

5 STATEMENT OF HISTORIC URBAN CHARACTER

5.1 Town summary

5.1.1 Historic environment overview

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

5.1.2 Historic environment designations (Map 4)

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

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

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

5.1.3 Historic building materials

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

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

5.2 Historic Character Types

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

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

Table 1. Sussex EUS Historic Character Types.

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

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

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

This approach gives time-depth to the map-based character component of the Sussex EUS, and is structured to take account of both upstanding and buried physical evidence of the past. It enables the generation of maps (e.g. Maps 6-9) showing the changing land use of the urban area throughout the history of each town, and, through use of the Geographical Information System developed as part of this assessment, for simple interrogation of any area in the town to show all its known past land uses.

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

Table 2. Sussex EUS chronology.

5.2.2 Historic Character Types in Newhaven (Maps 10 and 11)

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

5.3 Historic Urban Character Areas (Maps 12-14)

5.3.1 Defining Historic Urban Character Areas (HUCAs)

Whereas Historic Character Types have been applied to areas of the Sussex towns with consistent visible character and historical development – and are mapped across the whole history for each town – **Historic Urban Character Areas (HUCAs)** represent meaningful areas of the modern town. Although similar areas are found in many towns, HUCAs are unique, can include components of different history and antiquity, and usually represent amalgamation of several Historic Character Types.

Thus, HUCA 1 in Newhaven combines six Historic Character Types that represent the parish church (classified as *church/churchyard*) dating from Period 5 (i.e. 1066-1149), the old rectory (*irregular historic plots*) dating from at least Period 10 (18th century), the convent (*religious house*) which occupied the site of Meeching House from Period 12 (1841-1880), a workhouse (*public*) dating from Period 11 (1800-40), a *school* from Period 15 (1946-present), and *suburbs* from Period 13 (1881-1913) and Period 15. Combining this complexity into a single HUCA called *Church Hill* reflects the largely coherent character of the area today. This coherence renders HUCAs suitable spatial units for describing the historic environment of the EUS towns, for assessing their **archaeological potential, Historic Environment Value** and for linking to **research questions**.

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

5.3.2 Archaeological potential

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

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

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

5.3.3 Historic Environment Value (Map 14)

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

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

Lesser additional considerations in the assessment comprise:

- Visibility
- Historic association.

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

5.3.4 Vulnerability

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

5.3.5 Research questions

Where relevant, reference is made to questions in the **Research Framework** for Newhaven (below, section 6). This referencing links these key questions to specific HUCAs, helping ensure that any investigation of the historic environment (such as that as a condition of development, under PPG15 or PPG16) is properly focused.

5.3.6 Newhaven's Historic Urban Character Areas (Maps 12-13)

HUCA 1 Church Hill (HEV 3)

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

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

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

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

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

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

HUCA 2 Old High Street (HEV 2)

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

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

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

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

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

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

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

Research questions especially relevant to this HUCA relate to the medieval and post-medieval focus of settlement (RQ3, RQ12).

HUCA 3 Old Bridge Street (HEV 2)

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

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

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

The Historic Environment Value of the area means that its **vulnerability** is low, with the greatest threat being the incremental loss of this

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

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

HUCA 4 Fort (HEV 4)

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

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

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

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

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

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

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

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

HUCA 5 East quay (HEV 2)

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

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

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

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

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

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

HUCA 6 South Road (HEV 2)

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

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

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

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

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

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

HUCA 7 West quay (HEV 1)

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

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

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

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

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

HUCA 8 Town centre redevelopment (HEV 1)

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

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

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

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

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

HUCA 9 Island (HEV 1)

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

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

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

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

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

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

HUCA 10 Shipyard (HEV 1)

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

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

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

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

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

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

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

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

Summary of assessment of Historic Urban Character Areas (HUCAs) for Newhaven				
<i>Historic Character Types (HCTs)</i>	<i>Historic Urban Character Area (HUCA)</i>	<i>Archaeological potential</i>	<i>Historic Environment Value (HEV)</i>	<i>Vulnerability</i>
Church/churchyard Irregular historic plots Religious house Public School/college Suburb	1. Church Hill	Low	3	Medium
Irregular historic plots	2. Old High Street	Moderate	2	Medium
Retail and commercial	3. Old Bridge Street	Limited	2	Low
Irregular historic plots Other fortification Quay/wharf Suburb	4. Fort	High	4	High
Quay/wharf Suburb Vacant	5. East quay	Moderate	2	Low
Public Suburb	6. South Road	Moderate to high	2	Low

Summary of assessment of Historic Urban Character Areas (HUCAs) for Newhaven				
<i>Historic Character Types (HCTs)</i>	<i>Historic Urban Character Area (HUCA)</i>	<i>Archaeological potential</i>	<i>Historic Environment Value (HEV)</i>	<i>Vulnerability</i>
Quay/wharf Public Suburb	7. West quay	Limited	1	Low
Retail and commercial Suburb	8. Town centre redevelopment	Limited	1	Low
Quay/wharf Light industry	9. Island	Limited	1	Low
Quay/wharf	10. Shipyard	Limited	1	Low

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

6 HISTORIC ENVIRONMENT RESEARCH FRAMEWORK

6.1 Pre-urban activity

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

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

6.2 Origins

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

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

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

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

6.3 Medieval village

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

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

RQ6: What evidence is there for the evolution of the street plan during this period, especially in relation to the impact of the river crossing, and when and where did built-up street frontages first occur, if at all?

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

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

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

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

6.4 Post-medieval town

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

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

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

RQ14: To what degree did Newhaven function as an outport of Lewes and how much as a port in its own right, and how did this change during the period?

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

RQ16: How did defences at Newhaven develop between the 16th century and the mid-19th century?

7 Notes

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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