

Crowborough

Historic Character Assessment Report

June 2008



Sussex Extensive Urban Survey (EUS)

Roland B Harris

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in association with Wealden District Council



Sussex EUS – Crowborough

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

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

All photographs and illustrations are by the author.

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Contact:

For West Sussex towns:

01243 642119 (West Sussex County Council)

For East Sussex towns and Brighton & Hove:

01273 481608 (East Sussex County Council)

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Cover photo: The Sir Henry Fermor charity school of 1744, now All Saints' vicarage..

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1 INTRODUCTION

1.1 Background to the project

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

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

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

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

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

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

1.2 Aims and objectives

1.2.1 Aims

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

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

1.2.2 Objectives

Key objectives of the project include the:

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

1.3 Outputs

The principal outputs of the project comprise:

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

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

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

1.4 The structure of this report

1.4.1 The Setting

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

1.4.2 History

The history of Crowborough in this report can be a brief summary only. It aims to synthesize published research, and to provide a chronological overview of the development of the town as seen from documentary sources. The focus is placed on those matters – such as origins, economy, trade and institutions – that are most closely related to the urban historic environment today. Aspects of the history of the parish – such as the manorial history – are largely outside the remit of this study.

1.4.3 Archaeology

The archaeology section of this report draws on published and unpublished reports of excavations, archaeological assessments, and records of finds. This section also includes analysis of historic buildings (listed and non-listed) and the topography, the latter drawing on maps of the area from c.1800 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 Crowborough over time, this part of the report considers and defines the physical evidence of the past in today's townscape. It does this by means of a character-based approach, operating at three different scales: areas of common Historic Character Type; larger and topographically familiar Historic Urban Character Areas; and the whole town. Assessment is made of the Historic Environment Value of each of the Historic Urban Character Areas, taking account of the archaeological potential.

1.5 Principal sources

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

1.5.1 History

Crowborough lacks an authoritative historical study, such as the *Victoria County History*, but its 19th-century origins mean that local histories, with their focus on more recent periods, are of greater value than for a town with medieval origins. The most useful studies have been the anonymous (but apparently by 'Illot'³) *Story of Crowborough*,⁴ the works of Malcolm Payne⁵ and A. J. Fielding.⁶

1.5.2 Archaeology

There have been no archaeological excavations in the EUS study area at Crowborough, but the **East Sussex Historic Environment Record** (HER) database has been invaluable for providing the pre-urban archaeological context as evidenced by numerous archaeological finds.

1.5.3 Historic buildings

Crowborough's scatter of pre-town historic buildings and its post-railway architecture have not been the subject of study. English Heritage's statutory list of historic buildings is of use, though many of the descriptions date from the 1950s and were necessarily produced without internal inspection. Very limited fieldwork only was possible during this assessment and focused on correcting dating derived from such sources, and identifying hitherto ignored buildings of historic interest.

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 (1875 onwards) have proved invaluable, especially as these have been used in digital form, allowing overlaying with each other and with other data. The 1842 Tithe Map (*East Sussex Record Office*) captures Crowborough at a large scale prior to the opening of the railway and the emergence of the town. All these maps have been digitized and rectified to fit the National Grid to allow comparison with other maps and

data. Vertical air photo coverage of 2000 provides a useful snapshot in time. All analysis and maps utilize the most recent large-scale Ordnance Survey mapping (digital MasterMap data).

1.6 Area covered by the report

The Sussex EUS assessment of Crowborough covers the extent of the town c.1900.

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

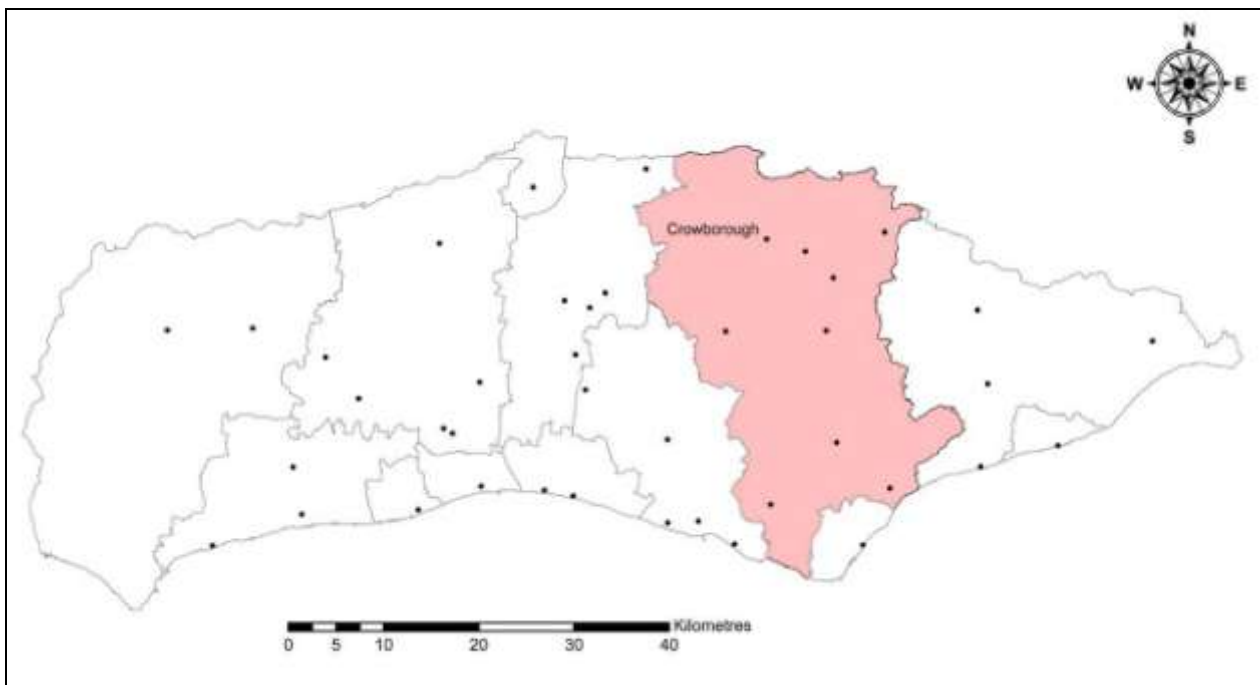


Fig. 1. Location of Crowborough within Sussex. Wealden District is highlighted and points locate the 41 Sussex EUS towns.

2 THE SETTING



Fig. 2. Gorse and bracken on the edge of the former heathland, or waste, of Crowborough Common, with the edge of the built-up area adjacent.

2.1 Topography (Map 2)

Crowborough is situated within the High Weald, on the east-west Forest Ridge, and contains the highest point in the Weald. On the south side of the town, the land slopes towards the upper reaches of the River Ouse, which flows to the sea at Newhaven, 39km to the south-south-west. On the north side of the town, the land slopes towards the upper reaches of the River Medway, which flows to the sea at Sheerness, 59km to the north-east.

The south-eastern end of Crowborough Hill, where it crosses the stream at Jarvis Brook, is the lowest part of the EUS study area at 105m OD. Although there is some variation arising from erosion by gills, or steep-sided streams, the slope of the roads within Crowborough reflects the fact that it is essentially built on a hill with the land sloping away in all directions from a high

point of 241m OD around the junction of Warren Road and Beacon Road.

The principal street of the town is the south-west to north-east High Street: this is crossed by the A26, which is the principal through route. Although there are secondary foci with shops, most notably near the railway station at Jarvis Brook, the High Street area represents a compact retail centre for the size of town.

Suburbs extend from the c.1900 extent of the town in most directions, but the many limbed nature of the pre-1900 development means that much of the 20th-century suburban expansion has occurred between the earlier limbs or protuberances.

The town all but fills Crowborough Civil Parish: there is a limited area of agricultural land and woodland on the north-eastern and south-western sides of the parish.

2.2 Geology (Map 2)

2.2.1 Solid geology

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

All of Crowborough parish lies on a succession of sandstones, siltstones and mudstones (commonly clays) of the Hastings Beds (Lower Cretaceous). The EUS study area (and, indeed, the modern town) lies entirely on the interbedded sandstones and siltstones of the Ashdown Sandstone Formation.

Clay ironstone, or siderite mudstone, provided ore for the Wealden iron industry, and post-medieval forges and blast furnaces lie near the EUS study area. Typically these are concentrated on fault lines marking the edge of the Tunbridge Wells Sand Formation, the Ardingly Sandstone, and the Ashdown Sandstone Formation.

2.2.2 Drift Geology

There is no drift geology within the EUS study area for Crowborough, although there is alluvium along the tributaries to the River Medway north of the town.

2.3 Communications

2.3.1 Water

None of the minor tributaries north or south of the Forest Ridge at Crowborough are of

sufficient scale to have been navigable. Moreover, the origins of Crowborough post-date the arrival of the railway (see below), and, thus, water-borne communications have played little or no role in the life of the town.

2.3.2 Road

Crowborough lies on the A26 Lewes to Tunbridge Wells road. The road was turnpiked in 1766.⁷

2.3.3 Railway

The London Brighton and South Coast Railway (LBSCR) extended the Lewes-Uckfield line (of 1858) to Groombridge (thence Tunbridge Wells and London) in 1868, building a station – initially to serve Rotherfield, 2km to the east – at Jarvis Brook. The track was doubled in 1894 and was electrified in 1938. It remains in use although the section of the line from Uckfield to Lewes was closed in 1969.⁸

2.4 Evidence for pre-urban activity

2.4.1 Prehistoric

There have been no archaeological excavations or evaluations, but there have been prehistoric finds possibly in or near the EUS study area:

- Crowborough golf course (unspecified exact location) – Mesolithic (10000 BC to 4001 BC) flint implements including a microlith and a number of blades and flakes [HER reference: TQ 52 NW24 – MES2967].
- Crowborough (unspecified location) – Neolithic (4000 BC to 2351 BC) flint saw was found prior to 1905 [HER reference: TQ 53 SW3 – MES2954].
- Crowborough golf course (unspecified exact location) – Neolithic flints comprising an Arrowhead and scraper [HER reference: TQ 52 NW23 – MES2966].
- Crowborough (unspecified location) – Bronze Age (2350 BC to 701 BC) pick-like bronze palstave was found prior to 1905 [HER reference: TQ 53 SW3 – MES2954].

There are two known Iron Age (800 BC to 42 AD) ironworking sites within 5km of Crowborough.⁹ A ridgeway, forming part of the Newenden-Hawkhurst-Ticehurst-Wadhurst route, runs through the EUS study area, approximately along the route of the B2100, and is of probable Prehistoric or Roman date [HER reference: LINEAR132 – MES4875].

2.4.2 Romano-British

Although no Romano-British finds or features have been found through controlled excavation in the town, nor have there been any findspots of this period within the EUS study area, there have been numerous discoveries of Roman ironworkings in the vicinity. There are 19 known Romano-British ironworking sites within 5km of Crowborough.¹⁰

A minor Roman road has been suggested linking the London-Lewes road with a trans-Wealden in Southborough. In the Crowborough area it has been postulated that this ran from Poundgate along the A26 into Crowborough, then taking a straight route over Beacon Hill and past Gilridge Farm.¹¹ However, this Roman road has been identified primarily on the basis of a straight length of parish boundary, without reference to the fact that on the Ordnance Survey maps it is marked as 'undefined' and, thus, the boundary represents the convention of drawing a straight line between two identified points: with tithe charges exempt in the case of Weald woodland and common land, a more precise definition of this part of the parish boundary was not necessary. Without archaeological evidence, the case for the Roman road is very poor.¹²

2.4.3 Medieval

No 5th to 16th-century finds or features have been found through controlled excavation in the town, and there have been no chance findspots of this period.

2.4.4 Post-medieval to c.1850

Several buildings survive from this period (one dating from the 17th century and several from the 18th century) within the EUS study area, scattered on the fringes of the common and, on the lower slopes, amongst early enclosures. These buildings are considered in section 4.1.1.

2.4.4 Implications of pre-urban archaeology

Although the relatively modern origins of the town of Crowborough have resulted in less archaeological interest and excavation than in the more historic towns of Sussex, evidence for prehistoric occupation or use of the area near the EUS study area has been found and should be anticipated in any future archaeological excavations. Moreover, the surviving pre-town post-medieval houses scattered on or near the former commons, mean that post-medieval, and possibly medieval, features and finds should be anticipated adjacent to these surviving historic

buildings, and on the sites of lost or replaced pre-urban buildings, and scattered elsewhere.

3.1 Origins: pre-1850



Fig. 3. All Saints' church, Chapel Green.

3.1.1 Place-name

The name *Crowborough* is recorded from the late 13th century and, relating to the area, substantially predates the settlement of this name. The Old English – *crawe-beorg* – means 'crow hill', with *beorg* specifically used for rounded hill or tumulus.¹³ The topography of Crowborough Beacon is completely consistent with this. Alternative suggestions for the derivation of the 'crow' element have been made, but are not supported by early forms of the place-name.¹⁴

3.1.2 Pre-1850 settlement background

Crowborough is located on *dounelond* that, in High Wealden fashion, was an extensive common land. As early as the mid-14th century the eastern flank of Crowborough Down had been partly enclosed by asserters from Rotherfield manor.¹⁵ By the early 19th century, the long-enclosed land of the lower slopes had produced typical Wealden farms, which were small-scale and often owner-occupied. The higher slopes underlying most of modern Crowborough, comprised surviving common and

substantial areas adjacent to it which were also uncultivated. These wastes were mostly owned by two major landowners, the Earls of Abergavenny and de la Warr.¹⁶ The common and wastes were dotted and fringed with scattered settlement and it was to serve this community that a chapel and charity school were built in 1744 (now the parish church and its vicarage), funded and endowed by Sir Henry Fermor (d.1734).¹⁷ A shop was established on the opposite side of Chapel Green in the 18th century. In the early 19th century, an annual fair was held on Chapel Green on April 25th.¹⁸ By c.1820 two shops were located at the Cross.¹⁹ Like Chapel Green, this area comprised a small cluster of buildings that included the Red Cross Inn (since 1953, Crowborough Cross²⁰),²¹ and which in this case focused on the Tunbridge Wells to Uckfield Road (now the A26: turnpiked in 1766).²²

3.2 The emerging town 1850-1914

3.2.1 Economic history

Available uncultivated land was an essential precondition for the emergence of Crowborough as a town, but on its own insufficient cause for rapid development. Likewise, the growth of scattered housing and minor industries across the area in the early 19th-century did not make the emergence of a town an inevitability.



Fig. 4. Crowborough Cross inn, The Cross.

Deliberate and speculative development of the uncultivated waste was the driving force behind the emergence of Crowborough. In the first half of the 19th century, Edward Frisby Howis had demonstrated on the adjacent Crowborough Warren estate that the poor soils of the heathland could be turned to good agricultural land, although the financial viability was suspect and the risks high.²³ His venture was followed by metropolitan investors, with different aims. For example, the Hamsell estate was purchased by the Goldsmith's Company, and was used for shooting parties, with some early villa construction.²⁴ However, it was the arrival of the railway in 1868 (see below, section 3.2.2) that allowed the potential of the poor land to be realized for housing. Most importantly, Crowborough became accessible from London and, more specifically, to the predominantly mercantile classes for whom Crowborough was a not too distant escape from and increasingly industrialized metropolis: the open landscape of Crowborough itself and, importantly, the large area of adjacent Ashdown Forest appears to have been a stimulus for visitors and new residents from the outset.²⁵

The impact of the railway was initially modest. A slight drop in the population of Rotherfield parish between 1851 and 1861 was followed by growth of 22% to 4,149 in 1871: evidently much of this growth may pre-date the opening of the railway in 1868. The decade of 1871 to 1881 was certainly one of little growth in the parish, with the overall figure rising to 4,334, but it must be suspected that rural depopulation in parts of the parish – typical of many east Sussex parishes at this time – masks slightly more growth in Crowborough. By 1891 Rotherfield parish population was 5,099 and, in 1901, the total of 6,462 included 3,639 in the future civil parish of Crowborough (created 1905: see below). Although detailed analysis of the census returns has yet to be undertaken, these figures are sufficient to establish that the growth in Rotherfield parish from c.1850 was concentrated in Crowborough and that growth there was accelerating in the 1880s and the 1890s. Between 1901 and 1911, the population grew still faster to 5,148, an increase of 42%.

The success of Crowborough as an emergent new town in the late 19th century has long been identified as heavily reliant on the promotion as a place of rugged beauty and health by Dr Charles Leeson Prince and the barrister Boys Firmin.²⁶ Given that Prince's *Observations upon the Topography and Climate of Crowborough Hill, Sussex* was not published until 1885, and Firmin's *An Illustrated Guide to Crowborough in*



Fig. 5. Crowborough golf course, established 1895.

1890, it is evident that, at best, they can only have helped reinforce an already established and accelerating trend: just as with the Prince Regent and late 18th-century Brighton, their role has been over-emphasized and mythologized.²⁷ Doubtless, of more significance was the role of the property developer and builder: although poorly studied to date, this included the Connor brothers' building of the Beacon Hill and Crowborough Warren estates for the Goldsmith's Company in the first decade of the 20th century.²⁸ The development of these estates was on what was named as Crowborough Common on the 1875 Ordnance Survey map: this was part of Framfield Manor and had been enclosed under an award of 1862.²⁹

The exclusive estates of Crowborough demanded and were stimulated by new facilities. The part of Alchornes Manor which still retains the name of Crowborough Common was first leased to Crowborough Golf Club in 1895, with the rights of commoners protected, with the manorial rights then bought by the club from the Earl de la Warr in 1905.³⁰ More prosaically, but equally essentially, gas was supplied from 1906,³¹ and a new drainage scheme was installed and opened



Fig. 6. Crowborough railway station.

in 1908.³² Provision was also made for visitors, in the form of boarding houses and hotels (most notably the Beacon Hotel of 1900, but also the golf course inspired Links Hotel and the Crest Hotel, all on Beacon Road), as Crowborough emerged as a genteel inland resort.³³

In a reversion of the situation in the early 19th century, by 1914 the wealthy part of Crowborough, with its exclusive estates of roomy villas and gardens, was located on the upper slopes of the hill, formerly the common and wastes. Here, the residents of the private estates largely comprised the retired (including ex-colonials) and commuters: a famous, but not otherwise atypical, new resident of this time was Arthur Conan Doyle, who in 1907 moved into Windlesham (now styled Windlesham Manor), on the north-east edge of the golf-course, or erstwhile common.³⁴ Service workers were housed in small properties on the lower slopes towards the station.³⁵ The latter had generated an industrial zone around it, most notably with the brickworks: opened c.1880 and by 1890 known as the Crowborough Brick and Terra

Cotta Company, this large brickworks supplanted the smaller brickworks in the area that had sprung up to supply the local building boom.³⁶

Although spacious and erratically scattered across the former heathland, by c.1900 Crowborough was unquestionably a town. Unlike broadly similar new Wealden towns at Burgess Hill and Haywards Heath, which both came under urban district councils from 1894,³⁷ it merely achieved its own parish status in 1905.³⁸

3.2.2 Railway

The London Brighton and South Coast Railway (LBSCR) brought a single-track railway to Crowborough in 1868, when it extended the Lewes-Uckfield line (of 1858) to Groombridge (where it joined the line to Tunbridge Wells and London).³⁹ A passing loop and second platform were opened at Crowborough in 1879.⁴⁰ The station was – and remains – located at Jarvis Brook, and was initially called Rotherfield station after the historic town, 2km to the east. However, with the opening of the Hailsham-Eridge line in 1880,⁴¹ Rotherfield gained a still closer station 1km to the north-west, and the name of the station at Jarvis Brook was changed to Crowborough.⁴² The track was doubled in 1894, and in 1897 the station name was changed again to Crowborough and Jarvis Brook.⁴³

3.2.3 Church

The 18th-century chapel was adopted as the church of the new ecclesiastical parish of Crowborough (created out of Rotherfield parish in 1880) and the adjacent school, by then redundant (see below section 3.2.4), became the vicarage. A churchyard was dedicated in 1882.⁴⁴ Dedicated to All Saints, the church was mostly rebuilt, on a larger scale, in 1881-3 (see section 3.3.2). The expanding population put too great a demand on the small churchyard and, in 1904, a new cemetery was opened 800m to the south on Herne Road.⁴⁵

An Anglican mission hut was established by St Denys's church, Rotherfield, at Jarvis Brook c.1880. This was succeeded in 1906 by a new chapel of ease, dedicated to St Michael and All Angels, in Station Road.⁴⁶

Protestant nonconformism saw provision develop too. At Jarvis Brook, the Rehoboth Strict Baptist chapel, Walshes Road, was built in 1876, but there was a congregation there from 1852.⁴⁷ Christ Church Independent Free Evangelical church was built next to the Cross in c.1880.⁴⁸ The Strict Baptist chapel nearby at Forest Fold in



Fig. 7. Former Congregational (later Strict Baptist) chapel, the Broadway (1896): the original gable has been removed.

Withyham parish (1.3km north-north-west of the Cross in Crowborough) had been established in a barn in 1832, and in 1906 this gave rise to an offshoot in Crowborough: Branch Strict Baptist chapel, The Broadway, built in 1896 as a Congregational chapel.⁴⁹ A slightly earlier Congregational chapel had been established in Tubwell Lane, Jarvis Brook, and from 1898 shared its minister with the new chapel in the Broadway.⁵⁰ In 1907 the Congregationalists' new (Parker Memorial) chapel was opened nearby in Croft Road (now the combined Methodist and United Reformed Church).⁵¹ Both the Broadway and Tubwell Lane chapels closed, the latter, however, still represented by a burial ground. The Wesleyan Methodists were established in Crowborough by 1875,⁵² and opened a purpose-built chapel in Croft Road in 1897.⁵³ The Salvation Army citadel opened in White Hill Road in 1908.⁵⁴

A Roman Catholic church, St Mary Mother of Christ, Chapel Green, was built in 1910-11.⁵⁵

3.2.4 Urban institutions

During the late 19th and early 20th centuries Crowborough saw the development of a range of social and public functions that did not exist previously. The detail of these is beyond the

scope of this brief account, but the salient institutions are included.

The 18th-century charity that provided and maintained the school and chapel was taken over by the Charity Commissioners in 1877, the ecclesiastical and educational roles separated, and a new school was built nearby in Station Road.⁵⁶ The emerging and scattered town required more schools. To the north of the town Steel Cross National School was sponsored by the Goldsmith's Company, and opened by the early 1870s: average attendance was 100 children.⁵⁷ Whitehill National School was built in 1894 near the concentration of modest housing on and near Whitehill Road: this provided for 210 children and included separate provision for infants.⁵⁸ Jarvis Brook School was built in 1885 in Hadlow Road, at the western end of Western Road.⁵⁹

A hospital was established in 1900 in Southview Road.⁶⁰

A recreation ground was established off Blackness Road by 1910.⁶¹

3.3 The town c.1914-2008

3.3.1 Economic history

The growth of Crowborough slowed after the First World War, only rising from 5,148 in 1911 to 6,095 in 1931, and to 7,136 in 1951. The town failed to recover its status as an inland resort after 1918, and hotel provision declined, although the substantial Beacon Hotel survived until 1943.⁶² Otherwise, Crowborough continued very much as it was pre-1914, with a combination of service industries and retail outlets serving the town, and a wealthy retired and commuting population living in a spacious and leafy suburb.

Following the Second World War, this was all to change. The, ultimately overwhelming, competition offered to the railway by the bus and, especially, the private motor car opened up a wider range of non-metropolitan places of work for the Crowborough resident and, at the same time, the remarkably low-density of housing in the town offered almost unrivalled scope of infill development, especially pertinent in the change climate created by the 1947 Town and Country Planning Act.⁶³ The infill development of Crowborough, utilizing vacant fields and plots between those already built upon and – crucially – subdividing the plots of the earlier large villas (frequently sweeping away the villas in the process) has been a main theme of the post-1945 town. To a certain degree the earlier east-



Fig. 8. The Fernbank centre, with the High Street beyond.

west divide has been maintained through the relative densities of new housing. In the station area, two council estates were built: Alderbrook (on the southern edge of the town) in the 1950s and the Forest estate (north-east of the station) in the 1970s. The industrial function of the station area has been maintained, with industrial estates built to the east of the station and on the site of the brickworks (which closed in 1980⁶⁴). On the slope between the station and Chapel Green, the 1980s Blackness estate represents one of the most substantial pieces of infill, built over fields. On Beacon Hill and the Crowborough Warren estates, redevelopment is comparatively spacious and mainly comprises detached houses, with much of the Victorian conifer planting still in place. However, the garden and house sizes are substantially smaller than the first phase of housing that colonized the uncultivated land on the hill top: the wealthy exclusiveness that marked pre-1914, even pre-1939, Crowborough has largely gone. With expansion and infill, Crowborough's population rose to 8,169 in 1961, 13,250 in 1971 and 19,939 in 2001.

The retail centre of the town changed in the 1960s and 1970s, with amalgamation of shops into large units and a near doubling of the number of service shops. Banks and estate

agents proliferated. More significantly, shops for daily needs became more concentrated in the High Street area. The change was consolidated by the opening of a Waitrose supermarket just off the High Street in 1974.⁶⁵ This was followed by the creation of the Fernbank shopping centre in the early 1980s. The newly concentrated and revitalized retail area helped develop the function of Crowborough as a centre for shopping for a substantial hinterland. However, the resident workforce of Crowborough in the early 21st century has exceeded the number of jobs: in addition to traditional (railway-based) commuting destination London, the growing dominance of the Crawley and Gatwick area has become a magnet to residents of the town.

3.3.2 Church and religion

The parish church has continued to thrive, establishing, in 1957, the church of St Richard, Fermor Road: the ecclesiastical parish is now All Saints and St Richard. In 2000 All Saints saw the opening of its new church centre, which considerably expanded the parish church.⁶⁶ Closures include the Baptist chapel in the Broadway; and Christ Church Independent Free Evangelical, Beacon Road. The Wesleyan Methodist chapel, Croft Road was demolished c.1990, with the church joining the former Congregationalist, now United Reformed Church, nearby.⁶⁷

3.3.3 Urban institutions

Like Haywards Heath in Mid Sussex District, the town of Crowborough has emerged as an administrative centre for Wealden District (created in 1974), with council offices at Pine Grove.

Increased need for secondary education after the 1944 Education Act saw the opening of a county secondary school on Green Lane in 1955: previously secondary school pupils travelled to Tunbridge Wells and Lewes.⁶⁸ The school has developed into a large comprehensive (now styled Beacon Community College) occupying a site stretching from Green Lane to Crowborough Hill. Although Steel Cross school has closed, primary education has continued and expanded at what are now styled the Sir Henry Fermor Church of England Primary School (Crowborough Hill), Jarvis Brook County Primary School (Hadlow Road), and Whitehill Infant School (which re-located from Whitehill Road to Luxford Road in 1998⁶⁹). Additional primary schools have been built: St Mary's Catholic Primary School (Chapel Green) opened in 1966, and Herne County Primary School

opened in 1967.⁷⁰ Grove Park School, Church Road, was established as a special school. Although outside Crowborough and in Withyham parish, St John's Church of England Primary School (which originated in 1840⁷¹) has increasingly come to serve adjacent Crowborough as the town has expanded.

The hospital in Southview Road became, after the First World War. Crowborough War Memorial Cottage Hospital, and saw expansion: an operating theatre was built in 1921, new wards and a maternity department opened in 1925, and an out patients department followed. In 1948 the hospital became part of the National Health Service.⁷² A new maternity unit opened in 1965.⁷³ it is now the midwife-run Crowborough Birthing Centre. The Horder Centre, St John's Road, was founded in 1954 as a charity to help sufferers of arthritis.⁷⁴

The development of sporting, cultural and entertainment facilities has been substantial during this period and, due to their poor documentation, only sample developments can

be mentioned here. The Goldsmith's Recreation Ground between Eridge Road and Pilmer Road was given to Crowborough in 1936 by the Goldsmith's Company (prior to their sale of the Hamsell estate in 1937⁷⁵). The Goldsmith's Leisure Centre opened there in 1985,⁷⁶ and facilities include a running track, football, stoolball and hockey pitches, play equipment, a swimming pool, and a model steam railway. The pre-1910 Wolfe Recreation ground, Blackness Road, now has pitches for cricket, stoolball, football and hockey, as well as tennis courts and a bowling green. Other playing fields and recreation grounds include: Alderbrook Playing Fields, Fermor Road; Jarvis Brook Playing Field; the Silver Jubilee Ground, Green Lane; and Limekiln Playing Fields, Palesgate Lane. Crowborough Athletic Football Club was established in 1894,⁷⁷ a Jarvis Brook football team was established by 1906, and Crowborough Stoolball Club was active by the early 1900s.⁷⁸

4 ARCHAEOLOGY

4.1 Origins: pre-1850

4.1.1 Architectural evidence



Fig. 9. Oxney Cottage, Western Road.

Of the pre-railway buildings within the boundaries of later Crowborough very little survives within the EUS study area.

The most significant survivals are the chapel and charity school endowed by Sir Henry Fermor and built in 1744 (now the parish church and its vicarage). All Saints church has been heavily modified (see above, section 3.3.2), but the tower (sans spire) is the best preserved part of the 18th-century work, and retains its doorway with a dedication to Henry Fermor. The former charity school, from 1880 the vicarage, has survived more intact, at least externally, from 1744. It is built of sandstone ashlar, and has a central projection of three bays with a pediment over.

Other pre-railway buildings include farmhouses, now absorbed within the town. Hydehurst, Crowborough Hill, is the earliest of these, being a timber-framed house (now underbuilt in brick and tile-hung at the first-floor level), of possible 17th-century date. Later examples include, Boxgate Farmhouse, St John's Road, which is

brick built with tile-hanging, and is of 18th-century date. Oxney Cottage and Blean Cottage are both on Western Road, Jarvis Brook, and are examples of smaller scattered cottages: both are built of local sandstone and probably date from the 18th century. At the east end of Church Road a modest sandstone building formed part of the White Hart Inn before it was rebuilt on its present alignment in the 20th century, and is probably an early 19th-century outbuilding. The Crowborough Cross is a late 18th-century inn, built of sandstone and brick with tile-hanging and late 19th-century canted bay windows.

4.1.2 Topography

Much of the street pattern of the future town of Crowborough was inherited from the pre-railway routes leading to and across the open commons and, in the lower slopes, former commons by then enclosed. The main routes established by 1800 comprise Beacon Road and Eridge Road (the A26), Crowborough Hill/High Street, Green Lane, Tollwood Road, Western Road, Blackness Road, and most of Luxford Road. Also in existence well before the enclosures were Folders Lane, Birchwood Grove Road, Janes Lane and Leylands Lane. By 1842 new roads had been established on the upper slopes of Crowborough hill, some – such as Southview Road and Queen's Road – approximating to the position of earlier minor trackways, and others – such as Whitehill Road, the southern part of Croft Road, Harlequin Lane and Church Road – being wholly new creations. The creation of these new roads was evidently associated with the new subdivision of the formerly open or



Fig. 10. Traditionally-built 19th-century outbuilding at the White Hart.



Fig. 11. DeLannoy Cottages, Beacon Road (1874).

waste land (in some case clearly as building plots) in the first half of the 19th century in the area between the later golf course and All Saints' church, although, as we have seen, there was no formal enclosure act for this area (see Fig. 18).

4.2 The emerging town 1850-1914 (Maps 3, 5 and 6)

4.2.1 Buildings and topography

Most obviously from this period are the additional churches and chapels built to provide for the expanding population. The parish church underwent considerable change with the addition of north and south aisles and an apse in 1881-3 (by Whitfield & Thomas), and a vestry in 1897 (by Maurice Beveridge Teulon).⁷⁹ Wholly new examples that survive from this period include the modest brick-built chapels of Rehoboth Strict Baptist chapel, Walshes Road (1876); Christ Church Independent Free Evangelical church, Beacon Road (1880: now closed); the Congregational (later Branch Strict Baptist) chapel, The Broadway (1896: now a cycle shop). The small interdenominational chapel of St Thomas at the Herne Road cemetery (presumably, like the cemetery, dating from 1904), is an eclectic sandstone building. More substantial are the church of St Michael and All

Angels, Jarvis Brook (1906, by J. B. Tansley⁸⁰), built of stone and with a small bell turret at the north-west end; the Parker Memorial Congregational chapel Road (now the combined Methodist and United Reformed Church), Croft Road (1097, by Edward Knight⁸¹), built on the larger scale in red brick, with timber and stone details; and the Roman Catholic church of St Mary Mother of Christ, Chapel Green, (1910-11), built in red brick, with stone dressings and a small tile-hung belfry.

The present main station building at Crowborough is a brick-built Edwardian replacement (Fig. 6). The nearby polychrome brick Railway Hotel (now the Welcome Stranger) probably dates from the arrival of the railway in 1868, however, and was certainly built by 1875.⁸² By 1900, the railway station had attracted typical modest workers housing in the vicinity, with, for example, terraced houses at Railway View, Victoria Road, dating from 1895 (Fig. 12).⁸³ Near contemporary terraced houses survive south of the railway line at Ferndale Terrace, Western Road.

A much more distinctive feature of the early building and topography of Crowborough, however, is the villa. By 1875, these represented sporadic and scattered building only, but between 1875 and 1900, construction took off. Large detached houses with substantial grounds were concentrated on the higher ground with a



Fig. 12. Railway View, Victoria Road (1895).

notable concentration a little way west of the parish church, on and near Church Road, Beacon Road, and Southview Road. Examples such as Starfield and Twyford have given their names to closes of houses which have replaced them, but there are surviving examples such as the Observatory, off Church Road (now subdivided); and Uckfield Lodge, Church Road. The Whitehill Road area nearby developed at this period and, although there were some smaller detached houses, semi-detached houses were predominant: survival of these houses on the east side of Whitehill Road and on the west side of Queen's Road has been good. Modest semi-detached villas were also a feature of the area near the railway station, with surviving examples at 1-15 Farningham Road and 1-12 Rosehill Gardens, Crowborough Hill. Late 19th-century development of the Cross included detached and semi-detached villas, but also terraced houses, reflecting the more commercial function of the future High Street area.

The spatial differentiation of house types survived the accelerating increase of population between 1900 and 1914. The area around the Cross maintained its mixture of forms, with the newly named High Street gaining purpose-built shops: Rush & Sons, on the corner of the Broadway and Croft Road, is a good example from 1904 (Fig. 13). The east side of the High

Street also has tall commercial buildings surviving from this period, including the National Westminster Bank (with its unlikely mixture of a grand stone-built ground floor and gables – later tile-hung), and the almost entirely glass-fronted shopfront of 4 High Street. To the south-west of the emerging retail centre, the large villas continued to proliferate in the period c.1900-14. Windlesham Manor, Hurtis Hill, dates from c.1900 and is well-known for being the home of Sir Arthur Conan Doyle: it is typical of the low but extensive larger villas of this period. Other examples survive along or near the edge of the golf course (of which the present club house dates from 1907⁸⁴) and include the Arts and Crafts styled Winscombe House, Beacon Road (by Baillie Scott, c.1899⁸⁵); and Harecombe Manor, built in sandstone and mock-timber framing. The large detached villas formed the main building type on the nearby new development of Beacon Hill (i.e. west of Beacon Road): an early example is provided by Maurice Beveridge Teulon's own house, Warren Gate, Beacon Road, built in a vernacular revival style in 1899. The estate followed in the next 10 years, but almost every example of the extensive gardens has been subdivided and re-developed. Edwardian expansion of the Whitehill Road area



Fig. 13. Rush & Son, on the corner of the Broadway and Croft Road (1904).



Fig. 14. 7-9 High Street (1900-10).

saw more modest semi-detached villas being built, such as those at Huntington Road and South Street. The station area only saw modest house building in 1900-14, with examples such as 1-10 Mottins Hill and a group comprising Peace Cottages, Coronation Cottages and Ladysmith Cottages, Western Road (presumably of 1901-2). New development off Crowborough Hill in the Poundfield area, such as at newly laid out West Street and on Green Lane, also comprised modest semi-detached housing.

Whilst new roads were set out in the period 1850-1914, such as at Poundfield and Whitehill Road areas and immediately south-east of the Cross, these were essentially short back streets set out to expand the various focal points of the nascent town, rather than major new roads: the street pattern in 1914 was largely as established by 1842. The one significant exception to this was the area west of Beacon Road, where sinuous roads such as Aviemore Road and Rannoch Road were laid out c.1900 for the spacious housing estate on Beacon Hill.

4.3 The town 1914-2008 (Map 1)

4.3.1 Buildings and topography

By 1914 Crowborough was identifiably a town, albeit with several relatively densely built up foci – around the Cross/High Street, around the station/Jarvis Brook, at Poundfield, and around

Whitehill Road – together with a more extensive area of scattered settlement – principally comprising substantial villas with large gardens – in the area bounded by the parish church, the golf course and the medieval pale of Ashdown Forest. The slower rate of population expansion in the town in the 1920s and 1930s, meant that the overall footprint of Crowborough did not change significantly during the period, nor did the presence of open plots and fields amongst the housing. Since 1945, however, the sharp increase in population has entailed creation of new housing estates and, particularly significant for the historic environment, redevelopment of earlier more spacious plots, frequently involving demolition of 19th and early 20th-century houses and shops.

The post-1945 developments have seen some overall expansion of the footprint of Crowborough (outside the EUS study area). On the north side of the town this comprises modest developments at Inhams Wood and in the Pleasant View Road and Plimer Road area; on the east side of the town more substantial developments along and off Eridge Road and Millbrook Road (mainly modest detached houses on small plots) and at Poundfield (a mixture of detached and semi-detached houses, and



Fig. 15. Normandy House, Southview Road as extended in 1900-10.



Fig. 16. Alchornes Lodge, off Southview Road (1920s).

bungalows); modest expansion on the south-east side of the town (i.e. at Jarvis Brook), which includes the Forest estate (1970s semi-detached houses) Western Gardens (terraced and semi-detached houses) and the Millbrook business park and industrial estate); and substantial development of estates on the south side of the town off Walshes Road and Fernor Road (including the 1950s semi-detached houses of the Alderbook estate, and in the more recent development of former woodland at The Herne, modest detached houses), and between Harlequin Lane and Whitehill Road (mainly small detached houses, with some semi-detached). Even this more significant development on the south side has largely occurred within the 'fingers' of the pre-1939 footprint of the town. A clearer example of post-1945 development within an open space almost entirely surrounded by the earlier town is the Blacknest estate (of small detached, semi-detached and terraced houses) built between Crowborough Hill and Blackness Road.

Within the more recognizably built-up area of 1945 there has been great change. For example, taking the core of the Beacon Hill and Crowborough Warren estate as established by 1910, this had 22 houses in 1910; had increased to 33 by 1932, mainly by building on undeveloped plots rather than subdivision; and today has 177 houses, still mostly detached. The post-1945 re-development has produced more modest sized houses and, due to subdivision, much smaller plots: none of the 1910 plots has

survived intact. This was not a unique phenomenon restricted to the Beacon Hill estate: in the more mixed and longer developed area bounded by Southview Road, Croft Road, Church Road, Beacon Road and the golf course, 56 houses in 1932 contrasts with the 221 today. This is despite the retention of tennis courts on Church Road, the expansion of the hospital, and the conversion of The Grange (and most of its extensive grounds) to Grove Park School. Here the increase in housing density in part reflects the loss of remaining small fields and plots (which has allowed the creation of Swift Close), but also considerable subdivision of plots and infill development.

The retail centre has become more concentrated on the High Street area since 1914 and, especially from the 1960s. To the rear of this the establishment of council offices (combined with the new public library) has created an adjacent administrative zone. The architectural impact of these developments has been considerable. The brick-built Waitrose of 1974 introduced a large supermarket to the town centre, with attendant car park, and this was followed in the early 1980s by the two-storey concrete Fernbank shopping centre on the High Street itself (the upper floor largely a carpark): this incorporated a Safeways supermarket replaced in 2007 by a brick-built Morrisons, which has extended the site away from the High Street and which has remodelled the original Fernbank centre. The extensive car parks at the rear of the supermarkets join together and with that for the town, and the council building and library (which opened in 1988).⁸⁶



Fig. 17. Waitrose supermarket, Croft Road (1974).



Fig. 18. Crowborough (then part of Rotherfield parish) tithe map, 1842 (detail: copy in ESRO).

5 STATEMENT OF HISTORIC URBAN CHARACTER

5.1 Town summary

5.1.1 Historic environment overview

Although Crowborough is largely of interest as a new town of the railway age, surprisingly little survives from the two decades after the arrival of the railway (1868): the railway station has been rebuilt at least once, and many associated buildings have been demolished. However, considerable numbers of later (i.e. post-c.1860) 19th-century buildings do survive, so that the polyfocal development of the town is still discernible in the standing buildings. Pre-urban houses formerly scattered around the heath have survived the coming of the town, and form an important part of the historic environment. With such late origins it is of little surprise that there has been almost no archaeological investigation and that what has been done provides little evidence of the development of the town.

5.1.2 Historic environment designations (Map 4)

There are nine listed buildings in the EUS study area, all of which three are Grade II. Of these, one is probably 17th century; five are 18th century; one is from 1841-1880; and two are from 1881-1913.

Crowborough does not have a Conservation Area. There are no Scheduled Monuments in the town.

5.1.3 Historic building materials

Local Hastings Beds sandstone is seen most extensively in the 18th-century chapel (now the parish church of All saints) and the adjacent school (now the vicarage), and also in 18th and 19th-century vernacular architecture (e.g. the Blean Cottages and Oxney Cottage, Western Road). Timber framing is represented by a sole example (17th-century Hydehurst, Crowborough Hill). Given the post-railway date of most of the buildings in the town, however, brick is the dominant building material.

5.2 Historic Character Types

5.2.1 Historic Character Types and chronology (Maps 5-8)

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 5-7) 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 Crowborough (Map 7)

Although Historic Character Types represent county-wide types, modern Crowborough is characterized by its particular concentration of

some types and the comparative rarity, or absence, of others.

For example, the predominance of *suburbs* and the lack of significant areas of *irregular historic plots* reflects the post-railway origins of the town.

5.3 Historic Urban Character Areas (Maps 9 and 10)

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 Crowborough combines three Historic Character Types that represent a *church/churchyard*, a *school/college* and *irregular historic plots* dating from Period 10 (18th century), a *farmstead/barn* dating from Period 11 (1800-40), a second *school/college* dating from Period 13 (1881-1913), *suburbs* dating from Period 12 (1841-80) to Period 14 (1946-present), and a *retail and commercial* area dating from Period 14 (1914-45). Combining this complexity into a single HUCA called *Chapel Green* reflects the largely coherent character of the area today as well as the origins of this part of Crowborough. This coherence renders HUCAs suitable spatial units for describing the historic environment of the EUS towns, for assessing their **archaeological potential**, **Historic Environment Value** and for linking to **research questions**.

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

5.3.2 Archaeological potential

Whilst the nature and extent of areas to which Historic Character Types have been applied is closely related to the survival of buried archaeology, this assessment considers the

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

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

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

5.3.3 Historic Environment Value (Map 10)

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

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

Lesser additional considerations in the assessment comprise:

- Visibility
- Historic association.

The full methodology for assessing Historic Environment Value forms part of the annexe to the historic environment management guidance for Wealden District.

5.3.4 Vulnerability

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

5.3.5 Research questions

Where relevant, reference is made to questions in the **Research Framework** for Crowborough (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 Crowborough's Historic Urban Character Areas (Maps 9 and 10)

Given the scattered nature of the development of Crowborough, the following assessments of the Historic Urban Character Areas (HUCAs) neither work from the historic core outwards (as in most other Sussex EUS reports) nor cover compact HUCAs: many of the HUCAs at Crowborough are extensive and even discontinuous.

HUCA 1 Chapel Green (HEV 2)

HUCA 1 lies to the south of the retail centre of the modern town, and overlies a funnel-shaped entrance to the ancient heath. Today the triangular open grass, or informal parkland, of Chapel Green itself, and the main road (Crowborough Hill) represent a (somewhat suburbanized) survival of the pre-urban heath and the routes across it. Since the 18th century, if not earlier, the area has attracted settlement, initially on the edge of the common. Most notable was the building of the chapel and charity school in 1744, as a result of the bequest of Sir Henry Fermor. These buildings are the only listed examples in the HUCA (both Grade II): the chapel, now the parish church, underwent considerable change with the addition of north and south aisles and an apse in 1881-3 and a vestry in 1897, and major alterations and additions on the north side in 2000; the school, now the vicarage, is better preserved (at least externally). At the east end of Church Road a modest sandstone building formed part of the White Hart Inn before it was rebuilt on its present alignment in the 20th century, and is probably an

early 19th-century outbuilding. Later buildings of note include the Roman Catholic church of St Mary Mother of Christ, Chapel Green, (1910-11), built in red brick, with stone dressings and a small tile-hung belfry

The absence of any known non-urban archaeology suggests limited **archaeological potential**.

The survival of several 19th-century and early 20th-century buildings and Sir Henry Fermor's 18th-century foundation of chapel and school, the presence of residual heathland features, the quality of the 20th-century development, the absence of earlier historic buildings or many historic boundaries, and limited archaeological potential combine to give this HUCA a **Historic Environment Value (HEV)** of 2.

The Historic Environment Value of the area means that its **vulnerability** is medium to low. The greatest threats are to the unlisted 19th-century buildings, to the former school of 1744, and to the open space of Chapel Green itself.

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

HUCA 2 The Cross and High Street (HEV 2)

HUCA 2 is the earliest commercial nuclei at Crowborough, in the 18th century clustered around the crossing of the two early routeways and, as the post-railway town, emerged expanding into a recognizable High Street with purpose-built shops and businesses. Today the area remains the retail centre of the town and has expanded significantly, not least including two supermarkets, a shopping centre, and extensive car parks. To the rear of the High Street, off Beacon Road, the area has also developed in the late 20th century a civic function, with a combined council office and public library (dating from 1988). There is one listed building (Grade II): the Crowborough Cross is a late 18th-century inn, built of sandstone and brick with tile-hanging and late 19th-century canted bay windows. The shops and businesses of the High Street provide interesting examples of Edwardian architecture: Rush & Sons, on the corner of the Broadway and Croft Road, is an intact shop from 1904; the National Westminster Bank mixes a grand stone-built ground floor and with vernacular-style gables; and 4 High Street, presents an early almost entirely glass-fronted shopfront.

The absence of any known non-urban archaeology and the high density of 19th and

20th-century development (and redevelopment) suggests limited **archaeological potential**.

The 18th-century inn, the quality of the late 19th and, especially, the 20th-century architecture, the absence of many historic buildings and boundaries, and the low archaeological potential combine to give this HUCA a **Historic Environment Value (HEV)** of 2.

The Historic Environment Value of the area means that its **vulnerability** is low, with the main threat being the loss or modification of unlisted early 20th-century commercial buildings.

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

HUCA 3 Jarvis Brook (HEV 1)

HUCA 3 is centred on the railway station, and the railway line to the south-west. The area had attracted some scattered building by the 18th century as the lower slopes on which it lies had long been enclosed by. The area first saw something approaching a nucleus with the opening of the railway and station in 1868. Today the area remains dominated by the railway line and station, although the goods yard and adjacent late 19th-century brickfield have given way, respectively, to a car park and modern business units. Earlier settlement is represented by the two listed buildings (Grade II), both sandstone-built cottages on Western Road: Blean Cottages dates from the 18th century, but similarly styled Oxney Cottage does not appear on the 1842 Tithe Map and, thus, may not date from before the mid-19th century. Other notable buildings include the brick-built Rehoboth Strict Baptist chapel, Walshes Road (1876); and the church of St Michael and All Angels, Jarvis Brook (1906). The present main station building at Crowborough is a brick-built Edwardian replacement of the original. The nearby polychrome brick Railway Hotel (now styled the Welcome Stranger) probably dates from the arrival of the railway in 1868. Typical modest workers housing in the vicinity includes examples such as the terraced houses at Railway View, Victoria Road, which date from 1895.

The absence of any known non-urban archaeology, and the density of 19th and 20th-century development (and redevelopment) suggests limited **archaeological potential**.

The quality of the predominant late 19th and 20th-century architecture, the absence of many historic buildings or boundaries, and the low archaeological potential combine to give this

HUCA a **Historic Environment Value (HEV)** of 1.

The Historic Environment Value of the area means that its **vulnerability** is low, with the main threat being the further loss of unlisted 19th-century buildings (especially those related to the railway).

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

HUCA 4 Southview and Beacon Roads (HEV 1)

HUCA 4 saw the first building – other than earlier scattered cottages and farm buildings – in the early to mid-19th century as former open common or waste began to be converted to small fields and housing plots, with new roads added to provide access. Significant development, however, did not occur until after the arrival of the railway in 1868, when this area saw the construction of numerous scattered villas, many built on the largest scale, and some hotels, with, from 1895, easy access to the new golf course of the adjacent common. Today, the area retains a predominantly residential character (with notable exceptions such as Crowborough War Memorial Hospital (established in 1900 in Southview Road). There are two listed buildings (Grade II): the architect Maurice Beveridge Teulon's own house, Warren Gate, Beacon Road, built in a vernacular revival style in 1899; and Windlesham Manor, Hurlis Hill, dating from c.1900 and which, as the listed building description makes explicit, is mainly listed for its historical association as the home of Sir Arthur Conan Doyle. More architecturally significant is the Arts and Crafts styled Winscombe House, Beacon Road (by Baillie Scott, c.1899).

The absence of any known non-urban archaeology, and the density of 19th and 20th-century development (and redevelopment) suggests limited **archaeological potential**.

The quality of the late 19th and 20th-century architecture, the absence of many historic buildings or boundaries, and the low archaeological potential combine to give this HUCA a **Historic Environment Value (HEV)** of 1.

The Historic Environment Value of the area means that its **vulnerability** is low, with the main threat being the further loss of unlisted 19th-century and early 20th-century villas, and more subdivision of the extensive plots: such subdivision, often involving demolition of the Victorian and Edwardian villa or hotel thereon,

has been a major and regrettable theme of post-1945 redevelopment in this part of Crowborough.

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

HUCA 5 Poundfield and Crowborough Hill (HEV 1)

HUCA 5 lies on the eastern edge of the town, and, other than a few scattered cottages and farm buildings along the ancient routeway of Crowborough Hill, emerged as a discrete and small-scale development of semi-detached houses in the 1880s and 1890s, near Poundfield Farm. It was only in the inter-war years that this development became joined to the ribbon development along Crowborough Hill, mostly by building of modest-sized detached houses. Today the area remains residential. There is only one listed building: Hydehurst, Crowborough Hill, is a timber-framed house (now underbuilt in brick and tile-hung at the first-floor level), of possible 17th-century date (Grade II).

The absence of any known non-urban archaeology, and the density of 19th and 20th-century development (and redevelopment) suggests limited **archaeological potential**.

The one early building (timber-framed Hydehurst) is noteworthy, but this is outweighed by the absence of other pre-railway historic buildings and the limited archaeological potential to give this HUCA a **Historic Environment Value (HEV)** of 1.

The Historic Environment Value of the area means that its **vulnerability** is low, with the main threat being the loss of unlisted 19th-century semi-detached houses.

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

HUCA 6 Whitehill (HEV 1)

HUCA 6 lies on the southern edge of the town, and emerged as a discrete development of modest-sized (i.e. workers) semi-detached and terraced houses in the 1880s and 1890s. This continued to expand in the Edwardian period. Today the area remains a largely residential suburb, with many of the late 19th and early 20th-century houses surviving. There are no listed buildings.

The absence of any known non-urban archaeology, and the density of 19th and 20th-century development (and redevelopment) suggests limited **archaeological potential**.

The quality of the late 19th and 20th-century architecture, the absence of many historic buildings or boundaries, and the low archaeological potential combine to give this HUCA a **Historic Environment Value (HEV)** of 1.

The Historic Environment Value of the area means that its **vulnerability** is low, with the main threat being the loss of unlisted late 19th-century and early 20th-century semi-detached and terraced houses.

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

HUCA 7 Crowborough Town (HEV 1)

HUCA 7 lies on the north-western edge of the town. In the late 18th century there were a few scattered cottages and farm buildings along the western edge of the HUCA, which then formed the north-western side of the open waste of common. By the mid-19th century these had developed into a modest hamlet, with the name Crowborough Town: by 1875 this had its own public house (the Cooper’s Arms) and the 1880s and 1890s saw more building, including ribbon development linking it to the nascent centre at The Cross: this process continued in the Edwardian and inter-war periods. Today the area between Crowborough Town and the town centre has been completely developed and the HUCA is principally a residential suburb. There is only one listed building: Boxgate Farmhouse, St John’s Road, which is brick built with tile-hanging, and is of 18th-century date (Grade II).

The absence of any known non-urban archaeology, and the density of 19th and 20th-

century development (and redevelopment) suggests limited **archaeological potential**.

The one early building (Boxgate Farmhouse) is noteworthy, but this is outweighed by the absence of many other pre-railway historic buildings and the limited archaeological potential to give this HUCA a **Historic Environment Value (HEV)** of 1.

The Historic Environment Value of the area means that its **vulnerability** is low, with the main threat being the loss of unlisted 19th-century houses.

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

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

Table 3 summarizes the assessments made in the individual Historic Urban Character Area descriptions (above). It provides a simplified comparison of the assessments across different parts of the town, and helps to draw out key points. As such it supports the preparation of guidance for the town (see section 1.3).

The table shows how Historic Character Types combine into more recognizable Historic Urban Character Areas (HUCAs). It summarizes the archaeological potential that, along with historic buildings and boundaries, contributes to the assessment of the Historic Environment Value of each HUCA. The assessment of vulnerability of each HUCA is important for developing guidance.

Summary of assessment of Historic Urban Character Areas (HUCAs) for Crowborough				
Historic Character Types (HCTs)	Historic Urban Character Area (HUCA)	Archaeological potential	Historic Environment Value (HEV)	Vulnerability
Church/churchyard School/college Irregular historic plots Farmstead/barn Informal parkland Retail and commercial Suburb	1. Chapel Green	Limited	2	Medium to low
Irregular historic plots Public Retail and commercial	2. The Cross and High Street	Limited	2	Low

Summary of assessment of Historic Urban Character Areas (HUCAs) for Crowborough				
<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>
Suburb				
Irregular historic plots Light industry Retail and commercial Station, sidings and track Suburb	3. Jarvis Brook	Limited	1	Low
Irregular historic plots Suburb Sports field Utility	4. Southview and Beacon Roads	Limited	1	Low
Irregular historic plots Suburb	5. Poundfield and Crowborough Hill	Limited	1	Low
Irregular historic plots Suburb	6. Whitehill	Limited	1	Low
Irregular historic plots Suburb	7. Crowborough Town	Limited	1	Low

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

6 HISTORIC ENVIRONMENT RESEARCH FRAMEWORK

6.1 Pre-urban activity

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

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

6.2 Origins and development

There has been little analysis of the historic environment of the town. Key questions include:

RQ2: What was the socio-economic make-up of the early occupants of the town, how did this change over time, and is this reflected in the architecture of the town?

RQ3: What was nature of the economy of the area immediately before the railway arrived, how did this influence the development of the town, and how did this change as a result of the success of the town?

RQ4: What were the factors that determined the scattered or polyfocal plan of the early town?

RQ5: What has been the influence of the pre-urban houses and farms (and their owners and occupants) on the development of the town?

RQ6: What determined – and limited – the socio-economic change of different areas of the town in the late 19th and 20th centuries?

RQ7: To what degree has the development of Crowborough been influenced by urban and distinctly non-urban (or suburban) aspirations?

7 Notes

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

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

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

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

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

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

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

³ Malcolm Payne has identified the author as 'Illot' in his bibliography: Payne, M. R., *Crowborough: The Growth Of A Wealden Town* (1985).

⁴ Illott, *The Story of Crowborough* (1933)

⁵ Payne, M. R., *Crowborough: The Growth Of A Wealden Town* (1985); Payne, M. and Batchelor, L., *Bygone Crowborough* (1987); Payne, M., *Crowborough in old picture postcards* (1992).

⁶ Fielding, A. J., *Place, work and folk a study of the development of Crowborough, Sussex* (University of Sussex Research Papers in Geography, 5, 1981).

⁷ Johnston, G. D., *Abstract of Turnpike Acts relating to Sussex* (transcript at SAS, c.1948), 9.

⁸ Griffiths, I. L., 'Road and rail in Sussex', in Geography Editorial Committee (eds.), *Sussex: Environment, Landscape and Society* (1983), 239-42; Pearce, S. A., 'The Impact of the Railway on Uckfield in the 19th century', SAC 122 (1984), 193-206, at 197.

⁹ Cleere, H., and Crossley, D., *The Iron Industry of the Weald* (2nd edn., 1995), 57-86.

¹⁰ Cleere, H., and Crossley, D., *The Iron Industry of the Weald* (2nd edn., 1995), 57-86.

¹¹ Money, J. H., 'Suspected Roman road linking the London-Lewes road (Margary 4) with trans-Wealden track VII', SAC 118 (1980), 367-9.

¹² Gardiner, M., 'Planned Medieval Land Division in Withyham, East Sussex', SAC 123 (1985), 109-14, at 112.

¹³ Mawer, A. & Stenton, F.M., *The Place-names of Sussex* (1929-30; reprinted 2001), 372-3; Gelling, M. & Cole, A., *The Landscape of Place-names* (2000), 145-50.

¹⁴ E.g. Payne, M. R., *Crowborough: The Growth Of A Wealden Town* (1985), 5-14.

¹⁵ Gardiner, M. F., *Medieval Settlement and Society in the Eastern Sussex Weald* (unpubl. Ph.D. thesis, University of London, 1995), 108, 136.

¹⁶ See: Fielding, A. J., *Place, work and folk a study of the development of Crowborough, Sussex* (University of Sussex Research Papers in Geography, 5, 1981) 4.

¹⁷ Pullein, C., *Rotherfield – the story of some Wealden manors* (1928), 254, 369.

¹⁸ Illott, *The Story of Crowborough* (1933), 58.

¹⁹ Firmin, B., *An Illustrated Guide to Crowborough* (1890), unpaginated.

²⁰ Payne, M., *Crowborough in old picture postcards* (1992), 54.

²¹ Payne, M. R., *Crowborough: The Growth Of A Wealden Town* (1985), 73.

²² Johnston, G. D., *Abstract of Turnpike Acts relating to Sussex* (transcript at SAS, c.1948), 9.

²³ Combes, P., 'The Crowborough Warren Estate, 1809-44', SAC 123 (1985), 215-23.

²⁴ Fielding, A. J., *Place, work and folk a study of the development of Crowborough, Sussex* (University of Sussex Research Papers in Geography, 5, 1981), 15-16; Combes, P., 'A Crowborough Walk', *The Crowborough Field Society Journal* 1 (1973), 3-7, at 3.

²⁵ Ibid., 16.

²⁶ E.g. *ibid.*

²⁷ 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.

²⁸ Fielding, A. J., *Place, work and folk a study of the development of Crowborough, Sussex* (University of Sussex Research Papers in Geography, 5, 1981), 16; Brandon, P., and Short, B., *The South East from AD 1000* (1990), 315.

²⁹ Tate, W. E., *Sussex Inclosure Acts and Awards* SAC 88 (1949), 115-56, at 151.

³⁰ MacDougall, A., (ed.), *The Life and Times of Crowborough Beacon Golf Club 1895-1995* (1995), 5-6, 10,

³¹ Fielding, A. J., *Place, work and folk a study of the development of Crowborough, Sussex* (University of Sussex Research Papers in Geography, 5, 1981), 17.

³² Illott, *The Story of Crowborough* (1933), 70.

³³ Fielding, A. J., *Place, work and folk a study of the development of Crowborough, Sussex* (University of Sussex Research Papers in Geography, 5, 1981), 25; Pryce, R., *Rotherfield Hall* (2001), 81; Payne, M., *Crowborough in old picture postcards* (1992), 17, 18, 49.

³⁴ Payne, M. R., *Crowborough: The Growth Of A Wealden Town* (1985), 110.

³⁵ Ibid., 24-5.

³⁶ Beswick, M., *Brickmaking in Sussex: A History and Gazetteer* (2nd edn. 2001), 61-2, 164-5.

³⁷ Salzman, L. F., *Victoria County History* 7 (1940), 148, 179; Short, B., (ed.), 'A Very Improving Neighbourhood': *Burgess Hill 1840-1914* (University of Sussex, Centre for Continuing Education Occasional Paper No. 23, 1984), 15; Ford, W. K.,

and Gabe, A. C., *The Metropolis of Mid Sussex: a History of Haywards Heath* (1981), 91,106.

³⁸ 1911 Census of England and Wales, Area, Families and Population Administrative Areas, Table 13; LGB0 47656.

³⁹ Farrant, J., 'Growth of Communications 1840-1914', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 80-1; Griffiths, I. L., 'Road and rail in Sussex', in Geography Editorial Committee (eds.), *Sussex: Environment, Landscape and Society* (1983), 238-9.

⁴⁰ Turner, J. T. H., *The London, Brighton and South Coast Railway. Volume 3. Completion & Maturity* (1979), 41.

⁴¹ Ibid.

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⁴³ Turner, J. T. H., *The London, Brighton and South Coast Railway. Volume 3. Completion & Maturity* (1979), 42; Pearce, S. A., 'The Impact of the Railway on Uckfield in the 19th century', SAC 122 (1984), 197.

⁴⁴ Illott, *The Story of Crowborough* (1933), 44-5.

⁴⁵ Illott, *The Story of Crowborough* (1933), 69.

⁴⁶ Illott, *The Story of Crowborough* (1933), 71-2; Elleray, D. R., *Sussex Places of Worship: A Gazetteer of Buildings erected between c1760 and c1960* (2004), 37.

⁴⁷ Homan, R., 'Mission and fission: the organization of Huntingonian and Calvinistic Baptist causes in Sussex in the 18th and 19th centuries', SAC 135 (1997), 265-82, at 279.

⁴⁸ Elleray says 1883, Payne and Batchelor say 1879: Elleray, D. R., *Sussex Places of Worship: A Gazetteer of Buildings erected between c1760 and c1960* (2004), 19; Payne, M. and Batchelor, L., *Bygone Crowborough* (1987), 92.

⁴⁹ Elleray, D. R., *Sussex Places of Worship: A Gazetteer of Buildings erected between c1760 and c1960* (2004), 18; Homan, R., 'Mission and fission: the organization of Huntingonian and Calvinistic Baptist causes in Sussex in the 18th and 19th centuries', SAC 135 (1997), 277.

⁵⁰ Dickens, W., *The Story of The United Church Crowborough* (1971, reproduced 1993), 12.

⁵¹ Elleray, D. R., *Sussex Places of Worship: A Gazetteer of Buildings erected between c1760 and c1960* (2004), 18-19.

⁵² There are two apparently contradictory accounts of the early Methodists in the town: i) in 1875 the Methodists built their church – later the parish room and then the Ex-Service Men's Club – just east of the Cross on Eridge Road (Illott, *The Story of Crowborough* (1933), 52). Alternatively, the Methodists used the 'Big Room' over the shop of Mr and Mrs Deeprise, in Southview Road, from 1875, with rising numbers requiring a move to a hall in Croft Road and then to the Board School in Whitehill Road (Dickens, W., *The Story of The United Church Crowborough* (1971, reproduced 1993), 3).

⁵³ Elleray, D. R., *Sussex Places of Worship: A Gazetteer of Buildings erected between c1760 and c1960* (2004), 18.

⁵⁴ Illott, *The Story of Crowborough* (1933), 53.

⁵⁵ Elleray, D. R., *Sussex Places of Worship: A Gazetteer of Buildings erected between c1760 and c1960* (2004), 18; Payne, M. and Batchelor, L., *Bygone Crowborough* (1987), 93 and Crowborough Parish Council, *Crowborough, The Official Guide, 10th edition* (undated), 35.

⁵⁶ Illott, *The Story of Crowborough* (1933), 44-5.

⁵⁷ Payne, M., *Crowborough in old picture postcards* (1992), 31; Payne, M. and Batchelor, L., *Bygone Crowborough* (1987), 86.

⁵⁸ Payne, M. and Batchelor, L., *Bygone Crowborough* (1987), 84; Payne, M. R., *Crowborough. The Growth of a Wealden Town* (1985), 99.

⁵⁹ Payne, M. and Batchelor, L., *Bygone Crowborough* (1987), historical introduction.

⁶⁰ Illott, *The Story of Crowborough* (1933), 69; Payne, M. R., *Crowborough. The Growth of a Wealden Town* (1985), 99. It has been suggested elsewhere that the hospital began on a leased site in Lordswell Lane and only moved to Southview Road in 1903: Crowborough Field Society, *Crowborough Festival 80. Then and Now, Glimpses of Crowborough 1905-1980* (1980), upaginated.

⁶¹ Ordnance Survey 1:2500 map, Epoch 3 (1910).

⁶² Payne, M., *Crowborough in old picture postcards* (1992), 47.

⁶³ Fielding, A. J., *Place, work and folk a study of the development of Crowborough, Sussex* (University of Sussex Research Papers in Geography, 5, 1981), 37-45.

⁶⁴ Beswick, M., *Brickmaking in Sussex: A History and Gazetteer* (2nd edtn. 2001), 165.

⁶⁵ Embley, M. A., *The changing structure and function of the central area of Crowborough since 1961* (unpublished B. Ed. Dissertation, East Sussex College of Higher Education, 1977), 18-20. Available at East Sussex County Council library, Lewes.

⁶⁶ Jackson, A. and Jackson, P., *All Saints and St Richard's. The Guide* (May-August 2008), 19.

⁶⁷ Elleray, D. R., *Sussex Places of Worship: A Gazetteer of Buildings erected between c1760 and c1960* (2004), 18.

⁶⁸ Crowborough Parish Council, *Crowborough, The Official Guide, 10th edition* (undated), 29; Payne, M., *Crowborough in old picture postcards* (1992), 30; Payne, M. and Batchelor, L., *Bygone Crowborough* (1987), historical introduction.

⁶⁹ <http://www.whitehill.e-sussex.sch.uk/About%20Us/AboutUs.html>

⁷⁰ Pers. comm. Josie Gregory.

⁷¹ Payne, M. and Batchelor, L., *Bygone Crowborough* (1987), historical introduction.

⁷² Crowborough Field Society, *Crowborough Festival 80, Then and Now, Glimpses of Crowborough 1905-1980* (1980), upaginated.

⁷³ Payne, M. R., *Crowborough: The Growth Of A Wealden Town* (1985), 100.

⁷⁴ http://www.hordercentre.co.uk/about_heritage.php

⁷⁵ Combes P., 'A Crowborough Walk', *The Crowborough Field Society Journal* 1 (1973), 3-7, at 3.

⁷⁶ Payne, M. and Batchelor, L., *Bygone Crowborough* (1987), historical introduction.

⁷⁷ As per the sign at their Fermor Road ground, 2008.

⁷⁸ Payne, M. and Batchelor, L., *Bygone Crowborough* (1987), 133-4.

⁷⁹ Nairn, I., and Pevsner, N., *The Buildings of England: Sussex* (1965), 475-6.

⁸⁰ Ellery, D. R., *Sussex Places of Worship: A Gazetteer of Buildings erected between c1760 and c1960* (2004), 37.

⁸¹ Ellery, D. R., *Sussex Places of Worship: A Gazetteer of Buildings erected between c1760 and c1960* (2004), 18.

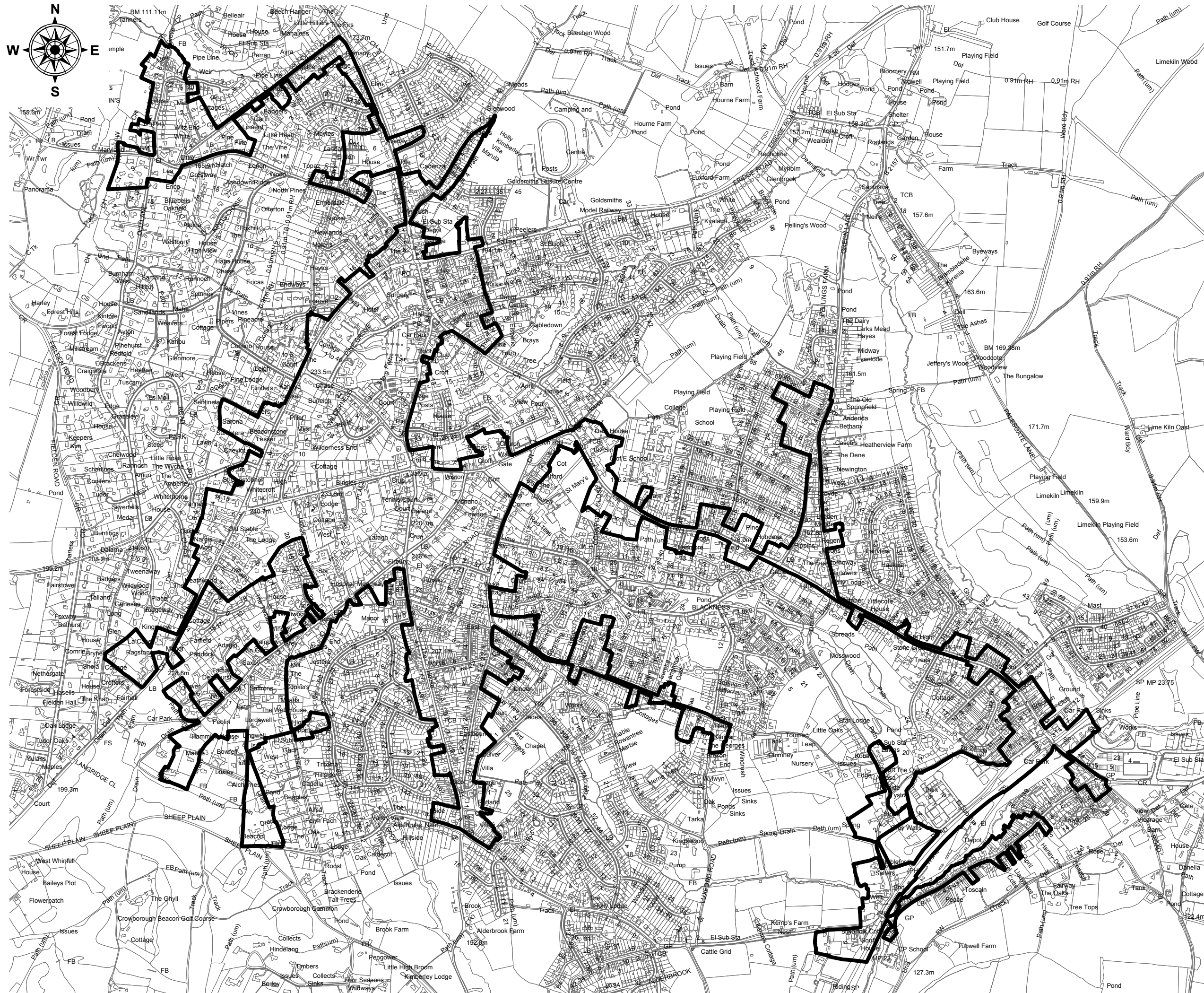
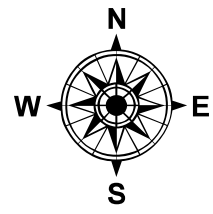
⁸² Ordnance Survey 1:2500 map Epoch 1, 1875.

⁸³ Date stone on building.

⁸⁴ Payne, M. R., *Crowborough: The Growth Of A Wealden Town* (1985), 80.

⁸⁵ Nairn, I., and Pevsner, N., *The Buildings of England: Sussex* (1965), 476.

⁸⁶ According to the plaque: I am indebted to Rosemary Hill, Crowborough Library, for this information.



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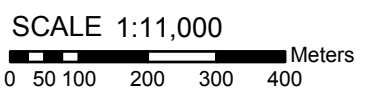


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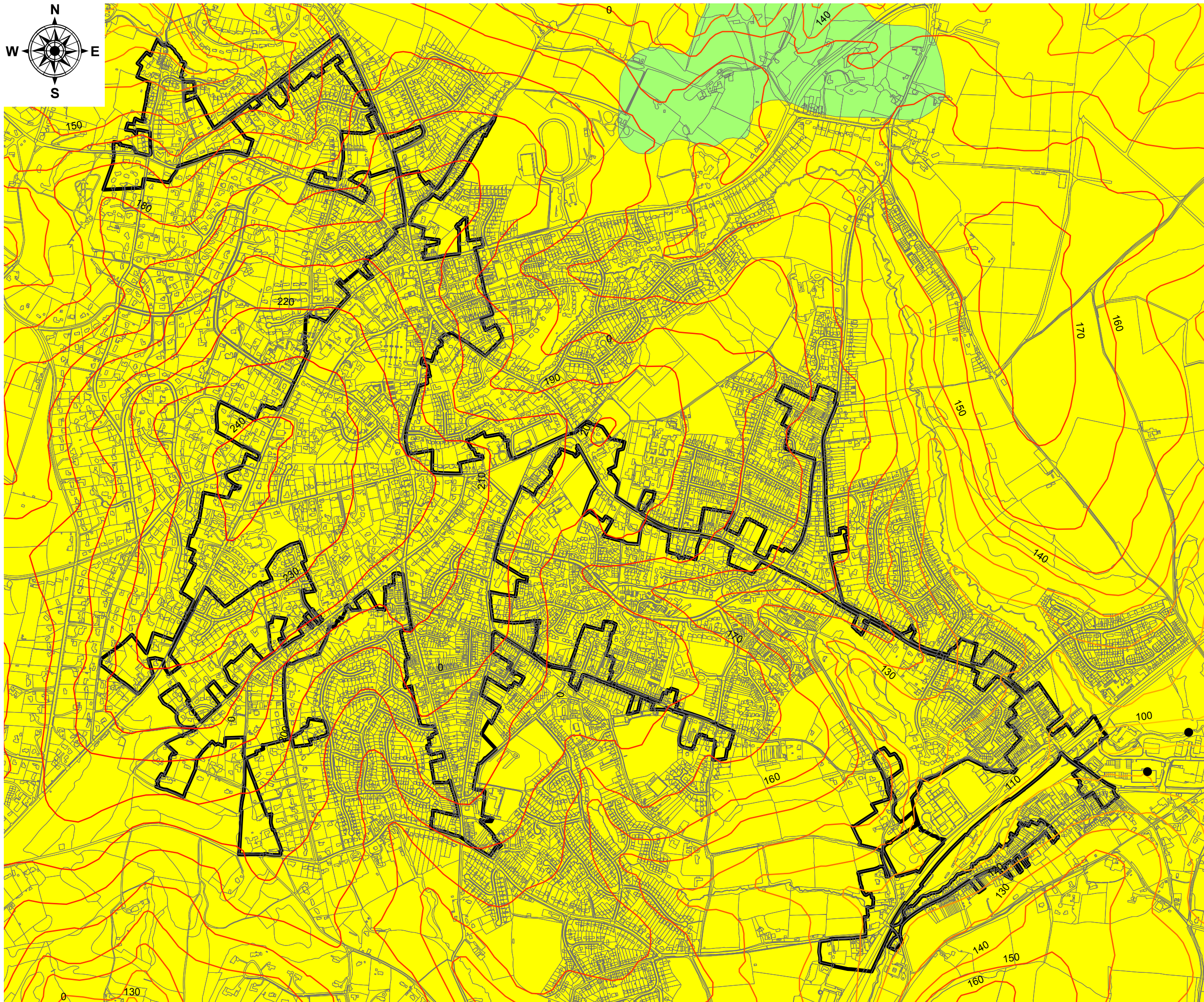
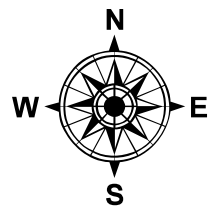
CROWBOROUGH MAP 1 Extent of Crowborough EUS study area

KEY
EUS boundary

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



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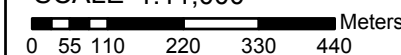
CROWBOROUGH MAP 2 Solid geology with 10m contours

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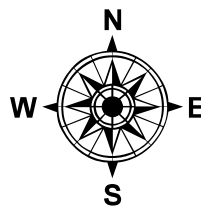
- ASHDOWN FORMATION
- WADHURST CLAY FORMATION

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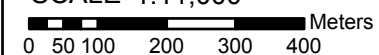


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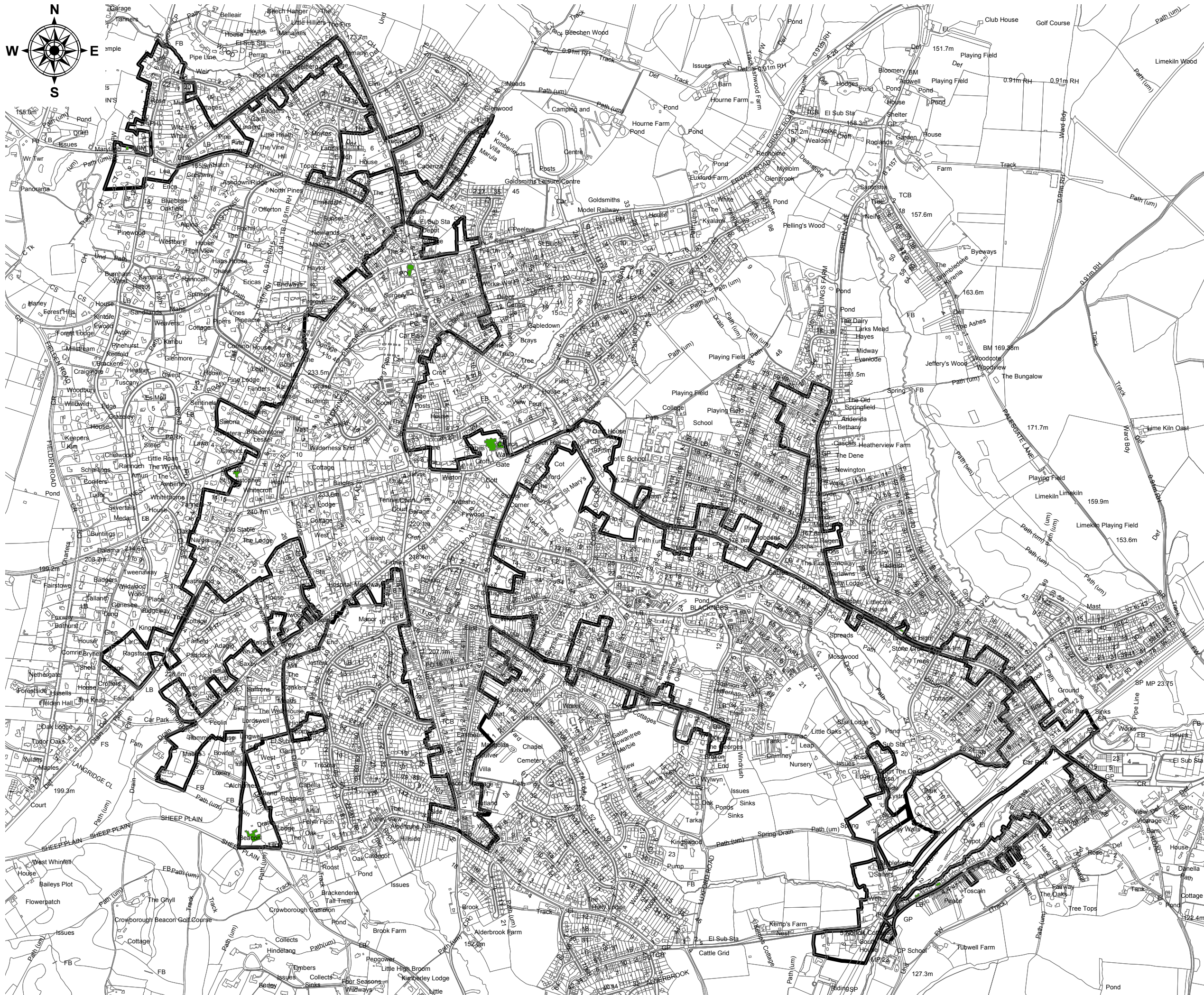
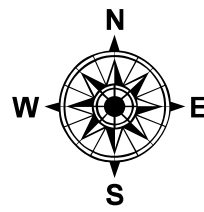
**CROWBOROUGH
MAP 3
OS 1st series 25" (1875)**

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

SCALE 1:11,000



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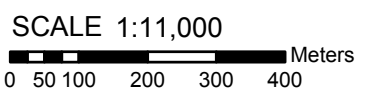


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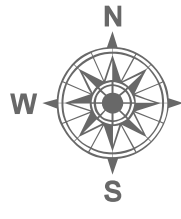
CROWBOROUGH MAP 4 Historic buildings

KEY
Crowborough buildings
Listing grade
■ II

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



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CROWBOROUGH MAP 5

Period 12 (1841-1880)

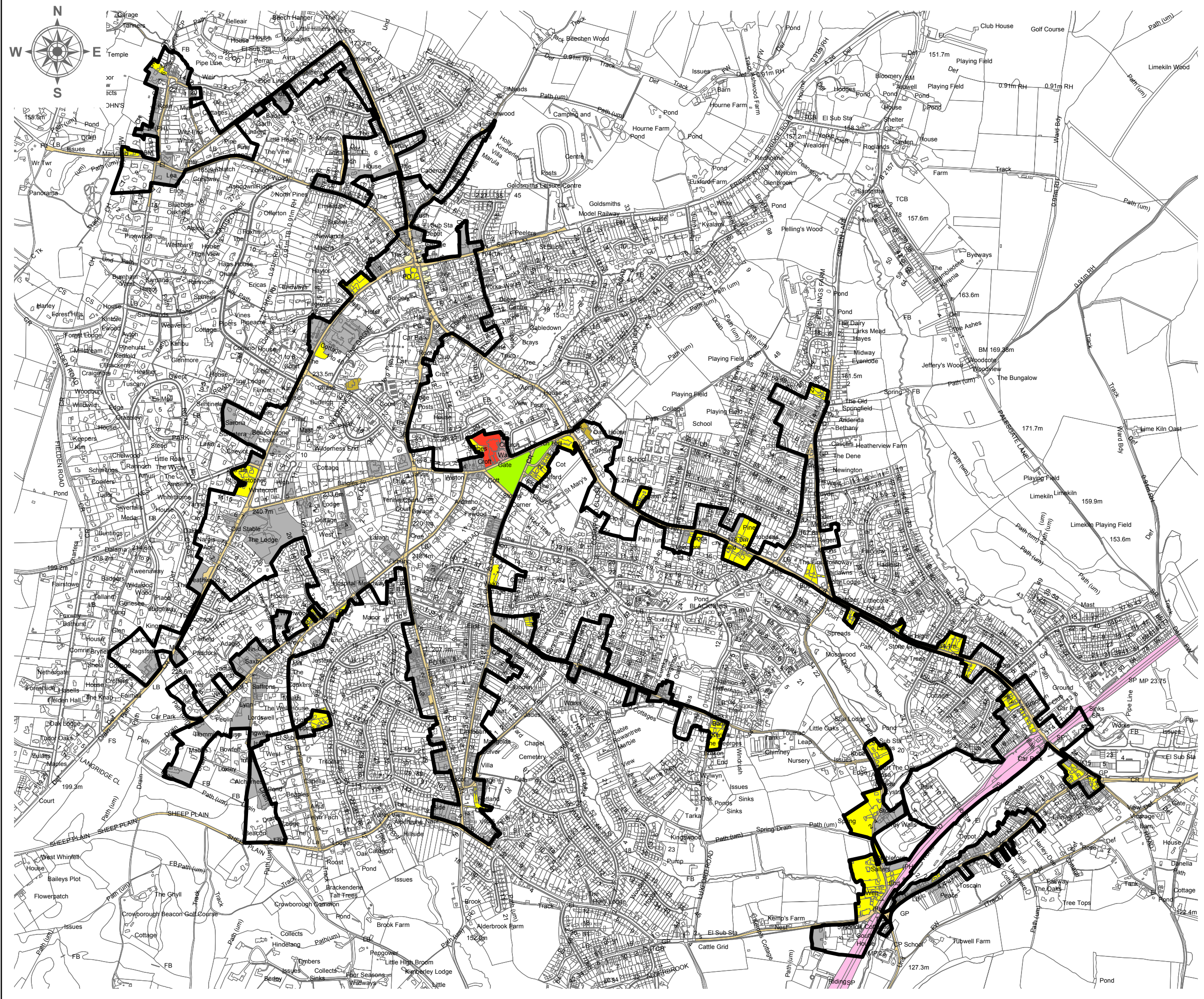
KEY

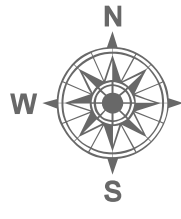
- HCT**
- Church/churchyard
- Farmstead/barn
- Informal parkland
- Irregular historic plots
- Lane/road
- Retail and commercial
- School/college
- Station, sidings and track
- Suburb

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CROWBOROUGH MAP 6

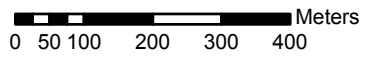
Period 13 (1881-1914)

KEY

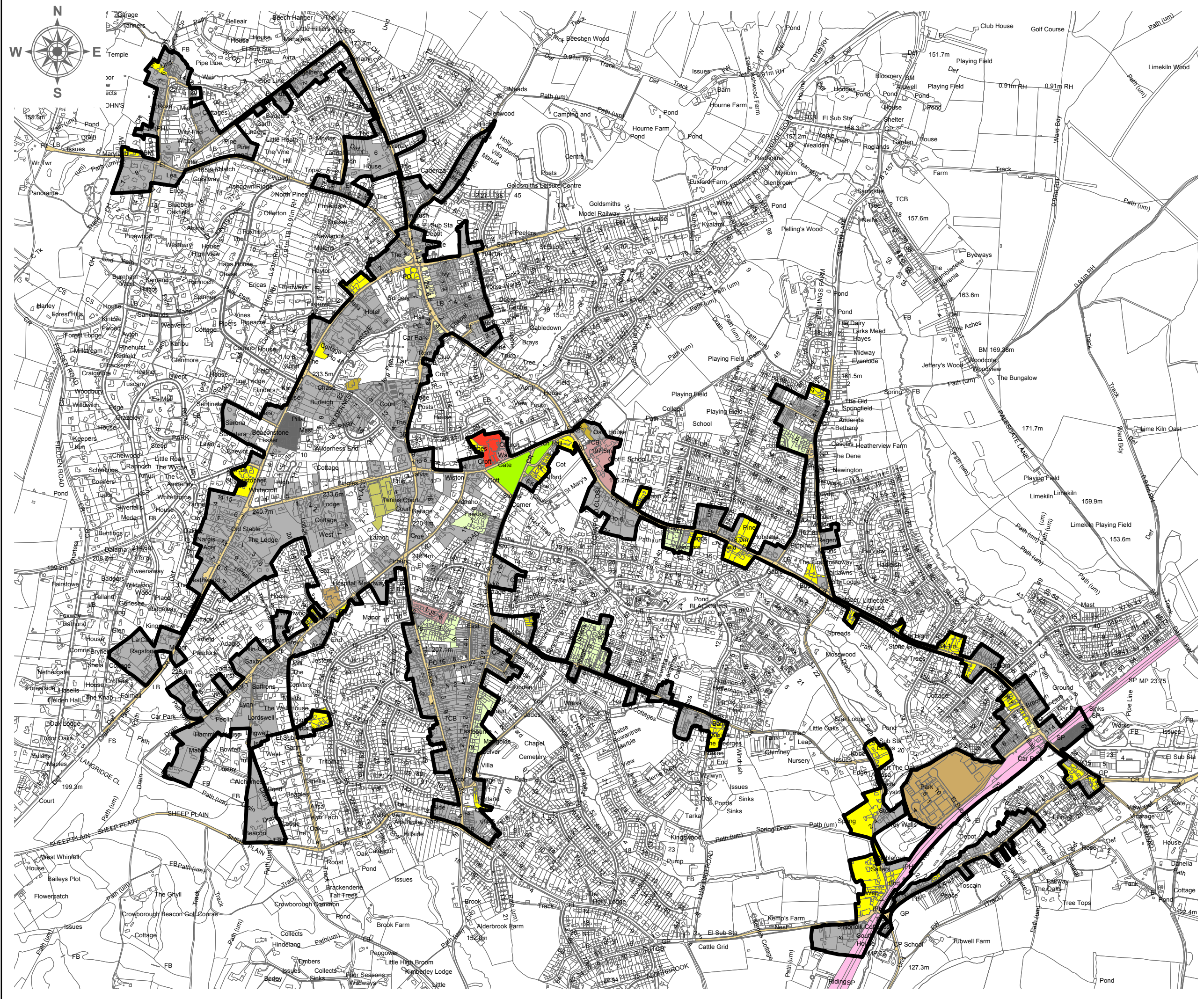
- HCT**
- Church/churchyard
- Extractive industry
- Farmstead/barn
- Informal parkland
- Irregular historic plots
- Lane/road
- Market garden
- Public
- Retail and commercial
- School/college
- Sports field
- Station, sidings and track
- Suburb
- Utility

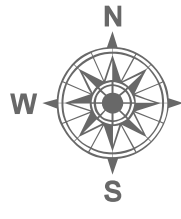
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CROWBOROUGH MAP 7 Historic Character Types (2008)

KEY

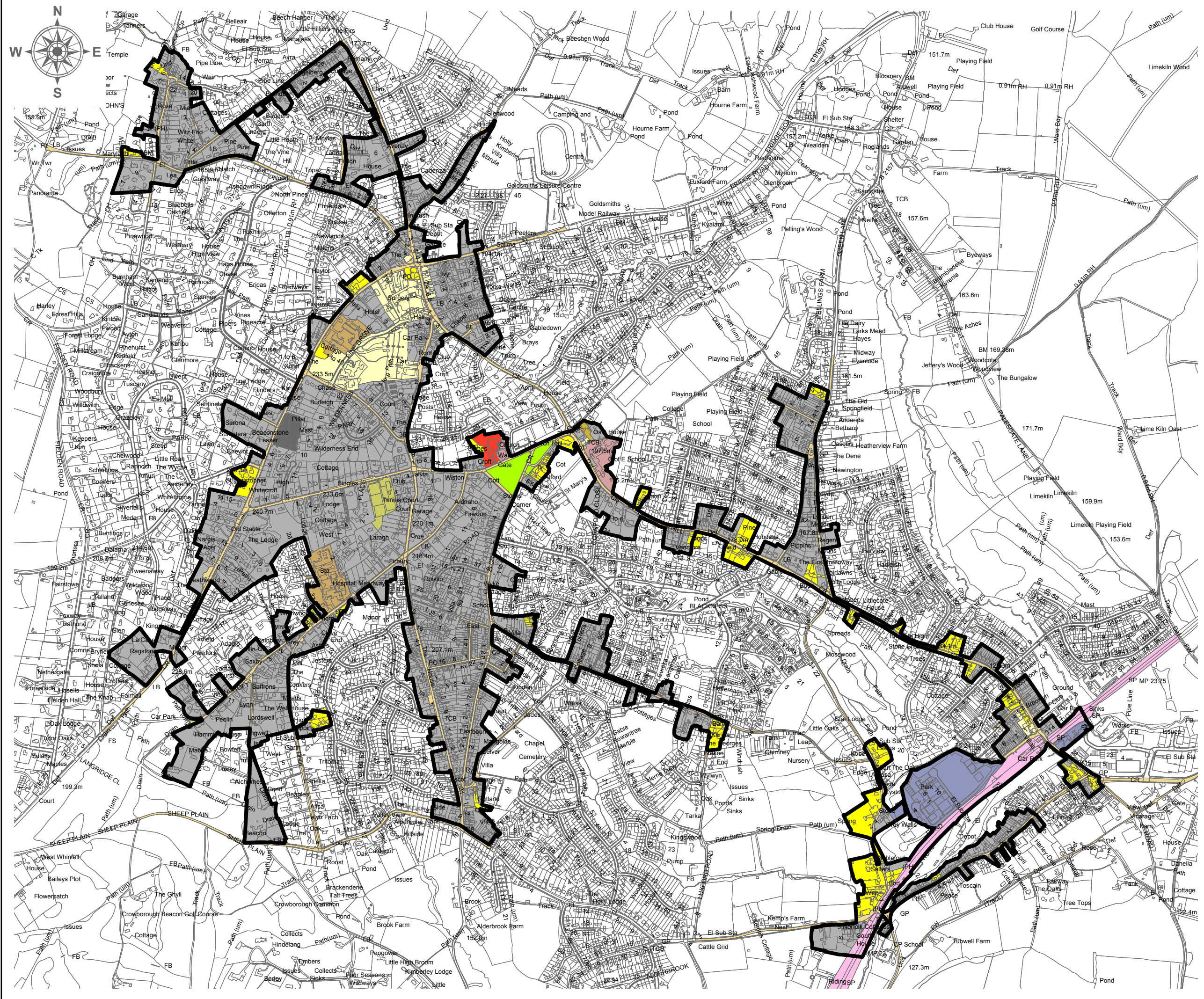
- HCT**
- Church/churchyard
 - Farmstead/barn
 - Informal parkland
 - Irregular historic plots
 - Lane/road
 - Light industry
 - Public
 - Retail and commercial
 - School/college
 - Sports field
 - Station, sidings and track
 - Suburb
 - Utility

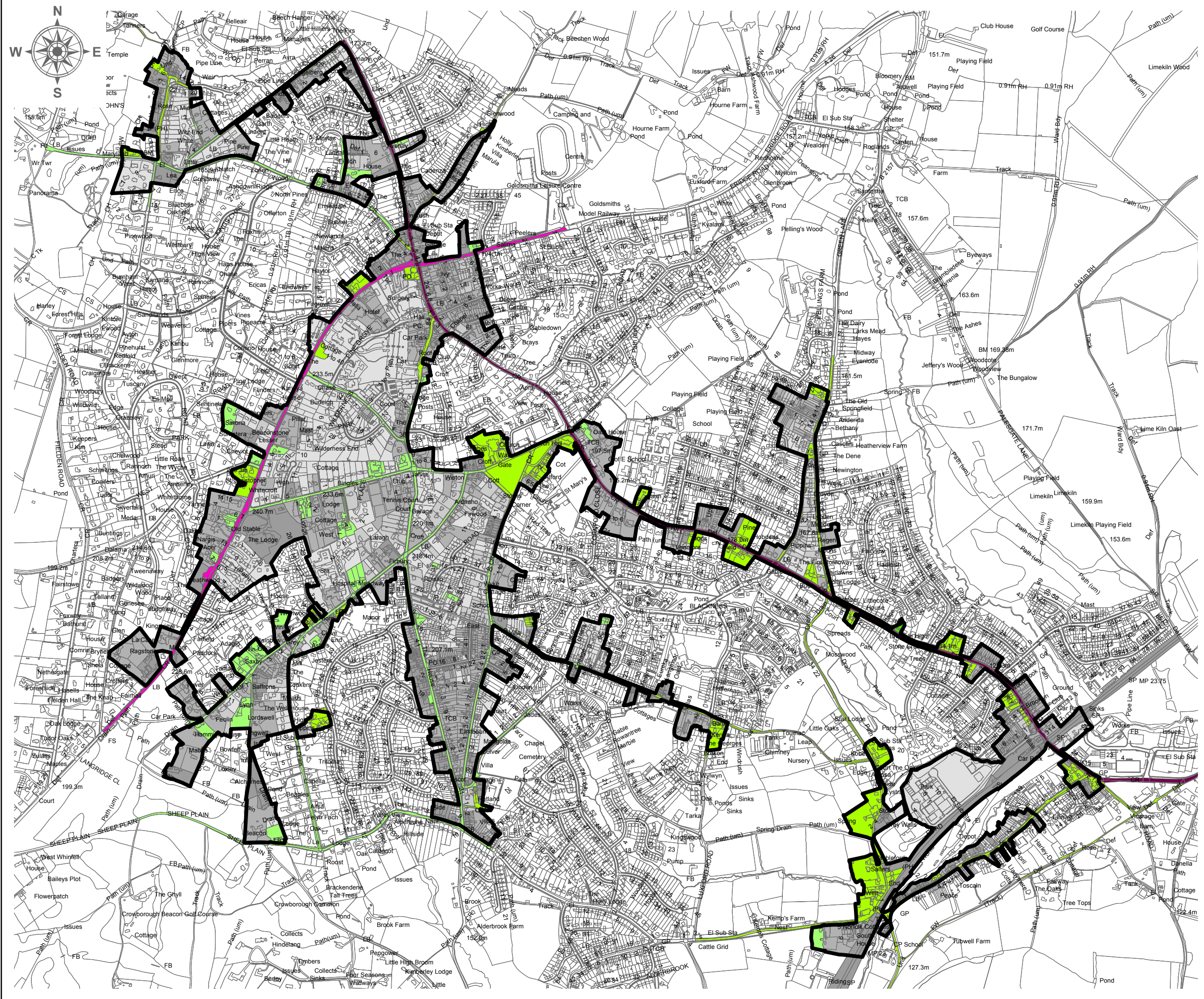
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0 50 100 200 300 400 Meters

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**CROWBOROUGH
MAP 8**

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

KEY

PERIOD

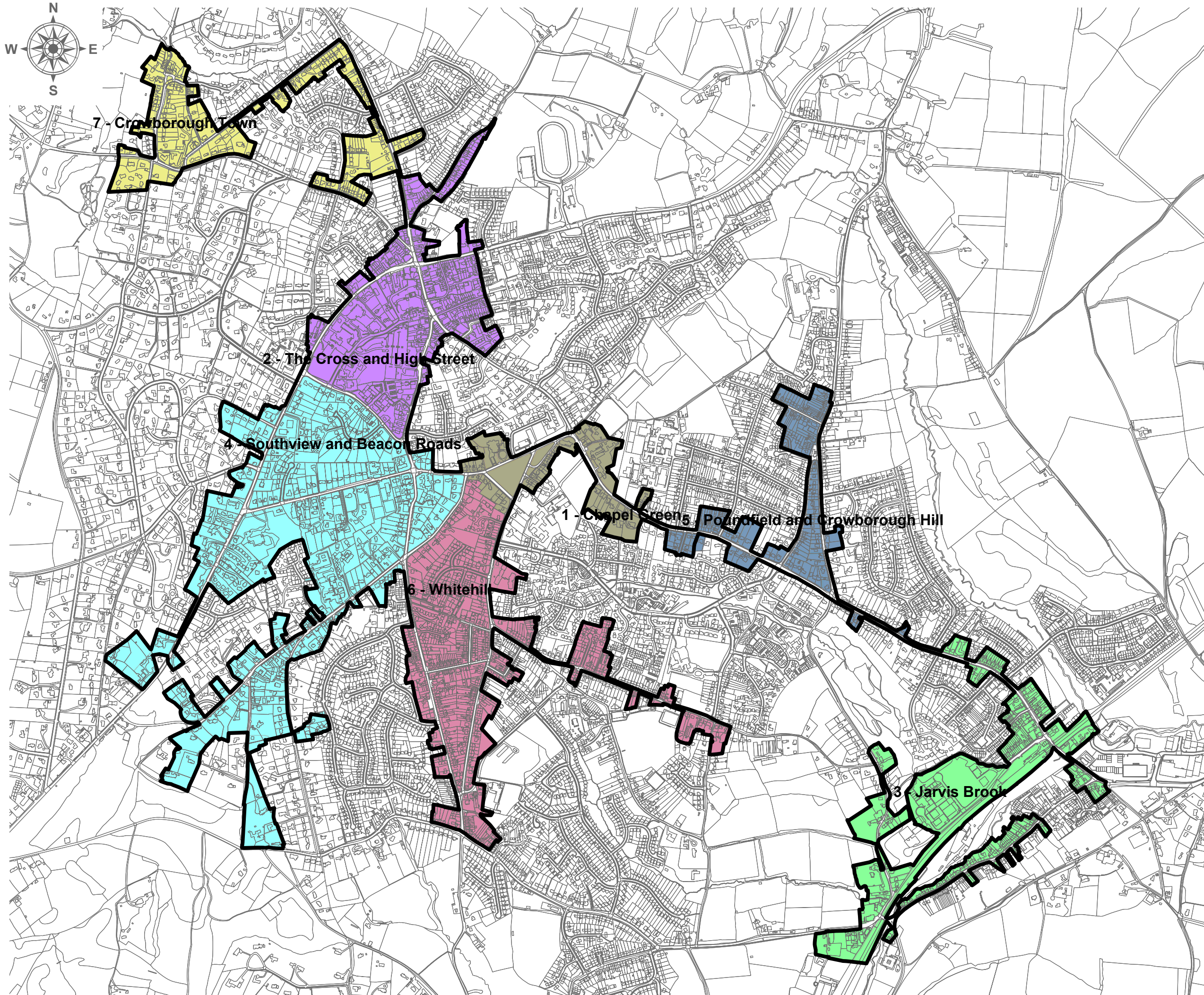
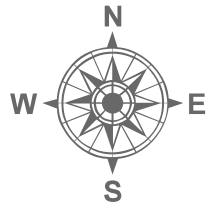
1
3
9
10
11
12
13
14
15

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0 50 100 200 300 400 Meters

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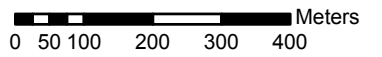
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**CROWBOROUGH
MAP 9
Historic Urban
Character Areas
(HUCAs)**

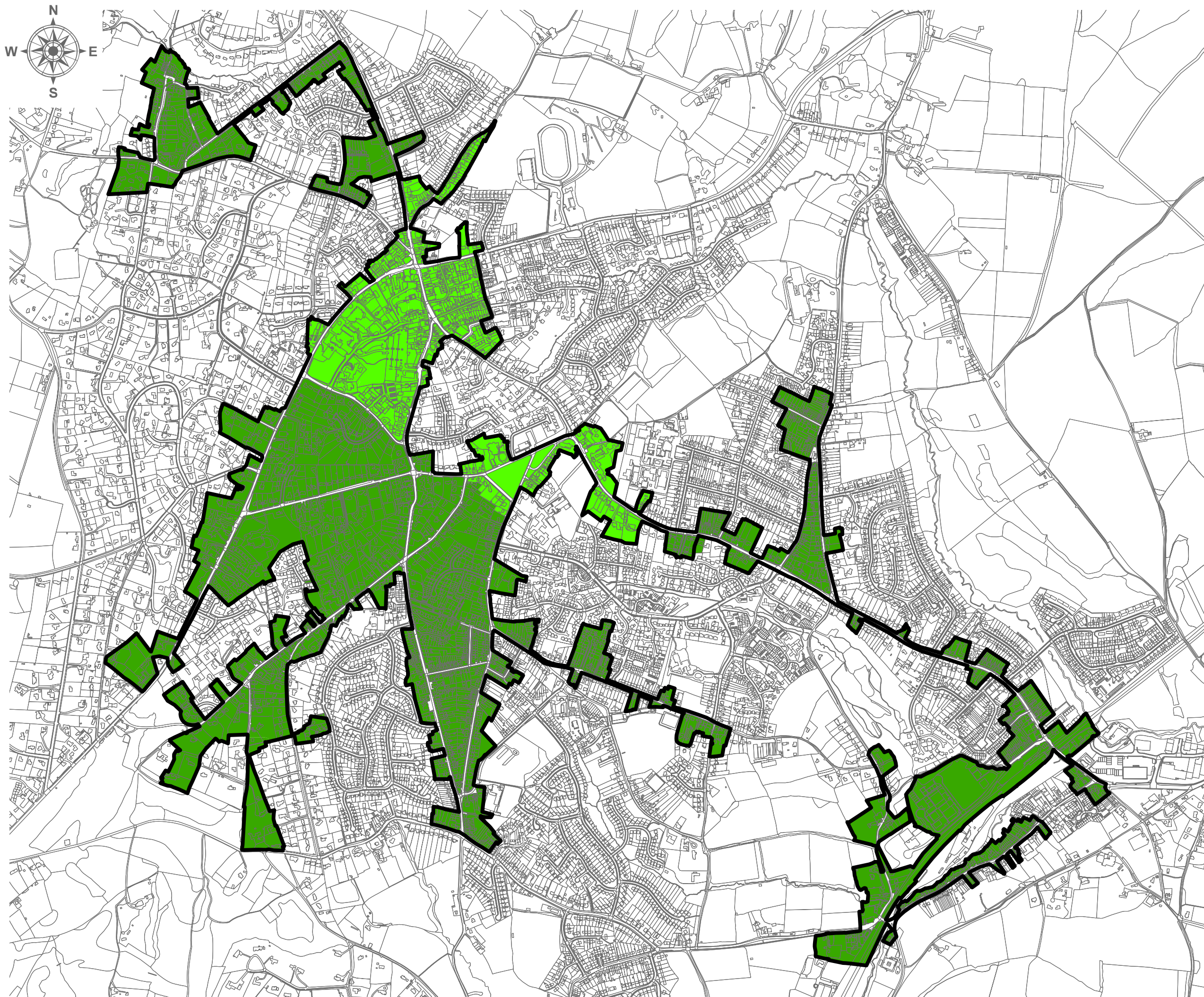
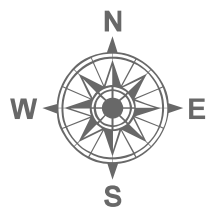
KEY	
HUCA	
1 - Chapel Green	
2 - The Cross and High Street	
3 - Jarvis Brook	
4 - Southview and Beacon Roads	
5 - Poundfield and Crowborough Hill	
6 - Whitehill	
7 - Crowborough Town	

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**CROWBOROUGH
MAP 10
Historic Environment
Value (HEV)**

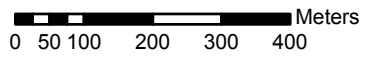
KEY

HUCA HEV

- 1
- 2

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