¹⁰⁸ Farrant, S., & Farrant, J. H., 'Brighton, 1580-1820: from Tudor town to Regency resort', SAC 118 (1980), 346-8; Berry, S., *Georgian Brighton* (2005), 118-20, 131-5.
- ¹⁰⁹ Farrant, S., & Farrant, J. H., 'Brighton, 1580-1820: from Tudor town to Regency resort', SAC 118 (1980), 346-8; Berry, S., *Georgian Brighton* (2005), 123-8.
- ¹¹⁰ Berry, S., *Georgian Brighton* (2005), 129-31.
- ¹¹¹ Berry, S., *Georgian Brighton* (2005), 9; the calculations for the total populations in 1744, 1753 and 1770 are the author's and are necessarily indicative, with a 450% multiplier used for families or households.
- ¹¹² Farrant, S., Fossey, K., and Peasgood, A., *The Growth of Brighton and Hove 1840-1939* (CCE Occasional Paper 14, 1981), 13.
- ¹¹³ Salzman, L. F., (ed.) *Victoria County History* 7 (1940), 259; Berry, S., *Georgian Brighton* (2005), 177.
- ¹¹⁴ Carder, T., *The Encyclopædia of Brighton* (1990), 169.
- ¹¹⁵ Salzman, L. F., (ed.) *Victoria County History* 7 (1940), 260-1.
- ¹¹⁶ Farrant, J. H., 'The Brighton Charity School in the early 18th century', SAC 122 (1984), 144.
- ¹¹⁷ *Ibid.*, 263; Berry, S., *Georgian Brighton* (2005), 180-1.
- ¹¹⁸ Newman, R. F., 'The Countess of Huntingdon's Church, North Street, Brighton', SAC 109 (1971), 65-8.
- ¹¹⁹ Hickman, M. R., 'The role of soldiers in the origins of Wesleyan Methodism in Brighton and other towns on the Sussex Coast', SAC 143 (2005), 257-66.
- ¹²⁰ Elleray, D. R., *Sussex Places of Worship: A Gazetteer of Buildings erected between c.1760 and c.1960* (2004), 6-13.
- ¹²¹ Berry, S., *Georgian Brighton* (2005), 182.
- ¹²² E.g. Sue Berry suggests that the lack of new foundations between 1800 and 1820 reflected that the town was over-provided in 1800: Berry, S., *Georgian Brighton* (2005), 182.
- ¹²³ Salzman, L. F., (ed.) *Victoria County History* 7 (1940), 246.
- ¹²⁴ Woodburn, B., 'Fortifications and Defensive Works 1500-1900', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 102-3.

- ¹²⁵ Berry, S., *Georgian Brighton* (2005), 64-5, 67-8.
- ¹²⁶ Hudson, A., 'Volunteer Soldiers in Sussex during the Revolutionary and Napoleonic Wars, 1793-1815', SAC 122 (1984), 165-81, at 174.
- ¹²⁷ Hudson, A., 'Napoleonic Barracks in Sussex', SAC 124 (1986), 267-8; Berry, S., *Georgian Brighton* (2005), 69-72.
- ¹²⁸ Farrant, S., & Farrant, J. H., 'Brighton, 1580-1820: from Tudor town to Regency resort', SAC 118 (1980), 345-6.
- ¹²⁹ Carder, T., *The Encyclopædia of Brighton* (1990), 100.
- ¹³⁰ Clarkson Wallis, W., 'Brighton Church and the Chapel of St Bartholomew', *Brighton & Hove Archaeologist* 3 (1926), 124.
- ¹³¹ Berry, S., *Georgian Brighton* (2005), 165. Note, Carder dates the petty sessions from 1808: Carder, T., *The Encyclopædia of Brighton* (1990), 48.
- ¹³² Carder, T., *The Encyclopædia of Brighton* (1990), 123.
- ¹³³ Farrant, J. H., 'The Brighton Charity School in the early 18th century', SAC 122 (1984), 144-5.
- ¹³⁴ Berry, S., *Georgian Brighton* (2005), 171.
- ¹³⁵ Berry, S., *Georgian Brighton* (2005), 161.
- ¹³⁶ English Heritage listed building description, no. 482032.
- ¹³⁷ Carder, T., *The Encyclopædia of Brighton* (1990), 78.
- ¹³⁸ *Ibid.*, 177; McCann, T. J., *Sussex Cricket in the Eighteenth Century* (SRS 88, 2004), xlviii.
- ¹³⁹ Childs, R., 'Parliamentary Representation', in Leslie, K. and Short, B., (eds.), *An Historical Atlas of Sussex* (1999), 72-3.
- ¹⁴⁰ Salzman, L. F. (ed.), *Victoria County History* 7 (1940), 252-3.
- ¹⁴¹ Godfrey, J., 'Local Government in the 19th and 20th Centuries', in Leslie, K. and Short, B., (eds.), *An Historical Atlas of Sussex* (1999), 126-7.
- ¹⁴² Berry, S., *Georgian Brighton* (2005), 39, 62.
- ¹⁴³ Carder, T., *The Encyclopædia of Brighton* (1990), 7, 73.
- ¹⁴⁴ O'Mahoney, B. M. E., *Newhaven-Dieppe 1825-1980: The History of an Anglo-French Joint Venture* (1980), 3-9.
- ¹⁴⁵ Carder, T., *The Encyclopædia of Brighton* (1990), 3, 34, 117, 157, 196, 204.
- ¹⁴⁶ *Ibid.*, 95.
- ¹⁴⁷ Middleton, J., *Encyclopaedia of Hove and Portslade* 4 (2002), 78-9.
- ¹⁴⁸ Salzman, L. F. (ed.), *Victoria County History* 7 (1940), 250.
- ¹⁴⁹ Carder, T., *The Encyclopædia of Brighton* (1990), 140.
- ¹⁵⁰ Sheppard, J. A., 'Brighton's railway workers in the 1850s', SAC 139 (2001), 191-201.
- ¹⁵¹ Carder, T., *The Encyclopædia of Brighton* (1990), 67.
- ¹⁵² Carder, T., *The Encyclopædia of Brighton* (1990), 52, 100.
- ¹⁵³ Carder, T., *The Encyclopædia of Brighton* (1990), 9.
- ¹⁵⁴ Carder, T., *The Encyclopædia of Brighton* (1990), 75.
- ¹⁵⁵ Beard, J., 'Employment 1951-1991', in Leslie, K. and Short, B., (eds.), *An Historical Atlas of Sussex* (1999), 132-3.
- ¹⁵⁶ Carder, T., *The Encyclopædia of Brighton* (1990), 60.
- ¹⁵⁷ Carder, T., *The Encyclopædia of Brighton* (1990), 12, 95, 98.
- ¹⁵⁸ Carder, T., *The Encyclopædia of Brighton* (1990), 10, 77.
- ¹⁵⁹ Carder, T., *The Encyclopædia of Brighton* (1990), 18, 37, 72.
- ¹⁶⁰ Salzman, L. F. (ed.), *Victoria County History* 7 (1940), 250.
- ¹⁶¹ Carder, T., *The Encyclopædia of Brighton* (1990), 26.
- ¹⁶² Carder, T., *The Encyclopædia of Brighton* (1990), 185.
- ¹⁶³ Source: decennial census.
- ¹⁶⁴ Ray, M., 'Domestic Servants in a Superior Suburb: Brunswick Town, Hove', SAC 131 (1993), 172-84.
- ¹⁶⁵ Middleton, J., *Encyclopaedia of Hove and Portslade* 9 (2002), 12-13.
- ¹⁶⁶ Salzman, L. F., (ed.) *Victoria County History* 7 (1940), 275, 282.
- ¹⁶⁷ Farrant, J., 'Growth of Communications 1840-1914', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 80-1.
- ¹⁶⁸ Carder, T., *The Encyclopædia of Brighton* (1990), 118.
- ¹⁶⁹ Salzman, L. F. (ed.), *Victoria County History* 7 (1940), 267-8, 272.
- ¹⁷⁰ *Ibid.*; Carder, T., *The Encyclopædia of Brighton* (1990), 202.
- ¹⁷¹ Salzman, L. F. (ed.), *Victoria County History* 7 (1940), 276; Elleray, D. R., *Sussex Places of Worship: A Gazetteer of Buildings erected between c. 1760 and c. 1960* (2004), 34.
- ¹⁷² Salzman, L. F. (ed.), *Victoria County History* 7 (1940), 272-3.
- ¹⁷³ Elleray, D. R., *Sussex Places of Worship: A Gazetteer of Buildings erected between c. 1760 and c. 1960* (2004), 26.
- ¹⁷⁴ The Anglican churches and chapels of the contiguous area of Greater Brighton and Hove (i.e. excluding the discrete settlements east of the modern city) created 1820-1960 comprise (in chronological order):
Holy Trinity, Ship Street (1817, but only Anglican from 1826: see section 3.3.2);
St Margaret, St Margaret's Place, Cannon Place (1824; demolished 1959);
St George, St George's Road, Kemp Town (1824-5);
St Peter, Victoria Gardens (1824-8);
St James's chapel, St James's Street (built as nonconformist chapel 1810, became Anglican 1826, rebuilt 1875; demolished 1951);
St Andrew, Waterloo Street, Hove (1827-8; redundant 1991);
All Souls', Eastern Road (1833-4; demolished 1968);
Christ Church, Montpelier Road (1837-8; demolished 1982, following fire);
St Mark, Eastern Road (1839; closed 1985, now St Mary's Hall School chapel);
St John Evangelist, Carlton Hill (1840; closed 1991, now Greek Orthodox);
St Paul, West Street (1846-8);
St Stephen, Montpelier Place (1851; closed 1970);
St John the Baptist, Church Road, Hove (1852);

All Saints', Compton Avenue (1853; demolished 1957);
 Royal Sussex County Hospital chapel, East Road (1856);
 St Patrick, Cambridge Road, Hove (1858; part converted into social housing 1998);
 Brighton College chapel, Eastern Road (1859);
 St Michael and All Angels, Victoria Road (1861-2);
 Holy Trinity, Blatchington Road, Hove (1862-4);
 St Anne, Burlington Street (1863; demolished 1986);
 St Mary and St Mary Magdalene, Bread Street (1862-4; demolished 1965);
 Annunciation, Washington Street (1864);
 Brighton Workhouse (later, General Hospital) chapel, Elm Grove (1867);
 Emmanuel, Lansdowne Road, Hove (1868; built as an unconsecrated proprietary chapel, now the Baptist Tabernacle);
 St Bartholomew, Ann Street (1872-4);
 St Martin, Lewes Road (1874-5);
 St Luke, Old Shoreham Road, Prestonville (1875);
 Holy Resurrection, Russell Street (1876-8; demolished 1968);
 St Mary, Upper Rock Gardens (1877-9);
 St Matthew, Sutherland Road (1881-3; demolished 1967);
 St Luke, Queens Park Road (1881-5);
 St Barnabus, Sackville Road, Hove (1882);
 St Saviour, 133-5 Ditchling Road (1886; demolished 1983);
 All Saints', Eaton Road, Hove (1892);
 St Philip, New Church Road, Hove (1894-5);
 St Augustine, Stanford Avenue (1896);
 St Thomas the Apostle, Davigdor Road, Hove (1901-14; closed 1993, now a Coptic church);
 St John the Evangelist, Preston Road (1902);
 St Matthias, Ditchling Road (1907);
 St Alban, Coombe Road (1910);
 St Agnes, Newton Road, Hove (1913; closed 1977);
 The Good Shepherd, Dyke Road (1921-2);
 St Andrew, Hillside, Moulsecoomb (1932);
 Holy Cross, Tamworth Road, Hove (1936);
 Bishop Hannington Memorial church, Holmes Avenue, Hove (1938);
 St Wilfrid, Elm Grove (1933-4; closed 1978);
 St Cuthman, Whitehawk Way, Whitehawk (1937; bombed 1943, replaced 1952); and
 St Richard, Egmont Road, Hove (1960-1).
 Sources: Salzman, L. F., (ed.) *Victoria County History 7* (1940), 215-86; Elleray, D. R., *Sussex Places of Worship: A Gazetteer of Buildings erected between c.1760 and c.1960* (2004).

¹⁷⁵ Elleray, D. R., *Sussex Places of Worship: A Gazetteer of Buildings erected between c.1760 and c.1960* (2004).

¹⁷⁶ The Roman Catholic churches and chapels of the contiguous area of Greater Brighton and Hove (i.e. excluding the discrete settlements east of the modern city) created 1820-1960 comprise (in chronological order):
 St John Baptist, Bristol Road (1835);
 West Cliff Catholic mission chapel, 9 Silwood Mansions (in use from 1858 to 1862);
 St Mary Magdalene, Upper North Street (1862);

St Joseph, Elm Grove (1866-9);
 Convent of the Sacred Heart, Upper Drive, Hove (1878: later, Chapel of Christ the King, Cardinal Newman School);
 Sacred Heart, Norton Road, Hove (1880);
 St Joseph's Convent of Mercy, Bristol Road (1892);
 St Joseph's Home chapel, Hove (Little Sisters of the Poor), 182 Old Shoreham Road (1900; demolished 1989);
 St Peter, Tamworth, Hove (Portland) Road (1902);
 Our Lady of Lourdes Convent chapel, London Road (1903; demolished 1972);
 Poor Servants of the Mother of God: St Mary's Convent, Portslade (established in Portslade Manor House in 1904, and chapel added 1933; closed 1966, now Emmaus Community);
 St Benedict's Convent chapel, 1 Manor Road, Kemp Town (1906);
 St Mary, Surrenden Road (1910-12); and
 Blessed Sacrament Convent Chapel, Walpole Road (1913).
 Source: Elleray, D. R., *Sussex Places of Worship: A Gazetteer of Buildings erected between c.1760 and c.1960* (2004).

¹⁷⁷ *Ibid.*

¹⁷⁸ Elleray, D. R., *Sussex Places of Worship: A Gazetteer of Buildings erected between c.1760 and c.1960* (2004), 13, 33-4.

¹⁷⁹ Carder, T., *The Encyclopædia of Brighton* (1990), 33, 169.

¹⁸⁰ Middleton, J., *Encyclopaedia of Hove and Portslade 7* (2002), 93-7.

¹⁸¹ Carder, T., *The Encyclopædia of Brighton* (1990), 22, 36, 172.

¹⁸² Middleton, J., *Encyclopaedia of Hove and Portslade 5* (2002), 11-12. Elsewhere, Middleton dates the school to c.1840-1: Middleton, J., *A History of Hove* (1979), 68.

¹⁸³ Middleton, J., *A History of Hove* (1979), 69; Middleton, J., *Encyclopaedia of Hove and Portslade 13 Part II* (2003), 9.

¹⁸⁴ Carder, T., *The Encyclopædia of Brighton* (1990), 22, 36, 172.

¹⁸⁵ Middleton, J., *Encyclopaedia of Hove and Portslade 4* (2002), 3, 58-9, 66-70; Middleton, J., *Encyclopaedia of Hove and Portslade 5* (2002), 11-12; Middleton, J., *Encyclopaedia of Hove and Portslade 13 Part II* (2003), 10.

¹⁸⁶ *Ibid.*, 172.

¹⁸⁷ Middleton, J., *Encyclopaedia of Hove and Portslade 2* (2001), 59.

¹⁸⁸ Middleton, J., *Encyclopaedia of Hove and Portslade 7* (2002), 112.

¹⁸⁹ Middleton, J., *Encyclopaedia of Hove and Portslade 3* (2002), 9. Note, elsewhere Middleton dates it to 1971: Middleton, J., *Encyclopaedia of Hove and Portslade 13 Part II* (2003), 9.

¹⁹⁰ Middleton, J., *Encyclopaedia of Hove and Portslade 2* (2001), 59.

¹⁹¹ Middleton, J., *Encyclopaedia of Hove and Portslade 8* (2002), 54-5.

¹⁹² Middleton, J., *Encyclopaedia of Hove and Portslade 13 Part II* (2003), 9-10.

¹⁹³ Carder, T., *The Encyclopædia of Brighton* (1990), 19.

- ¹⁹⁴ Carder, T., *The Encyclopædia of Brighton* (1990), 124, 178, 188.
- ¹⁹⁵ Carder, T., *The Encyclopædia of Brighton* (1990), 88.
- ¹⁹⁶ Middleton, J., *Encyclopaedia of Hove and Portslade 7* (2002), 127-34.
- ¹⁹⁷ Carder, T., *The Encyclopædia of Brighton* (1990), 36, 48.
- ¹⁹⁸ Poole, H., *Lewes Past* (2000), 101; Carder, T., *The Encyclopædia of Brighton* (1990), 123.
- ¹⁹⁹ Middleton, J., *Encyclopaedia of Hove and Portslade 7* (2002), 102, 137.
- ²⁰⁰ Middleton, J., *Encyclopaedia of Hove and Portslade 7* (2002), 158-66.
- ²⁰¹ Berry, S., *Georgian Brighton* (2005), 161.
- ²⁰² 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), 160, 162, 210.
- ²⁰³ Carder, T., *The Encyclopædia of Brighton* (1990), 70.
- ²⁰⁴ Sleight, J. M., *A Very Exceptional Instance: Three Centuries of Education in Steyning, Sussex* (1981), 59.
- ²⁰⁵ Wells, R., 'The Poor Law 1700-1900', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 70-1.
- ²⁰⁶ Carder, T., *The Encyclopædia of Brighton* (1990), 9, 55, 70, 162.
- ²⁰⁷ Middleton, J., *Encyclopaedia of Hove and Portslade 7* (2002), 118-22.
- ²⁰⁸ Middleton, J., *Encyclopaedia of Hove and Portslade 5* (2002), 45-50.
- ²⁰⁹ Carder, T., *The Encyclopædia of Brighton* (1990), 100, 184.
- ²¹⁰ Carder, T., *The Encyclopædia of Brighton* (1990), 138.
- ²¹¹ Middleton, J., *A History of Hove* (1979), 173; Middleton, J., *Encyclopaedia of Hove and Portslade 7* (2002), 170-6.
- ²¹² Carder, T., *The Encyclopædia of Brighton* (1990), 177; Middleton, J., *A History of Hove* (1979), 152.
- ²¹³ Middleton, J., *A History of Hove* (1979), 158.
- ²¹⁴ Carder, T., *The Encyclopædia of Brighton* (1990), 36, 111.
- ²¹⁵ Carder, T., *The Encyclopædia of Brighton* (1990), 21.
- ²¹⁶ Carder, T., *The Encyclopædia of Brighton* (1990), 20.
- ²¹⁷ Carder, T., *The Encyclopædia of Brighton* (1990), 213.
- ²¹⁸ Carder, T., *The Encyclopædia of Brighton* (1990), 54.
- ²¹⁹ Carder, T., *The Encyclopædia of Brighton* (1990), 28, 189b.
- ²²⁰ Middleton, J., *Encyclopaedia of Hove and Portslade 3* (2002), 54-5.
- ²²¹ Middleton, J., *Encyclopaedia of Hove and Portslade 3* (2002), 49-50.
- ²²² *The Corpus of ROMANESQUE SCULPTURE in Britain and Ireland* (on line: <http://www.crsbi.ac.uk/crsbi/>).
- ²²³ Nikolaus Pevsner dates the font to c.1160-70, although this seems a little late: Nairn, I., & Pevsner, N., *The Buildings of England: Sussex* (1965), 427-8.
- ²²⁴ Salzman, L. F. (ed.), *Victoria County History 7* (1940), 259.
- ²²⁵ HER reference: TQ 30 SW18 – ES191.
- ²²⁶ Clarkson Wallis, W., 'Brighthelmston Church and the Chapel of St Bartholomew', *Brighton & Hove Archaeologist 3* (1926), 124-5.
- ²²⁷ Webster, L. E., and Cherry, J., 'Medieval Britain in 1978', *Medieval Archaeology 23* (1978), 254. The excavation was simply described as being at TQ 311040.
- ²²⁸ Greatorex, C., *A Watching Brief Maintained on Groundworks Undertaken on 6 Ship Street, Brighton, East Sussex* (unpubl. CG Archaeology report, 2002).
- ²²⁹ Carder, T., *The Encyclopædia of Brighton* (1990), 94, 115.
- ²³⁰ Salzman, L. F., *Victoria County History 7* (1940), 244, 265, 275.
- ²³¹ Clarkson Wallis, W., 'Brighthelmston Church and the Chapel of St Bartholomew', *Brighton & Hove Archaeologist 3* (1926), 118-126. Note: Clarkson Wallis's hypothesis therein of a priory with cloister to the north of the chapel and conventual buildings beyond is somewhat fanciful.
- ²³² Ron Martin in Berry, S., *Georgian Brighton* (2005), Fig. 2; Salzman, L. F. (ed.), *Victoria County History 7* (1940), 245.
- ²³³ E.g. Carder, T., *The Encyclopædia of Brighton* (1990), 115.
- ²³⁴ R. B. Harris, 'The Structural History of The White Tower 1066-1200', in Impey, E. A. *et al*, *The White Tower* (Yale University Press, forthcoming 2007).
- ²³⁵ Salzman, L. F., (ed.) *Victoria County History 7* (1940), 281.
- ²³⁶ Barrows, A., Harben, J., and Oldfield, E., *All Saints' Patcham Church Guide & Parish History* (1990), 9.
- ²³⁷ Salzman, L. F., (ed.) *Victoria County History 7* (1940), 219.
- ²³⁸ *Ibid.*, 272; Vigar, J. E., *St Peter's Church, Preston park, East Sussex* (The Churches Conservation Trust guidebook, 2004).
- ²³⁹ E.g. the flint rubble west cloister/east hostry wall, Norwich Cathedral, of the early 12th century.
- ²⁴⁰ Holmes, J., 'A Saxon church at West Blatchington', *SAC 126* (1988), 77-91.
- ²⁴¹ Harris, R. B., *St Botolph's, Sussex* (unpubl. BA dissertation, University of London, 1987).
- ²⁴² Salzman, L. F., (ed.) *Victoria County History 7* (1940), 276.
- ²⁴³ Salzman, L. F., (ed.) *Victoria County History 7* (1940), 267.
- ²⁴⁴ Impey, E., and Harris, R. B., 'Boothby Pagnell Revisited', in G. Meirion-Jones, E. Impey and M. Jones, *The Seigneurial Residence in Western Europe AD c800-1600* (BAR International Series 1088, 2002), pp. 245-69.
- ²⁴⁵ Salzman, L. F., (ed.) *Victoria County History 7* (1940), 268-9.
- ²⁴⁶ Holden, E. W., 'West Blatchington Manor-House', *SAC 127* (1989), 258-9.
- ²⁴⁷ Holden, E. W., 'Excavations at the Deserted Medieval Village of Hangleton: Part I', *SAC 101* (1963), 54-181; Hurst,

J. G., and D. G., 'Excavations at the Deserted Medieval Village of Hangleton: Part II', SAC 102 (1964), 94-142.

²⁴⁸ Warne, H., 'Stamner: a Restructured Settlement', SAC 127 (1989), 189-210, at 194.

²⁴⁹ Holden, E. W., 'Excavations at the Deserted Medieval Village of Hangleton: Part I', SAC 101 (1963), 72. The timescale of the decline of Hangleton gets additional support from discovery of the 1377/8 poll tax assessment: Brandon, P., 'Deserted Medieval Villages in the Brighton District', SAC 112 (1974), 162-4.

²⁵⁰ Carder, T., *The Encyclopædia of Brighton* (1990), 115c.

²⁵¹ English Heritage listing description: ID no. 480499.

²⁵² Miele, C., "The First Architect of the World" in Brighton: Robert Adam, Marlborough House, and Mrs Fitzherbert', SAC 136 (1998), 149-75.

²⁵³ HER reference: TQ 30 SW108 – ES470.

²⁵⁴ Berry, S., *Georgian Brighton* (2005), 94, 104-8, 129-31.

²⁵⁵ Holden, E. W., 'Excavations at the Deserted Medieval Village of Hangleton: Part I', SAC 101 (1963), 54-181; Hurst, J. G., and D. G., 'Excavations at the Deserted Medieval Village of Hangleton: Part II', SAC 102 (1964), 94-142.

²⁵⁶ Johnston, G. D., *Abstract of Turnpike Acts relating to Sussex* (c.1948, transcript at SAS), 11.

²⁵⁷ Dating of buildings derives from: Carder, T., *The Encyclopædia of Brighton* (1990); English Heritage listed building descriptions; and the author's site inspections.

²⁵⁸ Elleray, D. R., *Sussex Places of Worship: A Gazetteer of Buildings erected between c. 1760 and c. 1960* (2004), 10.

²⁵⁹ Carder, T., *The Encyclopædia of Brighton* (1990), 145.

²⁶⁰ Carder, T., *The Encyclopædia of Brighton* (1990), 115.

²⁶¹ Dixon, R., and Muthesius, S., *Victorian Architecture* (1978), 81.

²⁶² Carder, T., *The Encyclopædia of Brighton* (1990), 103.

²⁶³ Carder, T., *The Encyclopædia of Brighton* (1990), 75-6, 105.

²⁶⁴ Carder, T., *The Encyclopædia of Brighton* (1990), 1, 48, 58, 91, 123-4.

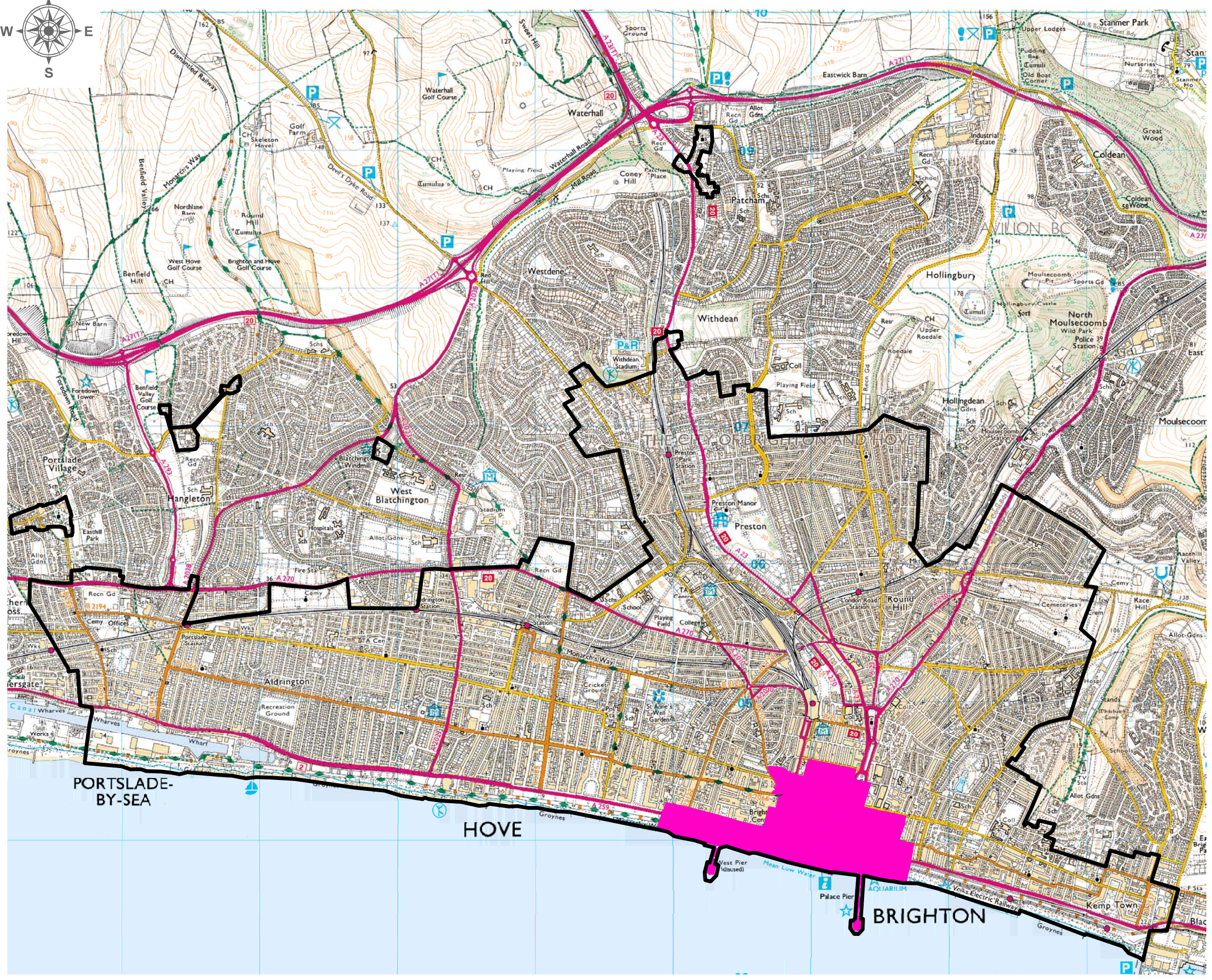
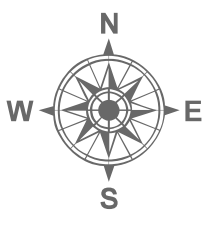
²⁶⁵ Carder, T., *The Encyclopædia of Brighton* (1990), 112, 205.

²⁶⁶ Elleray, D. R., *Sussex Places of Worship: A Gazetteer of Buildings erected between c1760 and c1960* (2004), viii.

²⁶⁷ It appears, in fact, to have comprised buildings of the early 18th century, possibly with earlier cellars: Carder, T., *The Encyclopædia of Brighton* (1990), 115.

²⁶⁸ Carder, T., *The Encyclopædia of Brighton* (1990), 36.

²⁶⁹ 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.



**BRIGHTON & HOVE
MAP 1**
Extent of Brighton
& Hove EUS study area

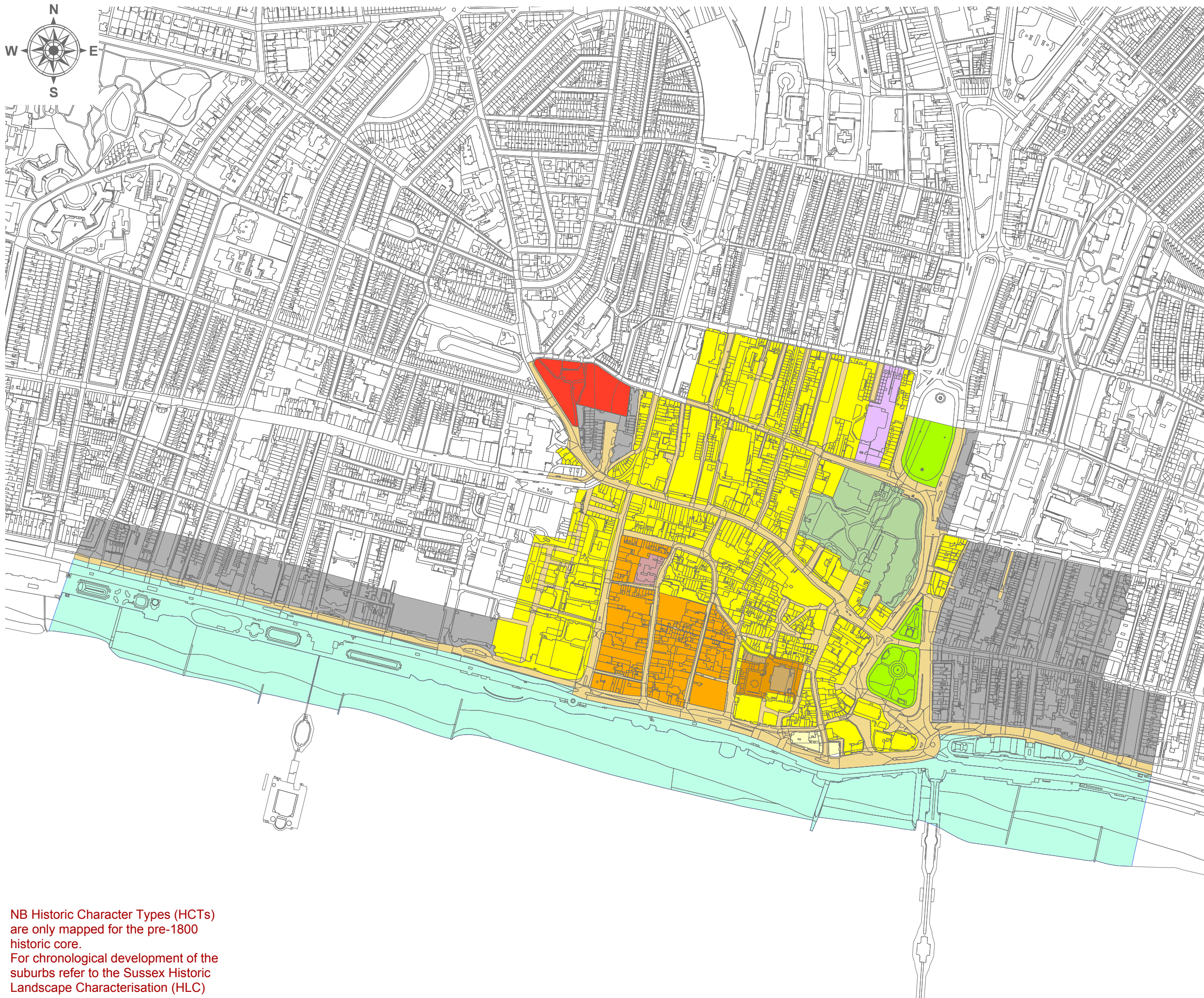
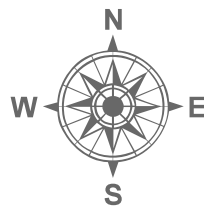
KEY

- EUS boundary
- Historic core

EUS research and mapping:
Dr Roland B Harris BA DPhil MIFA
March 2007

SCALE 1:26,000

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Sussex EUS



ENGLISH HERITAGE

BRIGHTON & HOVE MAP 10

Period 11 (1800-1840)

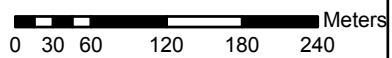
KEY

HCT

-  Barracks
-  Beach/cliffs
-  Church/churchyard
-  Great house
-  Informal parkland
-  Irregular historic plots
-  Lane/road
-  Market place
-  Public
-  Regular burgage plots
-  Retail and commercial
-  School/college
-  Suburb

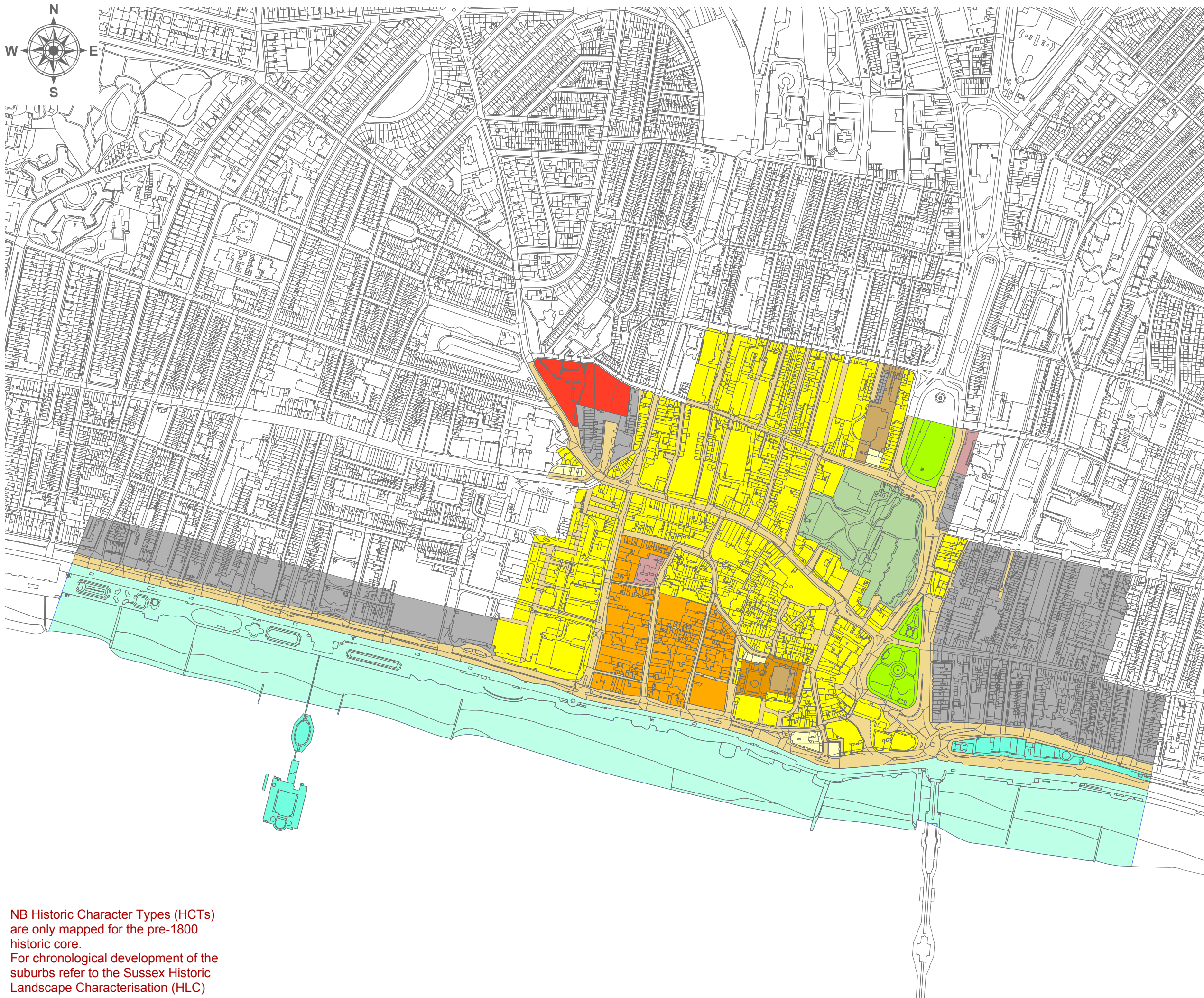
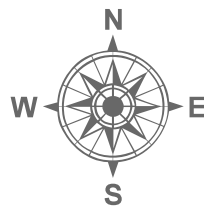
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NB Historic Character Types (HCTs) are only mapped for the pre-1800 historic core. For chronological development of the suburbs refer to the Sussex Historic Landscape Characterisation (HLC)

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ENGLISH HERITAGE

BRIGHTON & HOVE MAP 11

Period 12 (1841-1880)

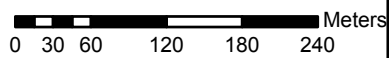
KEY

HCT

- Beach/cliffs
- Church/churchyard
- Great house
- Informal parkland
- Irregular historic plots
- Lane/road
- Market place
- Public
- Regular burgage plots
- Retail and commercial
- School/college
- Seafront
- Suburb

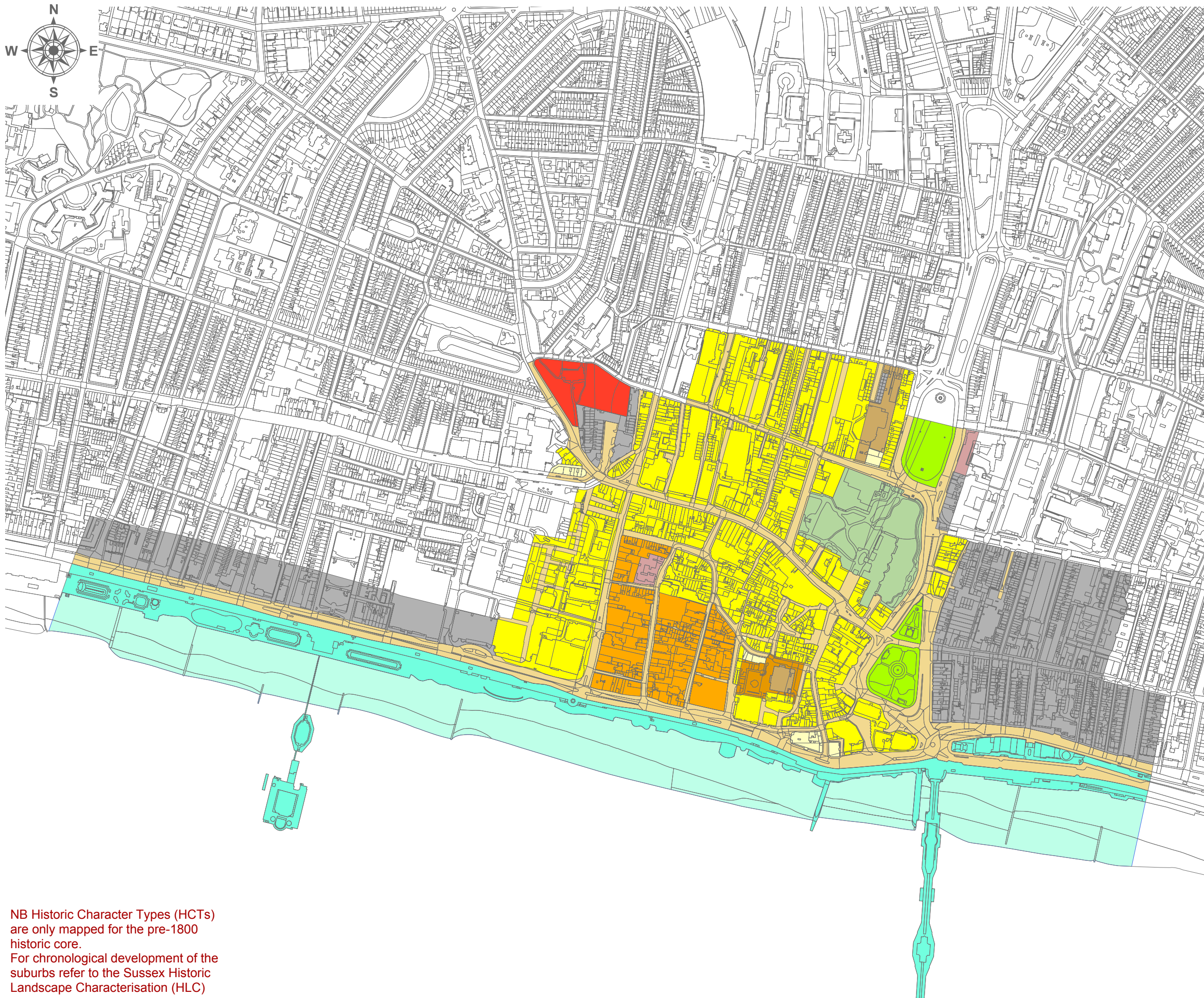
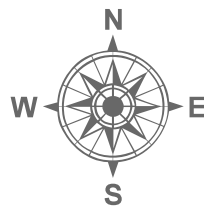
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ENGLISH HERITAGE

BRIGHTON & HOVE MAP 12

Period 13 (1881-1913)

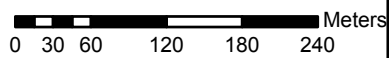
KEY

HCT

- Beach/cliffs
- Church/churchyard
- Great house
- Informal parkland
- Irregular historic plots
- Lane/road
- Market place
- Public
- Regular burgage plots
- Retail and commercial
- School/college
- Seafront
- Suburb

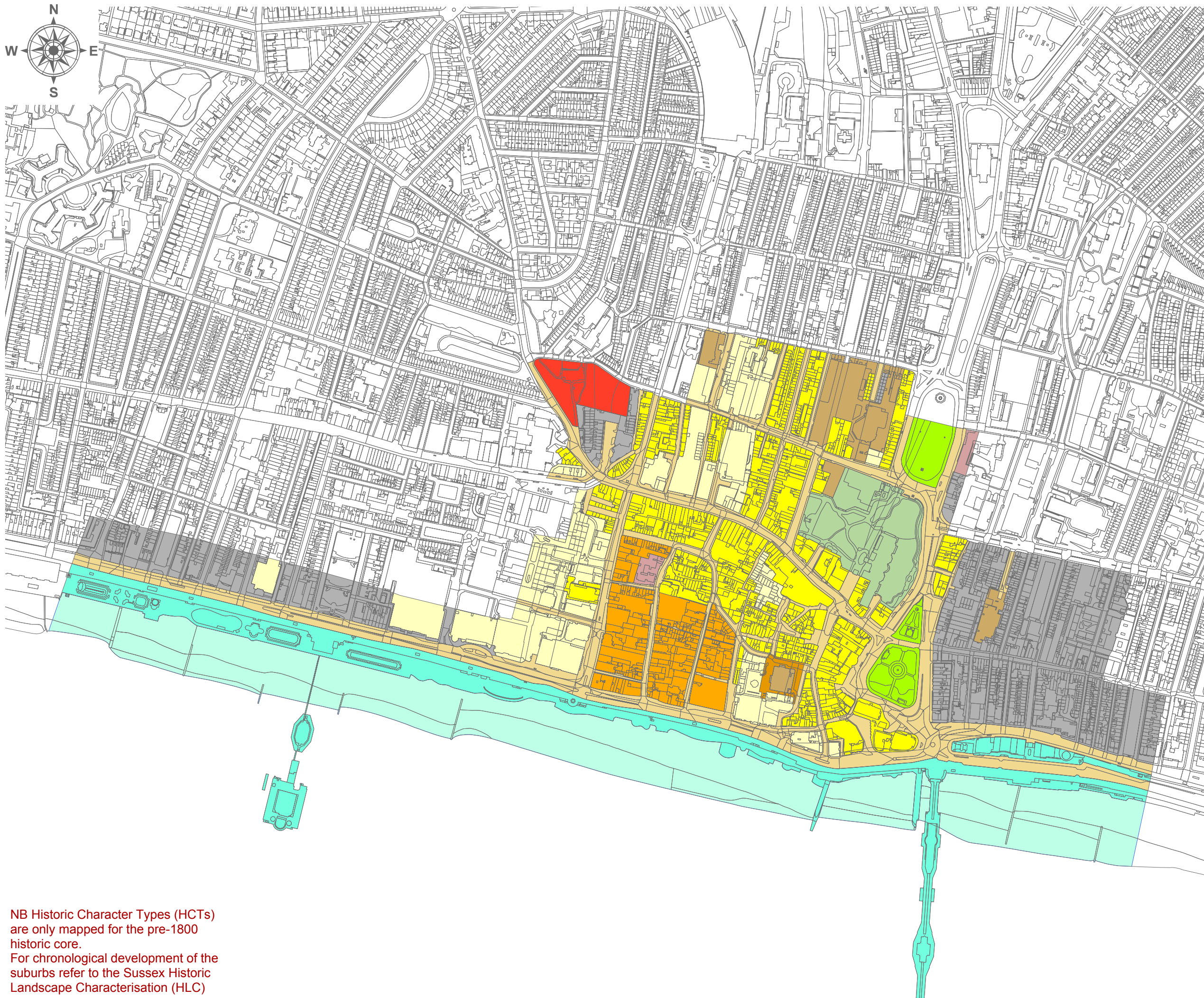
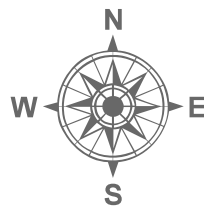
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Sussex EUS



ENGLISH HERITAGE

BRIGHTON & HOVE MAP 13

Historic Character Types (2007)

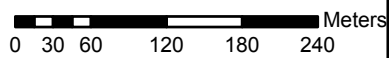
KEY

HCT

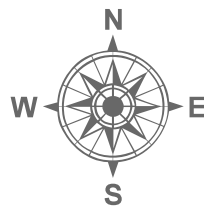
- Beach/cliffs
- Church/churchyard
- Great house
- Informal parkland
- Irregular historic plots
- Lane/road
- Market place
- Public
- Regular burgage plots
- Retail and commercial
- School/college
- Seafront
- Suburb

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BRIGHTON & HOVE MAP 14

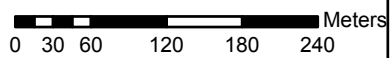
Historic Character
Type areas showing
principal period from
which present
character is derived.

KEY PERIOD

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

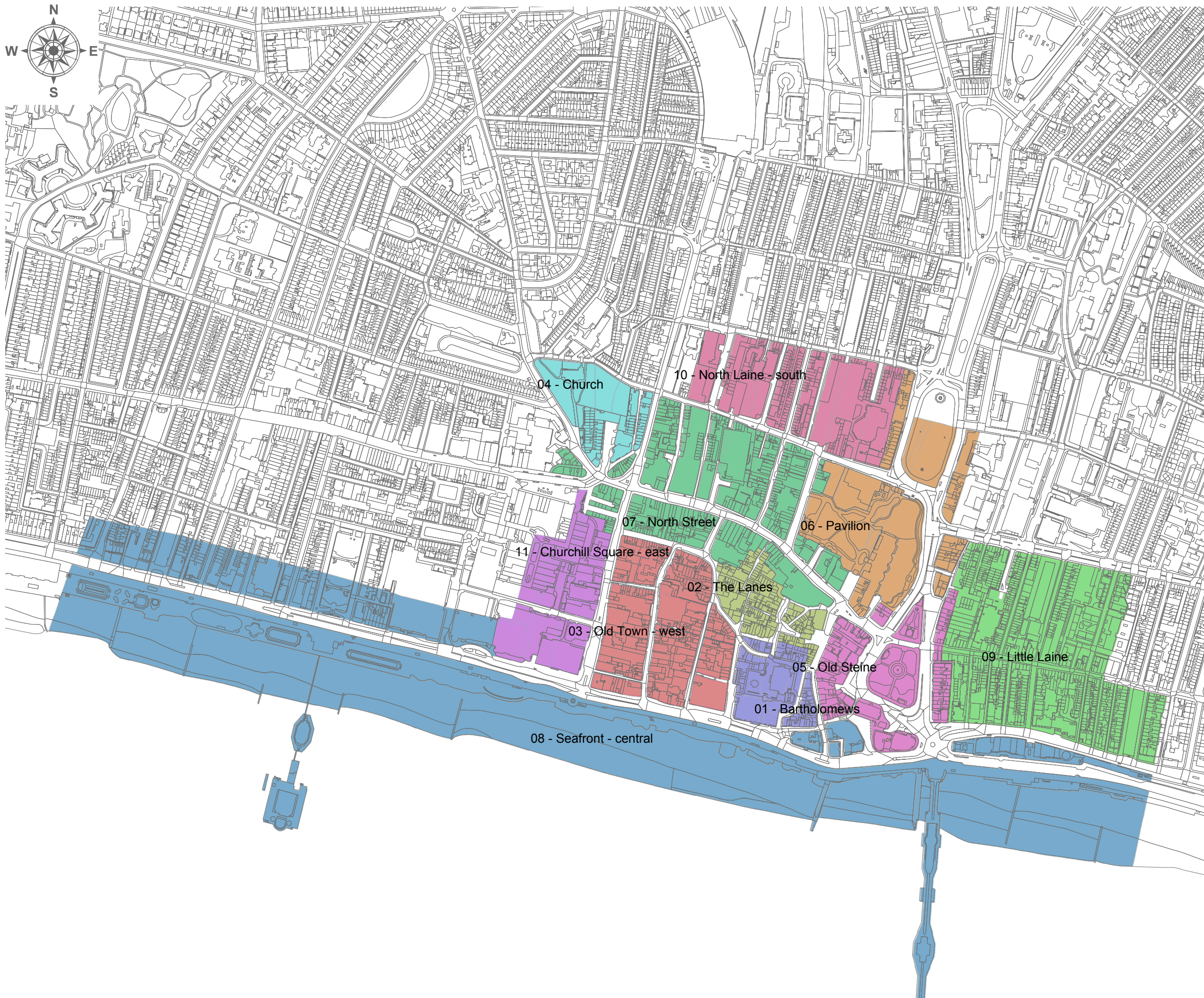
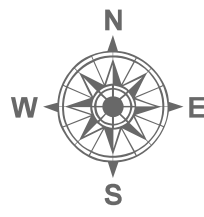
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NB Historic Character Types (HCTs) are only mapped for the pre-1800 historic core. For chronological development of the suburbs refer to the Sussex Historic Landscape Characterisation (HLC)

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ENGLISH HERITAGE

BRIGHTON & HOVE MAP 15

Historic Urban
Character Areas
(HUCAs) for pre-1800
historic core.

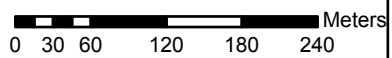
KEY

HUCA

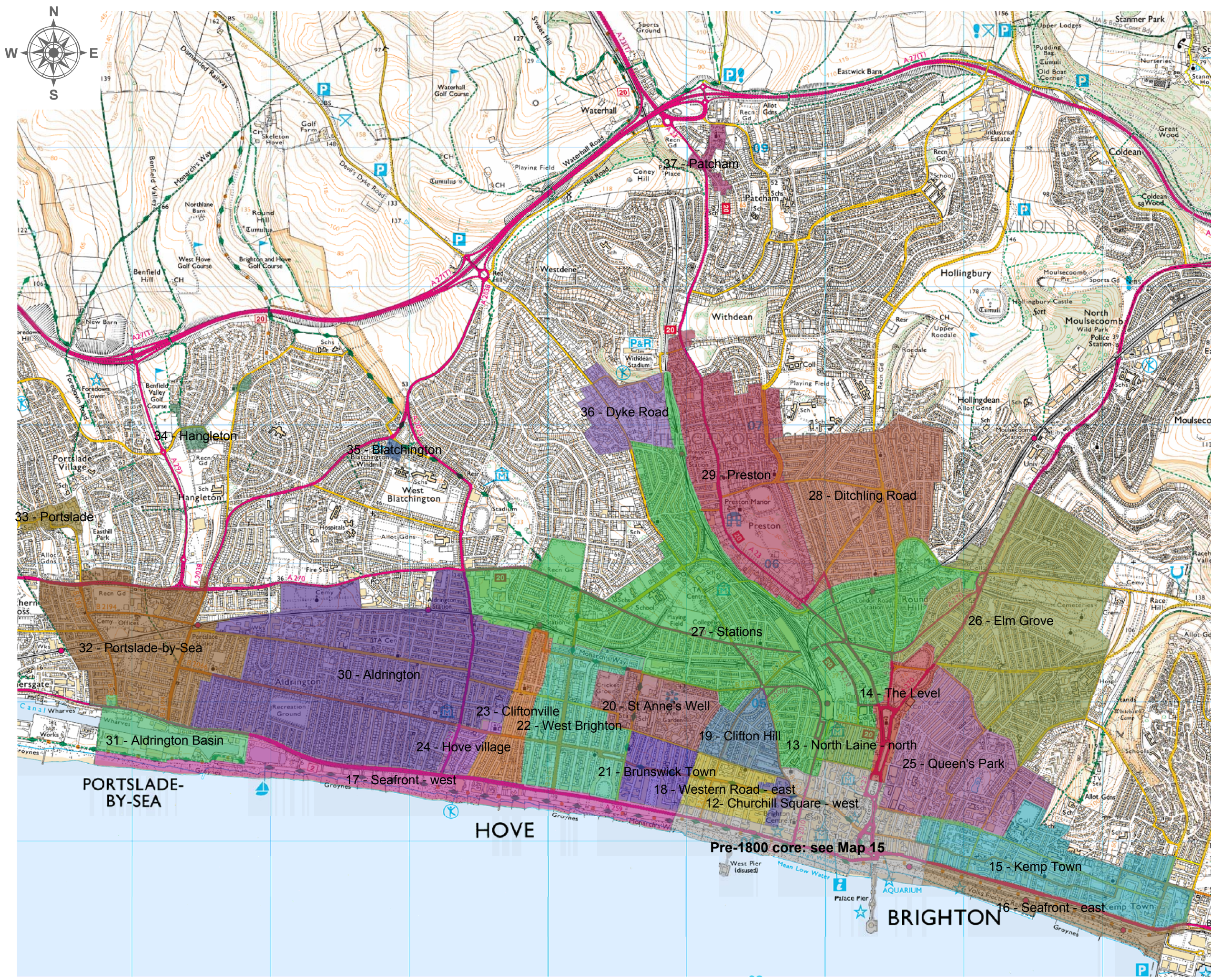
- 01 - Bartholomews
- 02 - The Lanes
- 03 - Old Town - west
- 04 - Church
- 05 - Old Steine
- 06 - Pavilion
- 07 - North Street
- 08 - Seafront - central
- 09 - Little Laine
- 10 - North Laine - south
- 11 - Churchill Square - east

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BRIGHTON & HOVE
MAP 16
Historic Urban
Character Areas
(HUCAs) for pre-1914
extent of the town

KEY

HUCA

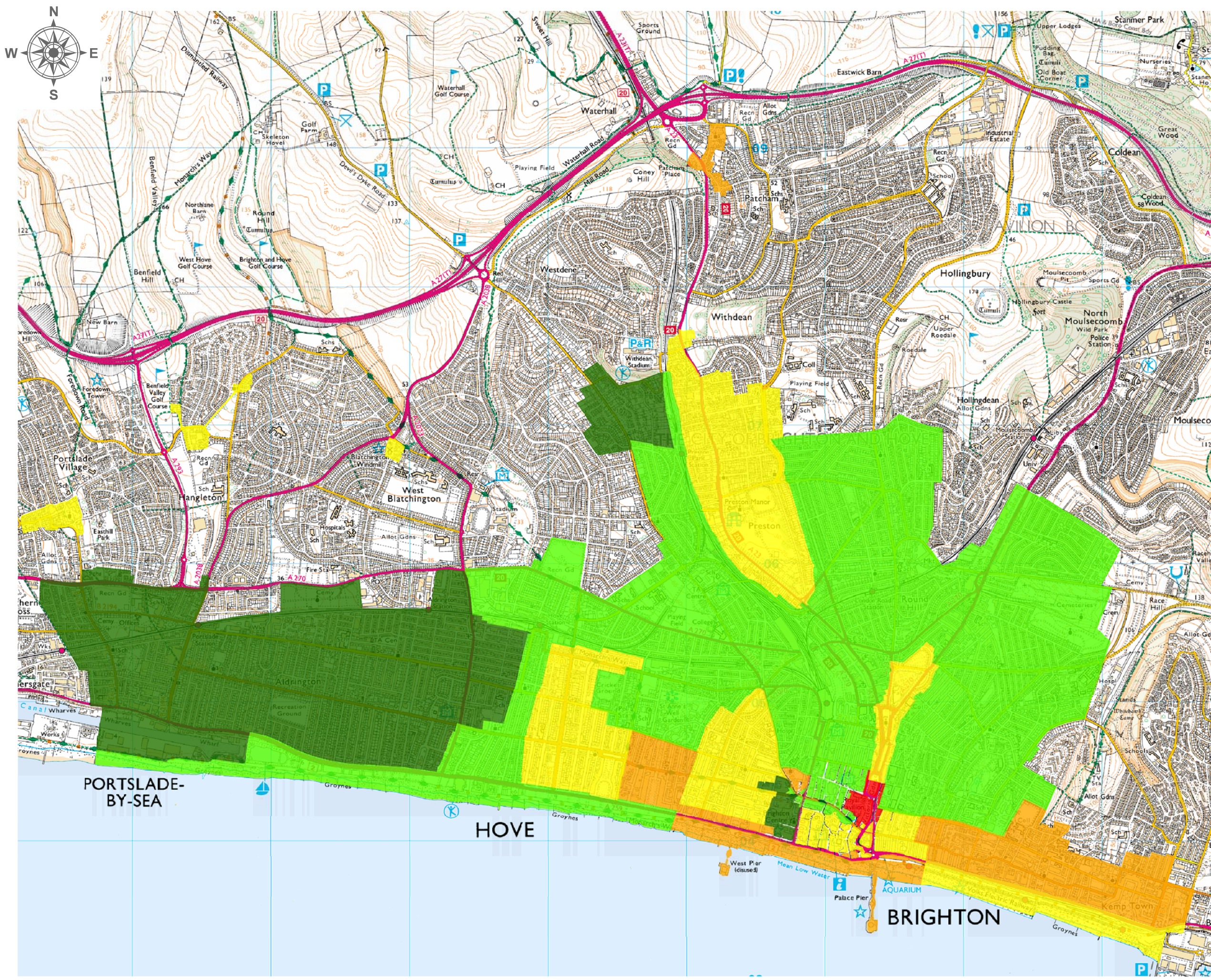
- 12 - Churchill Square - west
- 13 - North Laine - north
- 14 - The Level
- 15 - Kemp Town
- 16 - Seafont - east
- 17 - Seafont - west
- 18 - Western Road - east
- 19 - Clifton Hill
- 20 - St Anne's Well
- 21 - Brunswick Town
- 22 - West Brighton
- 23 - Cliftonville
- 24 - Hove village
- 25 - Queen's Park
- 26 - Elm Grove
- 27 - Stations
- 28 - Ditchling Road
- 29 - Preston
- 30 - Aldrington
- 31 - Aldrington Basin
- 32 - Portslade-by-Sea
- 33 - Portslade
- 34 - Hangleton
- 35 - Blatchington
- 36 - Dyke Road
- 37 - Patcham

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SCALE 1:26,000

0 135 270 540 810 1,080 Meters

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**BRIGHTON & HOVE
MAP 17**

**Historic Environment
Value (HEV)**

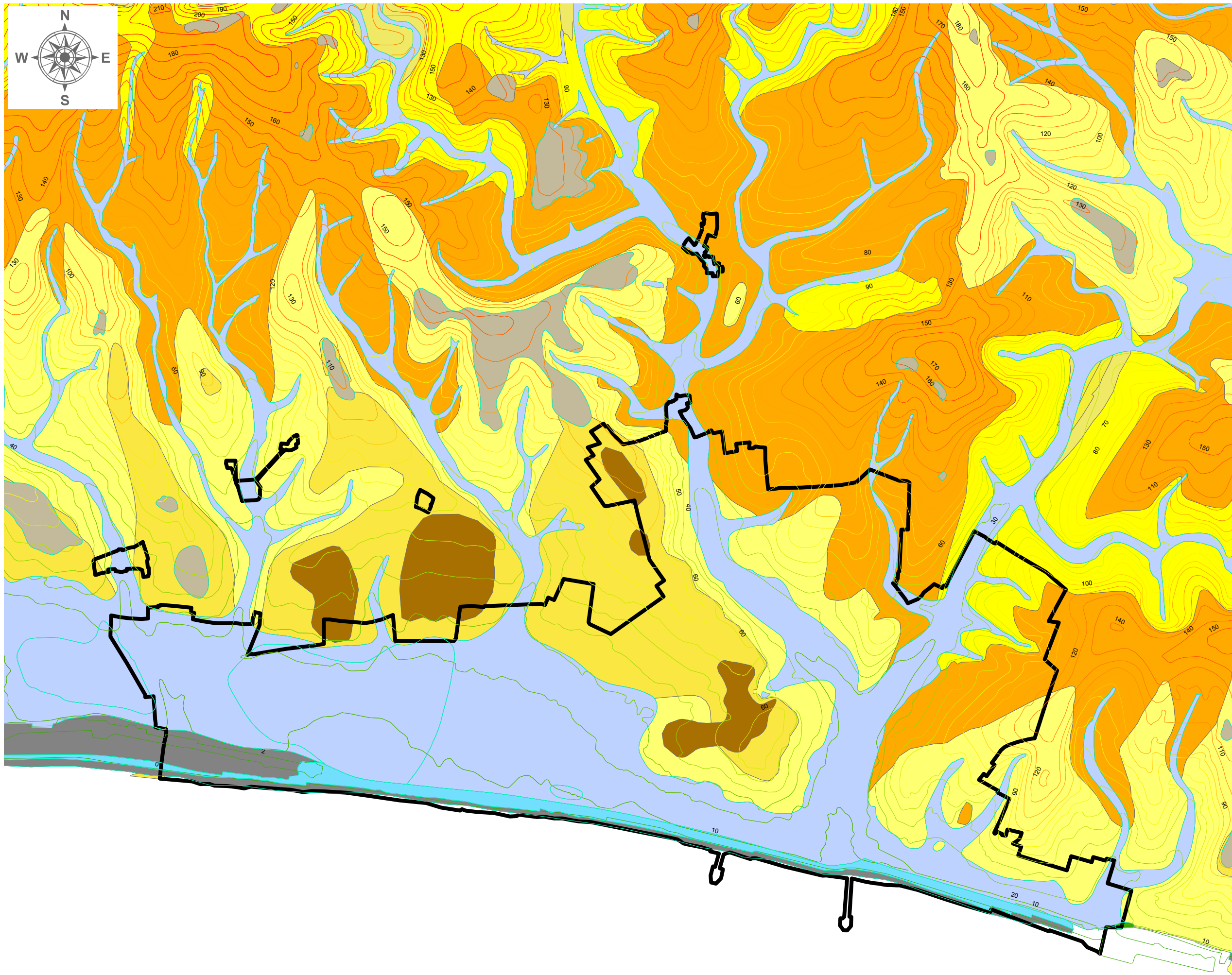
KEY
HUCA HEV

- 1
- 2
- 3
- 4
- 5

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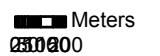
ENGLISH HERITAGE

**BRIGHTON & HOVE
MAP 2
Solid and drift geology,
with 10m contours**

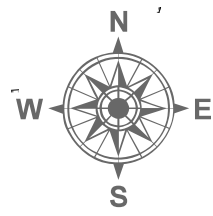
KEY	
Drift geology	
[Light Blue Box]	BEACH AND TIDAL FLAT DEPOSITS
[Light Grey Box]	CLAY-WITH-FLINTS
[Light Blue Box]	HEAD (UNDIFFERENTIATED)
[Light Green Box]	RAISED BEACH DEPOSITS
[Light Blue Box]	STORM BEACH DEPOSITS
Solid geology	
[Light Yellow Box]	HOLYWELL NODULAR CHALK FORMATION
[Light Orange Box]	LAMBETH GROUP
[Light Yellow Box]	LEWES NODULAR CHALK FORMATION
[Light Yellow Box]	NEW PIT CHALK FORMATION
[Light Yellow Box]	NEWHAVEN CHALK FORMATION
[Light Orange Box]	SEAFORD CHALK FORMATION
[Light Orange Box]	TARRANT CHALK MEMBER

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SCALE 1:30,000



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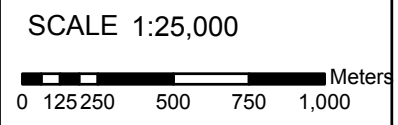
Sussex EUS



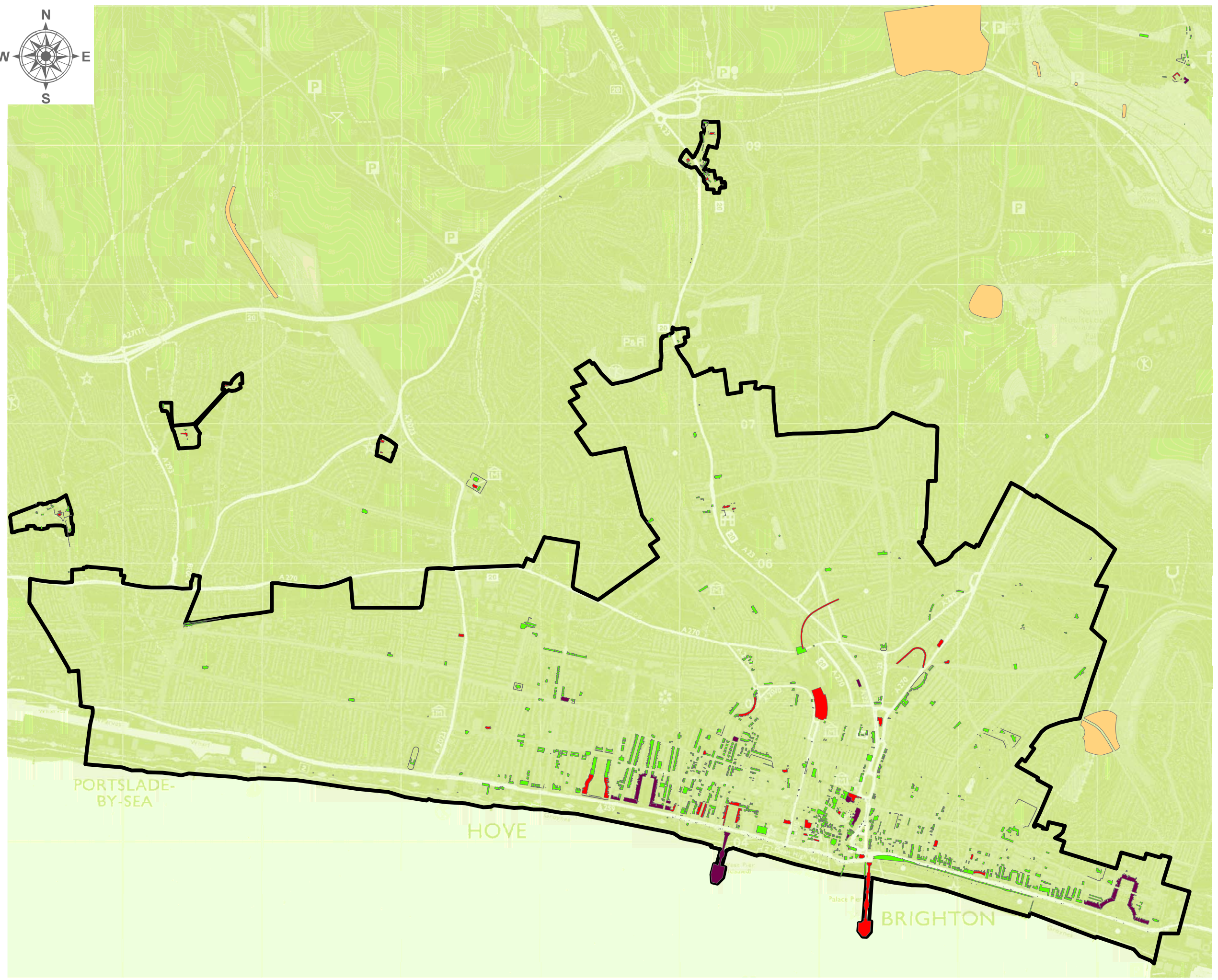
ENGLISH HERITAGE

**BRIGHTON & HOVE
MAP 3
Ordnance Survey
1st Series 6" (1865-75)**

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ENGLISH HERITAGE

BRIGHTON & HOVE 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.

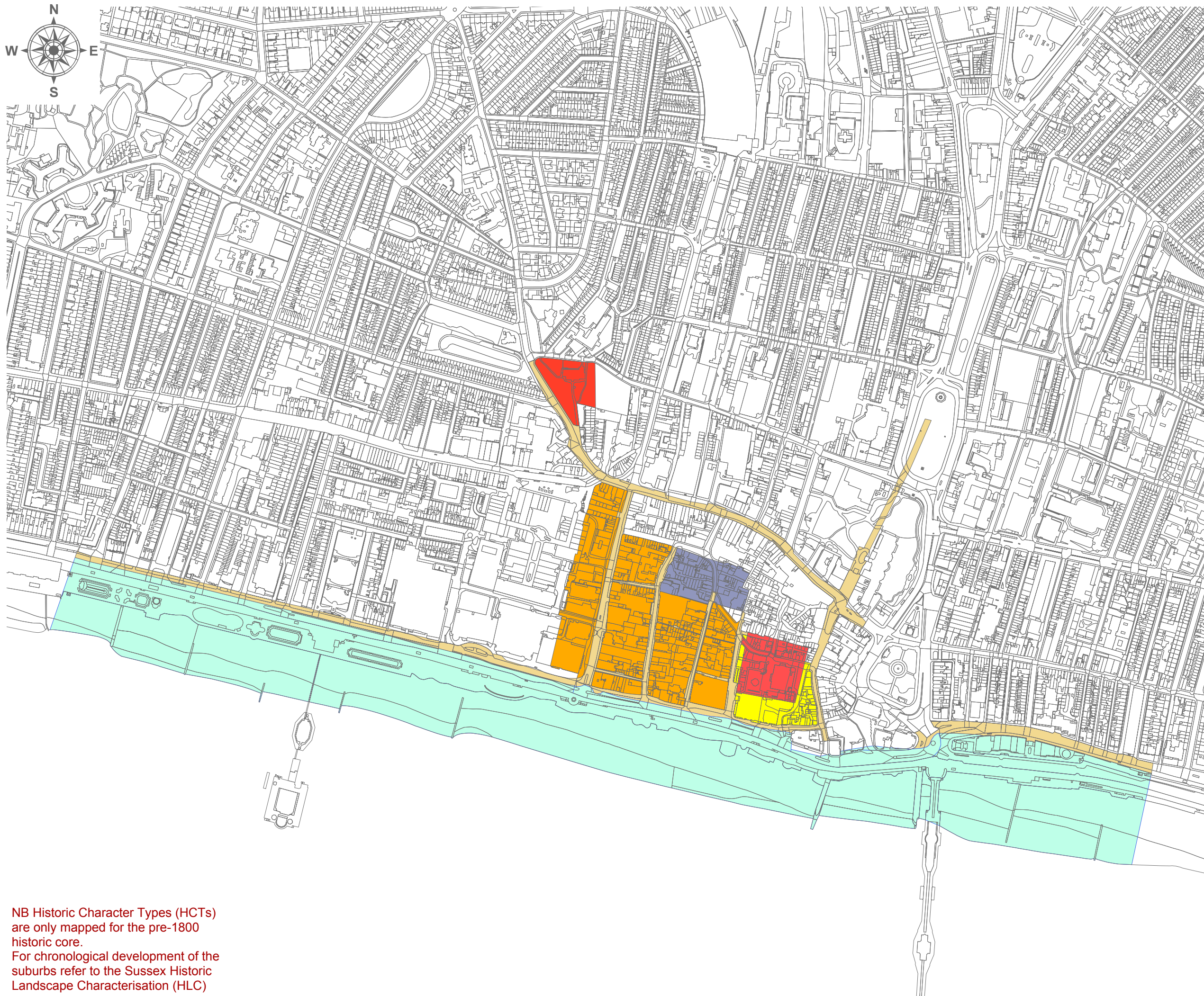
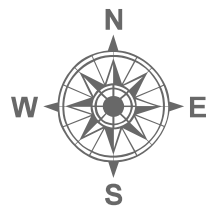
KEY

- Scheduled Monuments
- B&H_historic_bldgs**
- GRADE**
- None
- I
- II
- II*

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Sussex EUS



ENGLISH HERITAGE

BRIGHTON & HOVE MAP 5

Period 6 (1150-1349)

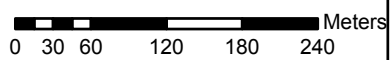
KEY

HCT

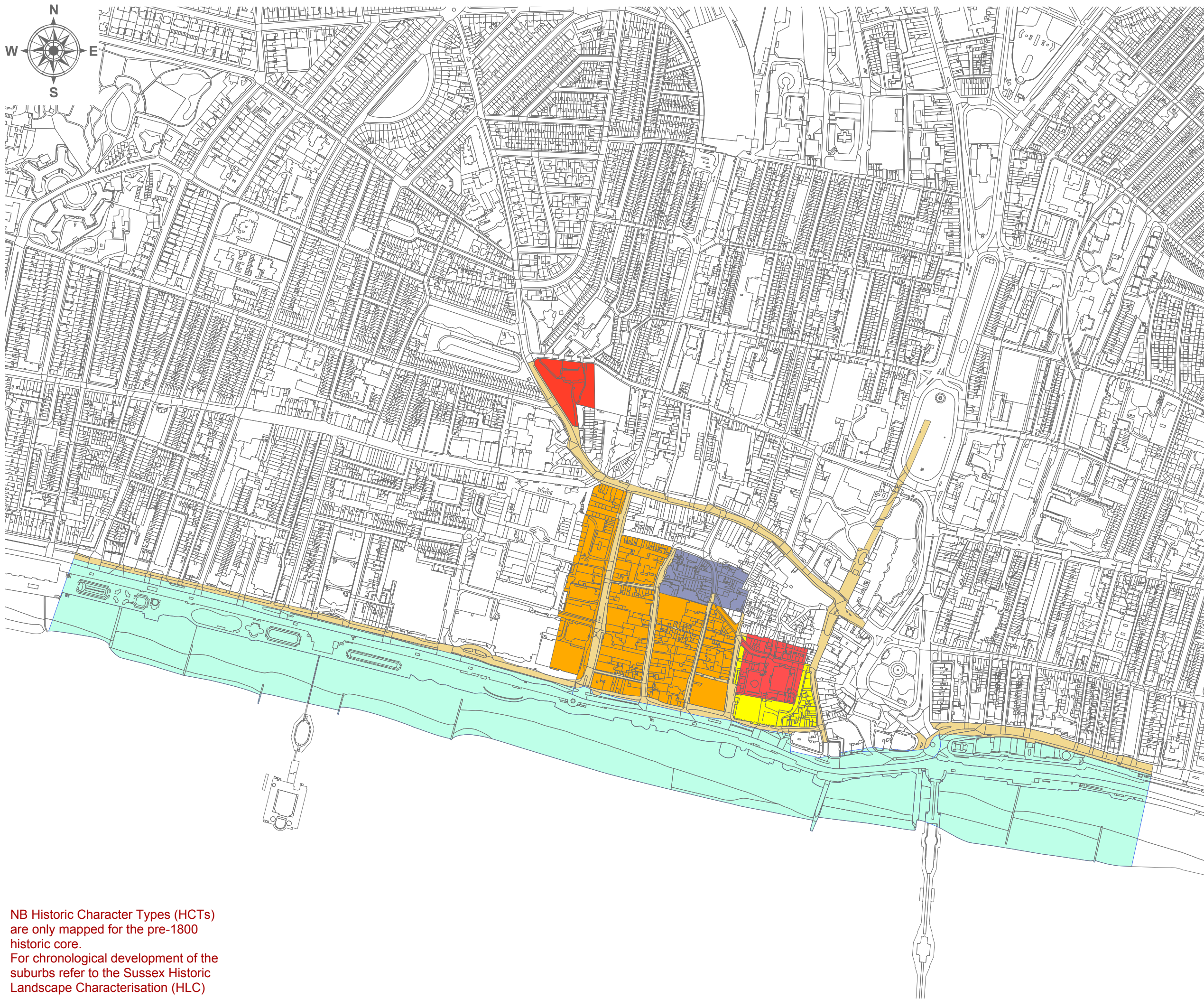
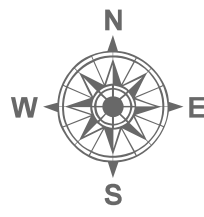
- Beach/cliffs
- Church/churchyard
- Irregular historic plots
- Lane/road
- Light industry
- Regular burgage plots
- Religious house

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NB Historic Character Types (HCTs) are only mapped for the pre-1800 historic core. For chronological development of the suburbs refer to the Sussex Historic Landscape Characterisation (HLC)

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ENGLISH HERITAGE

BRIGHTON & HOVE MAP 6

Period 7 (1350-1499)

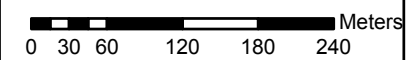
KEY

HCT

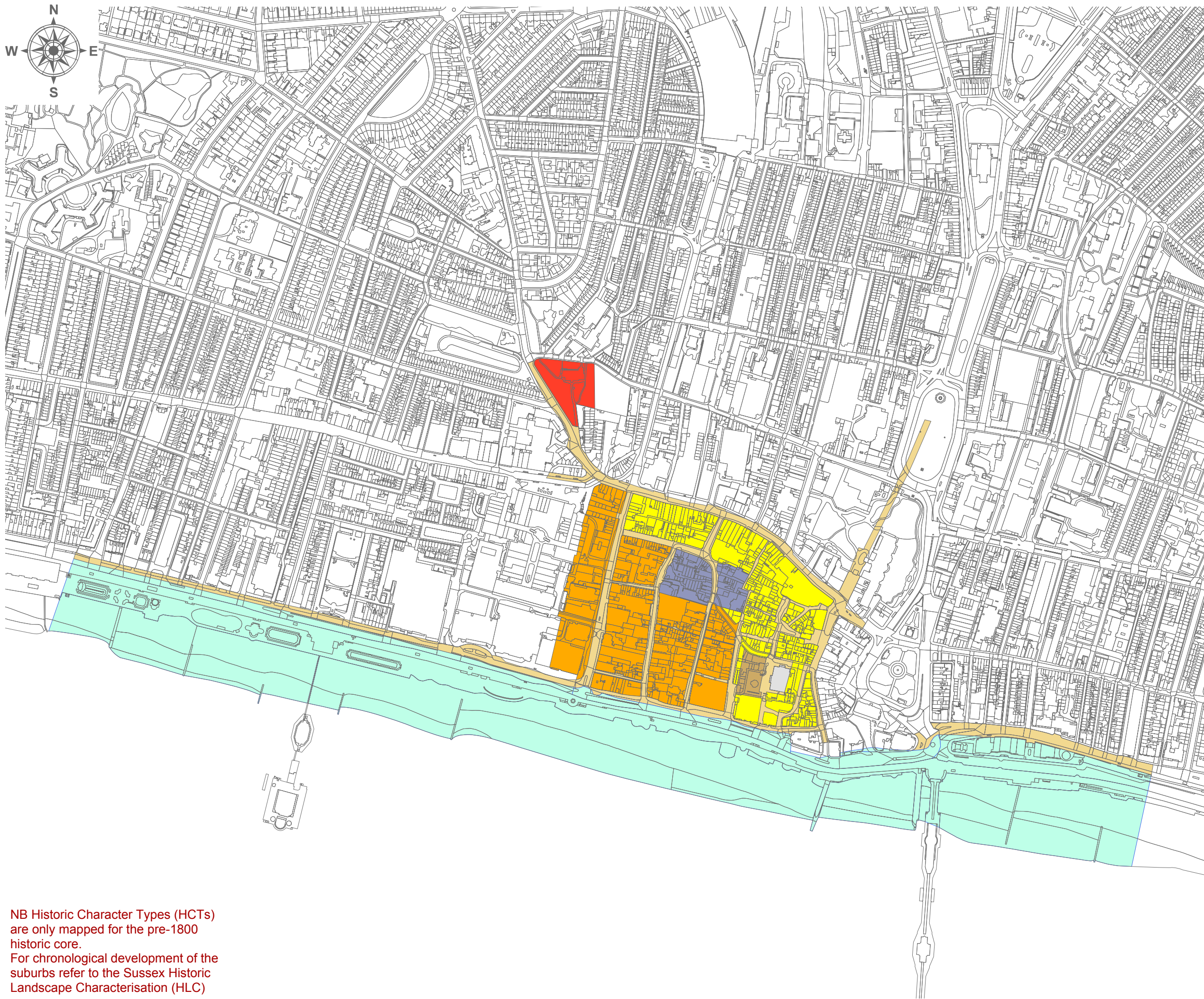
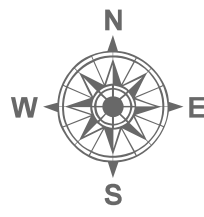
- Beach/cliffs
- Church/churchyard
- Irregular historic plots
- Lane/road
- Light industry
- Regular burgage plots
- Religious house

EUS research and mapping:
Dr Roland B Harris BA DPhil MIFA
March 2007

SCALE 1:6,000



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ENGLISH HERITAGE

BRIGHTON & HOVE MAP 7

Period 8 (1500-1599)

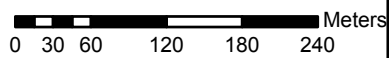
KEY

HCT

- Beach/cliffs
- Church/churchyard
- Irregular historic plots
- Lane/road
- Light industry
- Public
- Regular burgage plots
- Vacant

EUS research and mapping:
Dr Roland B Harris BA DPhil MIFA
March 2007

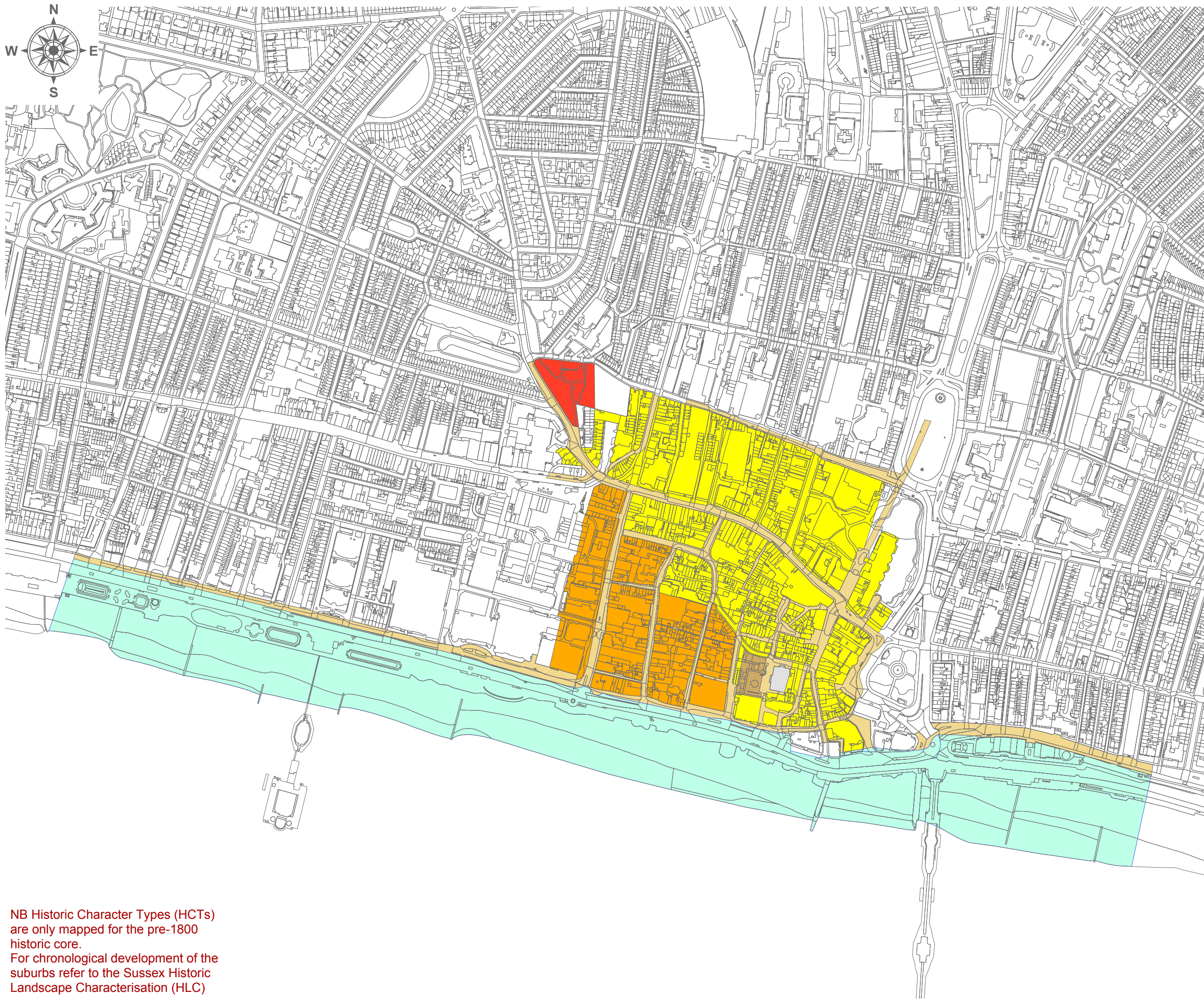
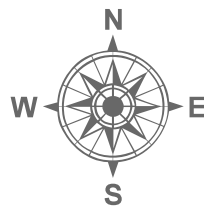
SCALE 1:6,000



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For chronological development of the suburbs refer to the Sussex Historic Landscape Characterisation (HLC)

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ENGLISH HERITAGE

BRIGHTON & HOVE MAP 8

Period 9 (1600-1699)

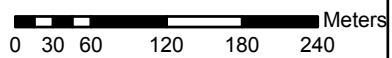
KEY

HCT

- Beach/cliffs
- Church/churchyard
- Irregular historic plots
- Lane/road
- Public
- Regular burgage plots
- Vacant

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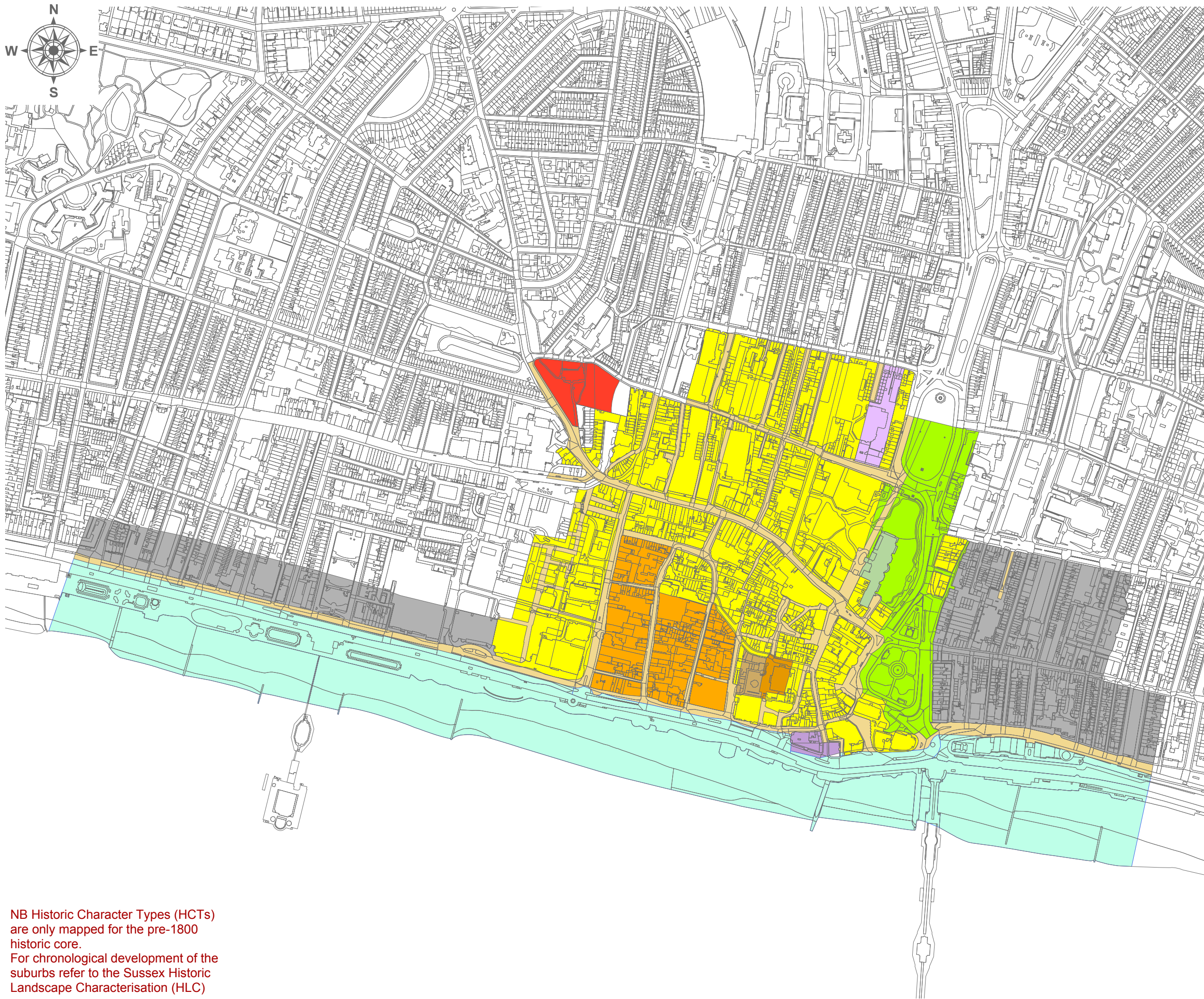
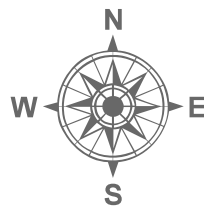
SCALE 1:6,000



NB Historic Character Types (HCTs)
are only mapped for the pre-1800
historic core.

For chronological development of the
suburbs refer to the Sussex Historic
Landscape Characterisation (HLC)

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ENGLISH HERITAGE

BRIGHTON & HOVE MAP 9

Period 10 (1700-1799)

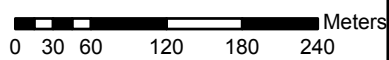
KEY

HCT

- Barracks
- Beach/cliffs
- Church/churchyard
- Great house
- Informal parkland
- Irregular historic plots
- Lane/road
- Market place
- Public
- Regular burgage plots
- Suburb
- Town defences

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