

Hastings

Historic Character Assessment Report

April 2010



Sussex Extensive Urban Survey (EUS)

Roland B Harris

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in association with Hastings Borough Council



Sussex EUS – Hastings

The Sussex Extensive Urban Survey (Sussex EUS) is a study of 41 towns undertaken between 2004 and 2010 by an independent consultant (Dr Roland B Harris, BA DPhil FSA MIFA), supported from January 2008 by a Research Assistant (Elizabeth Ruffell BSc MSc), for East Sussex County Council (ESCC), West Sussex County Council (WSCC), and Brighton and Hove City Council; and was funded by English Heritage.

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

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Cover photo: Fishermen's nets and fish shops on the north side of Rock-a-Nore Road.

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1 INTRODUCTION

1.1 Background to the project

This report is an archaeological, historical, and historic urban character assessment of Hastings. 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 respective West Sussex County Council and East Sussex County Council *Historic Environment Record* (HER).

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

1.4 The structure of this report

1.4.1 The Setting

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

1.4.2 History

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

1.4.3 Archaeology

The archaeology section of this report draws on published and unpublished reports of excavations, archaeological assessments, and records of finds. This section also includes analysis of historic buildings (listed and non-listed) and the topography, the latter drawing on large-scale maps of Hastings from 1749 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 Hastings 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

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

1.5.1 History

Hastings has been the subject of several local histories, of which the most authoritative is that by **John Manwaring Baines**, first published in 1953 and subsequently revised³. Other particularly relevant works for this report include the **Victoria County History**, published in 1937;⁴ **David** and **Barbara Martin's** research into the pre-1750 town;⁵ and **Mark Gardiner's** review of the 11th-century port.⁶

1.5.2 Archaeology

Although of little archaeological interest outside the castle and priory until recently, Hastings has become the subject of increasingly frequent investigation. There has yet to be an excavation within the suggested extent of the Late Saxon and early Norman town on the west side of Priory valley. Published sites comprise:

Hastings Castle – 1968⁷

Winding Street – 1974⁸

Winding Street – 1975⁹

Town wall (Royal Standard) – 1980¹⁰

Town wall (59a High Street) – 1984¹¹

43-6 High Street – 1987¹²

Phoenix Brewery – 1988¹³

The as yet unpublished sites (many of which did not produce significant archaeology) relating to the EUS study area comprise:

Augustinian Priory – 1972¹⁴

Hastings Castle – 1989¹⁵

Town wall/57 High Street – 1992¹⁶

11 Courthouse Street – 1994¹⁷

103 Castle Hill Road – 1997¹⁸

Royal Standard, Bourne Street – 1998¹⁹

7 High Street – 1998/2000²⁰

5 High Street – 2000/2²¹

112 High Street – 2004²²

5 Winding Street – 2005²³

1-3 Portland Villas – 2007²⁴

8-12 Havelock Road – 2007²⁵

4 Winding Street – 2007²⁶

St Mary's Terrace – 2007-8²⁷

All Saints church – 2009²⁸

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

1.5.3 Historic buildings

The evident medieval origins of Hastings and the good survival of historic buildings have prompted studies of the town's architecture. Most significant have been the numerous surveys of numerous individual buildings (with a focus on the timber-framed examples) by **David** and **Barbara Martin** recently brought together to underpin their largely **architectural study of the town before 1750**.²⁹ In separate studies the Martin's have also reviewed the standing remains (and the results of earlier excavations) for the **town wall**³⁰ and the **castle**.³¹ There have

been industrial archaeological studies of the **West Hill Cliff Railway engine room**,³² and **4 Winding Street**.³³

English Heritage's statutory list of historic buildings is also of use, though most of the descriptions date from 1951 and 1976 and were necessarily produced without internal inspection. Very limited fieldwork only was possible during this assessment and focused on correcting dating derived from such sources, identifying hitherto ignored buildings of historic interest, and re-evaluating the dating and function of key buildings and monuments.

1.5.4 Geology and topography

The contextual discussion of the solid and drift geology has principally derived from 1:50,000 British Geological Survey digital data. Ordnance Survey Historic 25" maps for Epochs 1-4 (1873 onwards) have proved invaluable, especially as these have been used in digital form, allowing overlaying with each other and with other data. 19th-century and earlier maps (most importantly the plan of 1749) have been digitized and rectified to fit the National Grid to allow comparison with other maps and data. Vertical air photo coverage of 2006 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 Hastings covers the historic core of the town. This includes the ancient borough, both as initially established in the Priory valley and as relocated to the Bourne valley (i.e. what is now known as Old Town), together with the suburbs of these areas as developed by c.1875. The wider, and largely more recent, suburbs (which includes St Leonards) are covered by the parallel project of the Historic Landscape Characterisation (HLC) for Sussex.

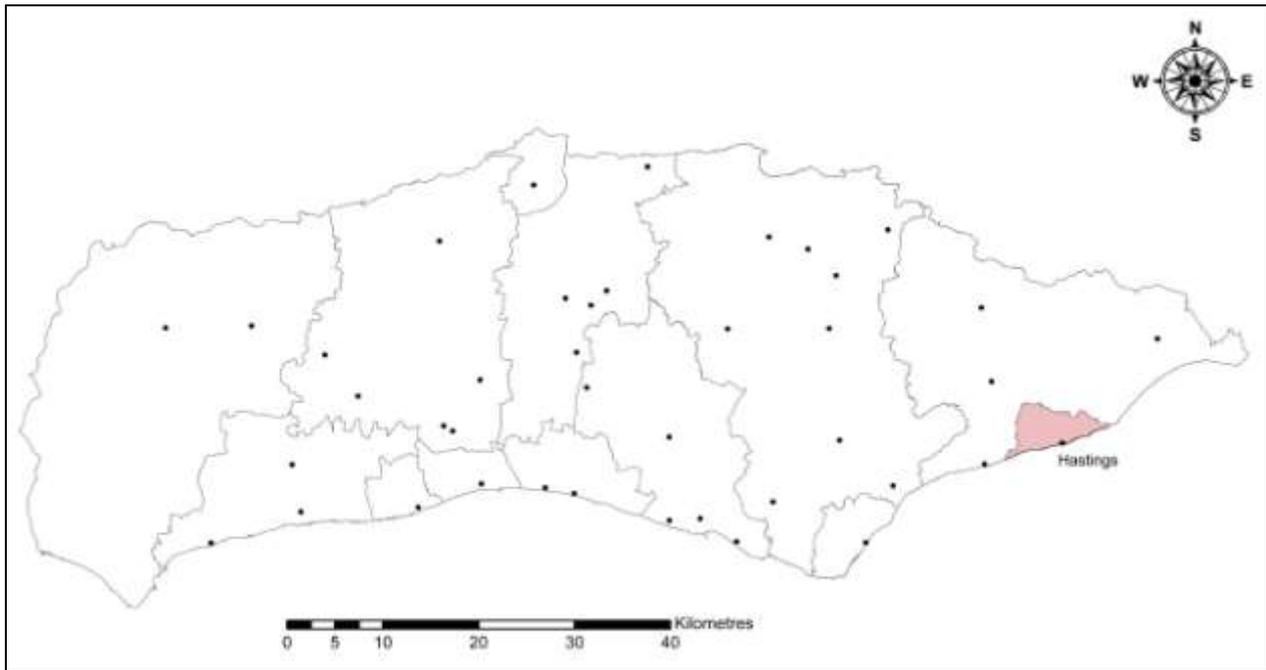


Fig. 1. Location of Hastings within Sussex. Hastings Borough is highlighted and points locate the 41 Sussex EUS towns.

2 THE SETTING



Fig. 2. View north-east from West Hill across the Bourne valley, showing All Saints church and East Hill.

2.1 Topography (Map 2)

Hastings is situated in the High Weald, on the southern slopes and subsidiary spurs of the coastal end of the Battle Ridge (a secondary ridge of the High Weald, which extends south-eastwards from Hadlow Down). The local high point of the ridge is at 175m OD at North Seat, on the north-eastern edge of the modern suburbs. To the south-east of this the ridge meets the sea with dramatic cliffs of sands and clays at Fairlight, with the diminishing cliff line continuing south-westwards to East Hill (which rises to c.100m OD) at Hastings. The Bourne valley stream has removed the cliffs to the west of East Hill, and it is here that Old Town is located. To the west of this the cliffs resume briefly at West Hill (which rises to c.80m OD, and is where the castle is located), before they are cut again by the valley of the Old Roar stream (i.e. Priory valley). To the west of this a very low cliff line has been largely hidden by 19th-century development of the esplanade and by removal of the most significant spur at White Rock in 1834-

5 (see section 4.4.2). From the beach, or stade, at Old Town the main streets of The Bourne, High Street and All Saints Street rise to the point where they converge at the northern end of the historic core of the town (at c.18m OD). Historic housing rises up the valley sides to around the 40m OD contour. To the west, the wider Priory valley rises slightly from the low-lying area on the seafront (formerly marshland), initially following the north-north-east angle of the Bourne valley, but after c.900m it deviates sharply to the north-west, with the Old Roar stream and the valley bottom forming Alexandra Park. The suburbs of Hastings and St Leonards extend up to c.4.5km inland, rising to the crest of the Battle Ridge.

Although the southern end of High Street and All Saints Street, and the seafront area in Old Town retain a commercial function, the principal shopping area in Hastings is now in the Priory valley, concentrated on the convergent Queen's Road, Wellington Place, Robertson Street, Cambridge Road, and Havelock Road.

The town lies at the centre of Hastings Civil Parish, which is coterminous with Hastings Borough.

2.2 Geology (Map 2)

2.2.1 Solid geology

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

All of the historic core and the modern suburbs of Hastings lie on a succession of sandstones, siltstones and mudstones (commonly clays) of the Hastings Beds (Lower Cretaceous). Most of the EUS study area (including Old Town) lies on the sandstones, siltstones and mudstones of the Ashdown Formation, although there are small areas of the Wadhurst Clay Formation and the Tunbridge wells Sand Formation on West Hill and the western side of Priory valley.

2.2.2 Drift Geology

The drift geology of the Hastings area shows alluvium and undifferentiated head marking the location of The Old Roar stream in Priory valley. The Bourne stream appears too small and short to have generated similar deposits. Along the seafront there are substantial storm beach deposits, and beach and tidal flat deposits. Historically it is likely that, as seen elsewhere along the Sussex coast,³⁴ a shingle spit

developed deflecting the mouth of the Old Roar stream eastwards, initially (possibly in the 11th century) providing a safe harbour but ultimately silting and forming the Priory marshes (finally drained in the early 19th century: see section 4.4.2).³⁵

2.3 Communications

2.3.1 Water

Hastings appears to have developed as a port in the Late Saxon period with multiple landing places at the mouths of the Priory and Bourne valleys and, c.4km west of the town, at Bulverhythe (see section 3.1.3). The silting of the principal harbour in the Priory valley in the 13th century appears to have made a significant contribution to the eastwards shift of the town to the Bourne valley. Thereafter, despite numerous largely failed attempts to create a sheltered harbour the mercantile and fishing fleets of Hastings have been beach based. The present fishing fleet (Hastings no longer functioning as a port for import and export of goods) is located on the stade east of the remaining western arm of the abortive harbour scheme of the 1890s.

2.3.2 Road

Although there is no bypass, through traffic on the A259 (the Brighton to Folkestone coast road) avoids the principal historic streets of Old Town (i.e. High Street and All Saints Street) by passing along The Bourne (a new road created along the line of the Bourne Stream in the 1960s). Key inland routes from Hastings include the A2100 to Battle, which was replaced as the main route to London in 1836 by the alternative route via Beauport Park and Whatlington (i.e. the A21) was created.

2.3.3 Railway

The London Brighton & South Coast Railway (LBSCR) opened a line from Lewes to St Leonards in 1846. The South Eastern Railway (SER) then opened the Ashford to St Leonards branch line (known as the Marshlink Line), via Rye, in 1851, with a station provided at Hastings. The SER was authorized to build a double-tracked main line connecting Tunbridge Wells and Hastings, providing a more direct route to London. This opened as far south as Robertsbridge in 1851, with the section to St Leonards opening in 1852.³⁶ The line was selectively reduced to a single track in the tunnels (to allow use of standard rolling stock: the tunnels are narrower than designed due to faulty construction and necessary re-lining) and

electrified in 1985-6.³⁷ The line to Lewes was electrified in 1935,³⁸ but the Ashford line has not been electrified, and was reduced to a single track (with a passing loop at Rye) in 1979.³⁹ All three lines remain in use today.

2.4 Evidence for pre-urban activity

2.4.1 Prehistoric

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

- West Hill, Iron Age hillfort – excavation in 1968 located at least one, possibly two Iron Age ditches in the Ladies Parlour (i.e. immediately north-east of the castle bailey) and also indicated that the lower part of the rampart in the north-east corner was Iron Age in origin. The pottery related to these features was dated to c.300-100 BC (i.e. Middle Iron Age).⁴⁰

- Hastings Castle – excavation in 1989 produced six worked flints, including three broken blade fragments, of Mesolithic date (10000 to 4001 BC).⁴¹

- Phoenix Brewery, The Bourne – excavation in 1988 produced a small assemblage of worked flint on Neolithic/Early Bronze Age date, with one Mesolithic burin.⁴²

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

- White Rock – Lower Palaeolithic (500000 to 150001 BC) core found in chalky boulder marl [HER reference: MES860].

- West Hill/Ladies Parlour – numerous finds of worked flints in the 19th and 20th centuries, mainly from the Ladies Parlour area (including the fissured cliffs) and mostly Mesolithic, which includes 656 microliths, and a tranchet axe.⁴³

- Cliffs below castle/Ladies Parlour – five or six Mesolithic microliths and a microburin found c.1987 [HER reference: MES7389].

- East Hill Lift – Neolithic (4000 to 2351 BC) and later pottery were discovered during construction of the East Hill Lift, which opened in 1903 [HER reference: MES862].

- The Bourne – Iron Age gold ¼ stater found in 1946 [HER reference: MES866].

Immediately outside the EUS study area the earthworks on East Hill appear to represent a Bronze Age round barrow, and a substantial Iron Age hillfort.⁴⁴

2.4.2 Romano-British

Although archaeological investigations within or near the EUS study area have failed to produce significant evidence of Romano-British archaeology, there have been find spots, which include:

- Hastings Castle – Roman pottery found before 1905 in 'rock shelters'.⁴⁵
- Beach at Rock-a-Nore – sestertius of Faustina Senior (141 AD) found in 1946 [HER reference: MES859].
- Bourne Street – antoninianus of Gallienus (260-8 AD) found before 1946 [HER reference: MES868].
- Base of East Cliff – coin of Constantius II (337-61 AD) found in 1929 [HER reference: MES858].

2.4.3 Early to Mid Anglo-Saxon

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

2.4.4 Implications of pre-urban archaeology

The implication from the pre-urban finds is clear: although the numerous excavations have been limited in scale within the EUS study area, together with findspots these show that there was human activity in the area from the prehistoric period onwards (with Mesolithic and Iron Age activity especially well represented) and the possibility of pre-urban finds and features should be anticipated in any archaeological excavations in Hastings.

3 HISTORY

3.1 Origins: Saxon and Norman



Fig. 3. Fishing boats on the stade, south of East Hill.

3.1.1 Place-name

The Old English name *Hastings* derives from its location within the territory occupied by the *gens Hestingorum*, a subject people of the South Saxons, first recorded in 771, when defeated by Offa, the Mercian king.⁴⁶ The name was applied to the site of the present town – in the form of *Haestingaceastre* – in the Burghal Hidage, probably of 878-9, and c.930 (see below, section 3.1.2).⁴⁷

3.1.2 Saxon burh

Hastings is an Anglo-Saxon *burh* founded as part of the system of 31 fortresses built by King Alfred (871-99). The most recent and convincing analysis suggests that construction of the entire system was undertaken between May 878 and August 879 as a crucial part of Alfred's successful military strategy to drive the Vikings from Mercia and London, and, especially relevant to the location of Hastings, to protect

against further Viking incursion.⁴⁸ Hastings was one of five burhs recorded in Sussex in the broadly contemporary Burghal Hidage, the others being Burpham, Chichester, Lewes and *Eorpeburnan* (possibly Castle Toll on the Kent border at Newenden, or Rye).⁴⁹ Although it has been suggested recently that Pevensy, rather than Hastings, was the *Haestingaceastre* of the Burghal Hidage,⁵⁰ this hypothesis has been roundly and rightly discounted.⁵¹ The burh at Hastings was, or shortly became, more than a fortress, since it developed as a centre of trade. Mints were established in Sussex in the early 10th century in direct response to burgeoning commerce,⁵² and Hastings was one of the locations decreed to have a moneyer c.930, during the reign of Æthelstan (924-39)⁵³, although there is no evidence of coins being minted there until 985-91: thereafter, coins continued to be minted at Hastings until 1154.⁵⁴

3.1.3 Late Saxon port

The development from burh to town is not documented and has yet to be clarified by the archaeological evidence (see section 4.1.3), but in the early 11th century Hastings emerged as a port. There were landing places adjacent to the main town (i.e. west of Priory valley) and, by the late 11th century, at *Esteda* (i.e. east stade or hythe, in the Bourne valley) and at Bulverhythe (i.e. the hythe of the burgesses [of Hastings], c.4km west of the town). As with similar ports and landing places in the 11th century, the growth of Hastings was underpinned by commerce (which included trade with the continent) and the fishing industry.⁵⁵

By the mid-11th century Hastings was probably one of five ports on the Kent and Sussex coast that owed sea service to the crown and in return gained rights of jurisdiction (the others were Sandwich, Dover, Hythe and Romney). Certainly, in 1050 Hastings ships and men captured two of Swein's ships, slaying the crews and delivering the ships to the king at Sandwich. Two years later the merchant ships of Hastings were part of the fleet that Godwine assembled in opposition to the king. This period marks the replacement of a mercenary fleet with a civilian naval force, both reflecting the increased scale of the mercenary fleet (itself an indication of the rapid growth of the ports in the south-east).⁵⁶ It was in this context that privileges (including that of the right to land and sell fish at Yarmouth⁵⁷) were granted to what were the first five ports (the Cinque Ports), nominally in exchange for ship-service to the king, but also reflecting their strategic location for control of movement across the Channel to Flanders and Calais.⁵⁸

3.1.4 Norman town

Of strategic attraction to William, Duke of Normandy, in 1066 (see section 3.1.6), Hastings continued to be one of the main ports of passage to the Continent in the late 11th and 12th centuries. Most notably, William Rufus assembled troops and his court (which included Anselm, Archbishop of Canterbury) at Hastings early in February 1094, being held there by bad weather until 19th March. With his crossing to Normandy initially with diplomatic intent, the number of troops was probably modest, but that summer William ordered Ranulf Flambard to raise 20,000 foot soldiers: the numbers may well have fallen short of that in reality, but troops were raised and brought to Hastings, before military action was aborted before embarkation and the men sent home.⁵⁹

Domesday Book (1086) has no entry for the borough of Hastings, depriving historians of a key source for the study of the early Norman town. John Horace Round suggested that the entry was probably intended to occupy the empty space at the head of the county survey, thus having the same relationship as Dover does to the Domesday Book entry for Kent,⁶⁰ and this remains the most likely explanation for its absence.⁶¹ The two port towns were evidently of similar scale in the Norman period, as the ship-service requirement of Hastings in 1155, and probably much earlier, was for 20 ships for 15 days, which was identical to that of Dover in 1086 and matched by similar, if not greater, liberties in return.⁶² In 1148 men of Hastings formed part of the Crusade that, en route, returned Lisbon to King Alfonso, with Gilbert de Hastings being consecrated Bishop of Lisbon.⁶³

A prescriptive market was doubtless in existence by the late 11th century, and is recorded in 1103-6.⁶⁴

Hastings was at its medieval peak of importance in the late 11th century and the first half of the 12th century, when it headed the list of Cinque Ports. The emergence of nearby Rye and, especially, Winchelsea, however, in the 12th century was matched by a decline in the fortunes of Hastings. Under a lost charter of Henry II (1154-89) both Rye and Winchelsea became Cinque Ports as limbs under the head port of Hastings. Their new Cinque Port status was confirmed in a charter of 1191, which records the privileges and the requirement of the two towns to provide two ships for the king's service, out of the total of 20 required from Hastings.⁶⁵ The threat of Rye and Winchelsea was such that in 1199 the 'barons' (or men) of Hastings complained to the king that the wealth of the two



Fig. 4. The collegiate church of St Mary: view west from the chancel.

ports was damaging Hastings. The ensuing enquiry, however, concluded that the cause was the natural decay of the harbour, and there was no redress.⁶⁶

3.1.5 Churches, priory and hospital

In the area identified with the Anglo-Saxon and early Norman town (i.e. the castle and the area to the west) six churches were recorded in the post-Conquest period. Given that this area was largely abandoned in or by the 14th century, it must be suspected that some of the churches at least were pre-Conquest in origin.

A case for pre-Conquest origins has been made for the collegiate church of St Mary, located at the Norman castle. This relies on apparent depiction in the Bayeux tapestry and a claim of c.1299 that the college of secular canons was founded in memory of Alfred Ætheling, brother of Edward the Confessor, c.1036-65.⁶⁷ A 13th-century copy of an early 12th-century charter, however, confirms the endowments of Robert, Count of Eu, (who died c.1090) and identifies him as the founder, and it is perhaps more likely that the college was founded c.1086, like that at Bramber (established by 1073), at the new castle. The endowment of St Mary's saw the

annexation of the Saxon minster at Bexhill, with the new college succeeding the minster as the main ecclesiastical centre in the area.⁶⁸ When founded the college had ten prebends, or canons, with houses in and near the castle ward, and maintained both a grammar school and a choir school.⁶⁹ The church was used for the consecration of Robert Bloet as bishop of Lincoln by Anselm, in 1094.⁷⁰

The nearby church of St Andrew-sub-Castro formed part of the endowment of the college in the late 11th century,⁷¹ which confirms early, and possibly pre-Conquest, origins. It is likely that the church of St Michael also had early origins, as the saint appears on the town seal of the early 13th century and, accordingly, the parish was probably central to the Saxo-Norman town.⁷² If not founded by the late 11th century, the other churches to the west of the castle – St Margaret's, St Peter's and, to the west, St Leonard's – were almost certainly established in the 12th century. To the east of the castle the churches of All Saints and St Clements appear to both be replacements of earlier churches located near the sea in the Bourne valley which, given the likely 12th-century origins of this planned settlement, were probably of Norman origins. To the west of the Norman town, there was a chapel at Bulverhythe by the late 11th century.⁷³

A small Augustinian priory dedicated to the Holy Trinity was founded in the 1190s at Hastings, either by Sir Walter Bricet or, more probably, by Walter de Scotney. Walter certainly endowed the priory with the churches of Crowhurst and Ticehurst at this time.⁷⁴ There appears to be little evidence to support the identification of Hastings priory as a member of the Cistercian-influenced Arrouasian order.⁷⁵

Although the hospital of St Mary Magdalen is first recorded in 1294,⁷⁶ 18th-century antiquarian sketches of the ruins record its Romanesque style, suggesting that it was a foundation of the 12th century. The hospital lay to the north-west of the town.⁷⁷

3.1.6 Norman castle

The fleet of William Duke of Normandy landed at Pevensey on the morning of 28th September 1066 after an overnight crossing from St Valéry. Immediately, William strengthened the existing Roman defences at Pevensey and then moved his troops and ships to Hastings where there was a defensible promontory adjacent to the port. It was from Hastings that William and his troops advanced to the site of the later abbey and town of Battle early on the morning of 14th



Fig. 5. Hastings castle: bailey wall and east gate.

October to fight the decisive battle against Harold and the English army.⁷⁸ The near contemporary chroniclers agree that William built a castle at Hastings before the battle,⁷⁹ although the timescale is such that a timber castle (such as that described in the late 12th-century *Chronicle of Battle Abbey*) is more likely than the motte shown under construction in the Bayeux tapestry. There is no evidence that the pre-battle fortifications occupied the site of the later castle although this is possible. Following victory, the Norman army returned to Hastings, but after five days William left for Romney, Dover, and, ultimately, London.⁸⁰ At his departure the defence of Hastings was left to Humphrey of Tilleul-en-Auge, who Orderic Vitalis describes as having been responsible for the castle since the first day of its construction. It is unclear whether this refers to the works begun before October 14th or to a new castle established after the battle, but it is highly probable that a more substantial fortification was erected from late 1066.⁸¹ Certainly this period was marked by the first, urgent wave of Norman castle building, with programmes of castle construction begun in 1067 on William I's behalf by Odo, Bishop of Bayeux and his half-brother, and William fitz Osbern,⁸² and, following the king's return from Normandy in December 1068, under his own supervision.⁸³

Humphrey returned to Normandy, probably in 1068,⁸⁴ and c.1069 the castle was granted, along with the honour and rape, to Robert, Count of Eu (north-east of Dieppe, almost opposite Hastings).⁸⁵ From this date, and probably before, the castle site is that which survives today.

Hastings castle became the principal fortification and administrative centre of the Rape of Hastings. Early Norman castles at Arundel, Lewes and Pevensey had the same function in relation to their eponymous rapes. Bramber Rape and castle were added in a pre-Domesday modification of the initial arrangement. There has been much debate as to the origins of the Sussex rapes, and their relationship to Anglo-Saxon territorial divisions. It is clear, however, that the rapes as we know them are a Norman creation or reorganization, dating from the immediate aftermath of the Conquest:⁸⁶ an exception to this is Chichester Rape, which was created out of Arundel Rape in the mid-13th century.

Although remaining a possession of the counts and countesses of Eu into the 13th century (see below, section 3.2.2), their frequent disloyalty saw regular confiscation. Royal accounts for these periods record works in 1161, 1171-4 (which included works to a stone tower or keep), 1182-3, and 1190-2.⁸⁷

3.2 The later medieval town

3.2.1 Economic history

The decline of Hastings relative to Winchelsea and Rye accelerated in the 13th century, so that when the quota of 57 ships for the Cinque Ports combined was redefined in 1229, Hastings was required to provide five ships, matching Rye's contribution and only half of Winchelsea's 10). In 1296 Hastings provided three of the 50 Cinque Port ships that transported Edmund Lancaster to Gascony, with Rye providing seven and Winchelsea 13. In 1337 Hastings provided a more substantial 10 of the 55 Cinque Port ships that assembled, as part of a larger English fleet, at Sandwich, exceeding Rye's four ships, but far fewer than the 25 ships from Winchelsea.⁸⁸ The decay of the port at Hastings is also evident from the limited records of its merchant shipping. For example, records of shipping arrested in 1205-27 show Hastings as a minor port, well below Winchelsea, Shoreham and Sandwich.⁸⁹ Hastings does not figure at all in the significant Sussex exports of wool in the late 13th century.⁹⁰

The silting of the harbour was compounded by coastal erosion, exacerbated by storms that hit the coast from 1236 onwards and which, nearby,



Fig. 6. 102-3 High Street (mid-15th century).

had a profound effect on Rye bay and led to the re-foundation of Winchelsea.⁹¹ At Hastings erosion in the late 13th and early 14th centuries probably resulted in the loss of the seaward part of the newer settlement in the Bourne valley, and, almost certainly, was a major contributor to the decline of the earlier Priory valley settlement. The shift of settlement was probably far advanced in the late 13th century, and completed in the 14th century. The relocation of the priory in 1413-17 (see section 3.2.3) probably marks the final abandonment of settlement west of the castle. In a survey of 1440 the parishes of St Michael and St Margaret were recorded as depopulated, and the parish of St Peter was completely absent.⁹²

The impact of natural processes was compounded by French raids on the south coast that accelerated with the advent of the Hundred Years' War (1337). Hastings was first attacked in 1339 by a Franco-Genoese force. In 1377 it was one of the towns attacked in a sustained raid along the south coast, from Folkestone to Dartmouth, led by Jean de Vienne, supported by ships from Castile, Genoa, Monaco and Portugal.⁹³ The Black Death doubtless also had a considerable effect on Hastings in the late 1340s. Other coastal towns were affected by



Fig. 7. 112 High Street (15th-century).

14th-century economic decline, raids and pestilence, and Winchelsea and, especially, Rye both suffered. By 1491 Hastings remained smaller than Winchelsea, but had more households than Rye, perhaps even as many as 50% more.⁹⁴ If so, this could suggest a population in Hastings as high as c.1,000-1,500.⁹⁵ The 11 aliens recorded in Hastings in 1483 suggest something of a revival in mercantile activity.⁹⁶

There is only limited evidence of the high medieval fishing industry at Hastings, although - as demonstrated at Brighton (and, indeed, in later times at Hastings itself) - a beach-based fleet was workable, and it is likely that fishing remained the principal industry of the town. The Hastings fleet continued to take part in the autumn cod and herring fishery off the east coast. In 1284 Lawrence de Winfongers was sent to Yarmouth to represent Hastings amongst the bailiffs from the Cinque Ports.⁹⁷ An active fishing industry at Hastings is implied in 1385, when a levy on fishermen's catches was authorized at Hastings, Rye and Winchelsea to fund defences at the ports.⁹⁸ In the 14th and 15th centuries Hastings and Winchelsea were the main suppliers of fresh fish and herrings to Battle Abbey, with Hastings becoming the larger supplier of the two towns later in the period.⁹⁹

Use of local fishing grounds is evidenced by records of Hastings men paying poundage on their mackerel in 1496-7.¹⁰⁰ It must be suspected that Hastings, like Rye (which had declined from the mid-14th century), benefited from the revival of the fishing industry in the late 15th century.¹⁰¹ It is possible that the timber pier, or breakwater, recorded in 1546 and replaced soon after (see section 3.3.1) originated in the 15th century, providing some protection for the late medieval fleet.¹⁰²

Four Hastings men attended parliament in 1265, and members for the Cinque Ports regularly attended from 1322. In 1366 the names of the Hastings members are first recorded, and from then on, with the exception of 1371, the town was represented by two members.¹⁰³

3.2.2 Castle and defences

With the loss of Normandy in 1204 Hastings was more exposed than before and in due course Prince Louis of France invaded England in May 1216. Winchelsea and Rye were captured and held briefly,¹⁰⁴ and the garrison at Hastings sided against King John. As a result the king slighted Hastings whilst en route from Winchelsea to Winchester that year. In 1225 the Crown took possession of the castle from the Countess of Eu and immediately instigated refortification works costing 200 marks. Hastings castle never returned to the countess, but was granted to Peter of Savoy in 1249. It reverted to the Crown in 1268, on Peter's death, and remained a royal castle until its custody was granted to the college of St Mary in 1331. No works are recorded between 1268 and 1331, and it is clear that the castle was both neglected and, especially, suffering from erosion of the cliff when it was handed over to ecclesiastical use.¹⁰⁵ In 1339, the French attack on Hastings saw a temporary re-garrisoning of the castle, with William de Percy appointed constable, but it was returned to the canons by 1343.¹⁰⁶

The authorization of a levy in 1385 to fund defences in Hastings, Rye and Winchelsea (see above, section 3.2.1) may have resulted in the building of a wall across the shore end of the Bourne valley,¹⁰⁷ but references to it are conspicuously absent in deeds relating to adjacent properties and the wall is first recorded in the 16th century (section 3.3.3). In 1439 a defensive ditch was dug across the marshes at the mouth of the Priory valley, however, which would have had minimal use in isolation.¹⁰⁸

3.2.3 Churches, priory and hospital

The college of St Mary continued throughout this period. In 1200 the number of canons was increased from 10 to 12. Evidently, not all the canons were resident: a visitation in 1322 found the dean and three other canons in residence only, and numbers declined further in the 15th century. The college passed, on the death of Alice, countess of Eu, to the crown in 1267, remaining a royal chapel until granted to Sir Thomas Hoo in 1446.¹⁰⁹ In 1331 the decayed castle was given over to sole use of the college (see section 3.2.2).

The Augustinian priory remained modest in scale. Additional lands were bestowed on the prior at Hastings in 1229, by Gilbert of Laigle, to found a new house, but the resultant priory at Michelham does not appear to have been a dependent cell. In the early 14th century coastal erosion was affecting the priory's lands and, with the priory itself apparently endangered, Sir John Pelham gave lands at Warbleton in 1413 for the priory to be re-sited.¹¹⁰ The new priory church was dedicated in 1417,¹¹¹ with the old site at Hastings becoming a grange,¹¹² possibly with some residual use of the church into the 16th century.¹¹³

The hospital of St Mary Magdalen continued throughout this period, accommodating both men and women.¹¹⁴

The *Taxatio Ecclesiastica* of Pope Nicholas IV records seven churches in Hastings in 1291, comprising the churches of St Margaret, St Peter, St Leonard, St Michael, St Andrew-sub-Castro, All Saints, and St Clements.¹¹⁵ The churches of St Michael, St Peter and St Margaret were together worth £10 in 1291, but c.1330 the prior of Hastings claimed they were worth less than 20s,¹¹⁶ and they do not appear at all on a list of the churches in Hastings made in 1372.¹¹⁷ St Peter's church had almost certainly been lost to coastal erosion, while the demise of the other two was a consequence of the shift of the settlement to the Bourne valley, itself caused by erosion. The church of St Leonard, already probably west of the Saxo-Norman town, has even less relevance to the later medieval history of Hastings, with its more easterly focus, and its parish was depopulated in 1440.¹¹⁸ St Andrew-sub-Castro was recorded in 1372,¹¹⁹ but by 1440 it had suffered the fate of the other churches west of the castle, and was disused.¹²⁰ Even the two churches within the town centre in the Bourne valley were not immune to the effects of erosion. The church of St Clement was located near the sea until a gift of land by Alan the Cheesemonger and Alice, his wife, in 1286,



Fig. 8. Church of St Clements: view from Hill Street.

provided for the rebuilding of the church on its present site further inland. The church was rebuilt after destruction by the French in 1377.¹²¹ All Saints was described as 'new' in 1436 and this, together with its location at the inland extremity of the medieval Bourne valley settlement, suggests similar relocation.¹²² There are indications, however, of an earlier – possibly Norman – church on the same site (see section 4.2.1).¹²³

3.3 The town c.1500-1750

3.3.1 Economic history

Although the neighbouring port of Winchelsea went into rapid and terminal decline between 1490 and 1530, largely as a result of losing its harbour to silting, this favoured Rye rather than Hastings.¹²⁴ The dramatic reversal of fortunes saw Rye pay £96 14s 6d in customs revenues in 1549/50, compared to Winchelsea's £1 4s 9d. Hastings only paid a paltry 14s and 9d, and was the least significant port within the Port of Chichester (i.e. the stretch of coast from Folkestone to Chichester).¹²⁵ The low customs



Fig. 9. 58 All Saints Street (early 16th century).

revenues for 1549/50 may reflect the impact of recent raids on Hastings. In 1543-4 the town was described as having been burnt and in 1547 15% of the scattered chantry tenements had been destroyed by fire.¹²⁶ Moreover, in 1528 Hastings had been capable of providing a fleet of 30 fishing boats.¹²⁷ By 1558/9 the situation of Hastings had recovered, with the port paying £23 6s 6d. This was still only a fraction of the revenues of Rye (£499 11s 6¾d), but around two-thirds of the level of Chichester and Lewes with Meeching (i.e. Newhaven), and above New Shoreham (£13 5s 2½d) and Winchelsea (£7 0s 5d).¹²⁸ The revival was evidently sustained since in 1565 the Hastings fleet comprised 32 ships with a total tonnage of 551 tons, of which seven were merchant vessels and 25 were fishing boats. There were 280 households in 1565, suggesting a total population of c.1,260 (compared to c.4,000 at Rye), with fishermen accounting for 146 (52%) of the heads of households.¹²⁹ In 1571-2 the total tonnage of merchant vessels of the port of Hastings was 514 tons, ranking it 21st amongst English ports, albeit well below Rye (ranked 11th, with a fleet totalling 1,015 tons). In February 1587 there

were 15 ships at Hastings, totalling 478 tons and manned by 121 mariners, compared with 45 ships totalling 1,111 tons at Rye. In October the same year, there were 20 ships at Hastings and 168 mariners.¹³⁰ In 1588, Hastings contributed the 70-ton *Anne Bonaventure*, with 11 fishing boats as tenders, to the English fleet mustered against the Spanish Armada.¹³¹ The apparent decline of the Hastings fleet between 1565-72 and 1587 is supported by records of the fleet during the later 1570s and early 1580s, which show a general downward trend in numbers.¹³²

Hastings was spared the severity of the decline that affected Rye from the late 16th-century. In 1617 a fee for £50 was apportioned to the Cinque Ports, with the contribution for Hastings assessed at £3 4s 2d almost matching that of Rye (£3 13s 14d).¹³³ The numbers of the Hastings fleet recovered in the early 17th century, with 28 vessels recorded in 1626 and 33 in 1641.¹³⁴ By 1670 Hastings had grown substantially from its 1565 level to c.404 households.¹³⁵ This suggests an increase in population of c.43% to c.1,820.¹³⁶ The diocesan survey of 1724 indicates further growth to c.2,250,¹³⁷ although this may have been concentrated in the period before 1700.¹³⁸ By way of comparison, the population of Rye in 1660 had fallen to perhaps c.1,300 (a third of its level in 1565), and to c.900 in 1724.¹³⁹

The port activity in 16th and 17th-century Hastings stimulated, and was presumably influenced by, works on a pier, or breakwater. In 1551 a new stone pier was commissioned to replace the timber pier first recorded in 1546 (and possibly dating from before 1500). If built it was unsuccessful since in 1562 the borough requested a commission to allow building of a new pier. Before works could start, the remains of the old pier were destroyed in a storm. Royal assent was finally granted in 1578, but no new pier seems to have been completed. A stone pier was finally built in 1595, but destroyed in the first winter storms. A more substantial replacement built in 1596-7 used timber to constrain the stone, but in the autumn of 1597 was largely destroyed. The remains of the modest (c.30m long) pier were sufficient to be repaired in 1611, but the work was short lived and, after several years raising funds, new works began again in 1621. Plans for a more substantial harbour were promoted in the 1630s, but the estimated cost of £220,000 was too great. Meanwhile the old pier continued to decay and was destroyed in a storm of 1656. It is unclear whether the pier was repaired, but by the late 17th century it appears that the pier had finally gone, and throughout the 18th century the



Fig. 10. 105 High Street (early 18th-century).

beach-based fleet was unprotected.¹⁴⁰ In the early 18th century Hastings and Rye exported cured herrings, with Hastings sending 250 barrels a year to Portsmouth in 1718-20, and 409 barrels to Poole in 1726-32.¹⁴¹ More generally, it is clear that the beach-based industry saw an increase in cargoes in the 18th century (see below, section 3.4.1).

The fishing and, on a smaller scale, mercantile fleets at Hastings supported allied trades. Shipbuilding is recorded in 1580 and 1657, and, although poorly documented, probably continued throughout the period.¹⁴² Wholesale fishmongers, rippers, sailmakers, ropemakers and hempdressers, and chandlers, all figure in the borough records that survive from 1642, typically accounting for around 10% of the non-seafaring tradesmen. Silk-weaving was a distinctive industry recorded from 1657 until the late 18th century: the silk-merchants used the Mercers' Hall as their exchange.¹⁴³ Several other trades were identified with particular locations: in 1674 there were rope-walks running from the west Fort towards the priory, under the Castle Cliff;¹⁴⁴ the butchers' shambles stood between the churchyard of St Clements and the High Street in 1581, but was described as ruinous in

1692; and the fishmarket was an open area on the beach below the High Street in the late 16th century, but was formalized into buildings around three sides of a square in the 17th century. The general market itself was in the late 16th century (and probably in the medieval period) located at Norden's Cross, at the junction of High Street and Courthouse Street, although the sale of livestock was transferred c.1566 to the Hundred Place.¹⁴⁵

Hastings offered significant inn accommodation in the 17th century, with provision for guest beds and stabling (over 40 of each) recorded in a survey of 1686 placing the town on a par with Steyning, New Shoreham, Brighton and Arundel, and slightly above Rye.¹⁴⁶ The principal inn at Hastings in the 17th century was The Swan (established by 1530), with other significant inns being the Maidenhead and the Checker.¹⁴⁷

Smuggling was an increasing element of the trade that operated through Hastings in the 18th century, although, by its nature, the scale is hard to quantify and is most visible through anecdotes and records of skirmishes with revenue officers. For example, in 1737, there was a fatal affray at Bulverhythe.¹⁴⁸

3.3.2 Church and religion

This period began with Henry VIII's Dissolution of the Monasteries. The removal of the priory in the early 15th century (see section 3.2.3) meant that its surrender had little impact on Hastings. The college of St Mary was suppressed in 1546, with its properties granted to Sir Anthony Browne and his wife.¹⁴⁹ The hospital of St Mary Magdalen appears to have survived until the late 16th century, at which point its possessions were redistributed to other charities.¹⁵⁰ The parish churches of All Saints and St Clements were largely unaffected, and continued in use throughout the period.

A century later the national religious census of 1676 records no papists, but out of a total of 1,073 adults 25 were Nonconformists.¹⁵¹ In 1669 meetings were held in the house of John Thorp.¹⁵² Bishop Bowers' diocesan survey of 1724 records an absence of Roman Catholics and Nonconformists.¹⁵³ This suggests that the late 17th-century Nonconformity did not gain a permanent foothold in Hastings, although a licence was granted, in 1730-1, for an assembly of Quakers in the parish of St Mary in the Castle.¹⁵⁴

3.3.3 Defences

The early part of this period coincided with wars with France and Spain, resulting in expansion of coastal defences in the 16th century. Given this context and the lack of earlier evidence for walls, the first record of town defences – a reference in 1556 to the Sea Gate, and in 1558 to the walls themselves – probably relate to what were newly built defences.¹⁵⁵ The wall stretched across the lower end of the Bourne valley and had three gates (from east to west, the Pulpit Gate, the Bourne Gate, and the Sea Gate). The eastern end of the fort terminated in the East Fort, possibly part of the postulated mid-16th-construction, although a reference to finishing works on it in 1596 could suggest that it was an addition. A west fort, below the castle at the west end of George Street, is first recorded in the mid-17th century.¹⁵⁶ A Survey of the Sussex coast in 1587, in obvious response to the greater Spanish threat, described the ordnance at Hastings including three brass Portugal 'bases', a culverin, two sacres, two minions, and a robinet.¹⁵⁷ New guns were acquired in 1627, which, after temporary removal in 1645 to 1656, were finally decommissioned in 1660. Both forts were rebuilt in the early 1690s (following a minor bombardment by the French in 1690¹⁵⁸). By 1715 the corporation had built a storehouse within the east fort and its military function appears to have ceased by 1734. The west fort, however, remained operable. The two eastern town gates remained in use in 1750, but the Sea Gate may have been removed by then, and records of maintenance of the wall suggest that it had become less important – and often neglected – from the mid-17th century.¹⁵⁹

3.3.4 Urban institutions

The urban institutions of Hastings are increasingly evident from the 16th century, but, in many cases are likely to represent continuation of medieval institutions. A good example of continuing civic function is the Hundred Place, which was the location for some medieval courts and assemblies, and which remained used for election of the town bailiff, or mayor, until the early 17th century, and continued to be used to open Hundred courts, before adjourning to the Court Hall, until the early 19th century.¹⁶⁰ The Court Hall, at the junction of Courthouse Street and Bourne Street, was certainly in existence by 1480 (and a court house was in existence in 1356¹⁶¹), when it was over two shops. An extra storey was added in 1595 for the storage of gunpowder and other stores. From 1695 the courts met in the new town hall at 69 High Street, which also had a first floor court



Fig. 11. Remains of the town wall, off Winding Street.

room/council chamber, albeit over a covered market. The ground floor of the Court Hall continued to serve a civic purpose, with the town's gaol in its ground floor: this use continued after demolition of the upper storey in 1702.¹⁶²

Hastings had a customs officer by 1624, but with the increase in smuggling in the early 18th century, the force was increased, having at least two vessels at Hastings by 1741.¹⁶³

Following the demise of the hospital at the end of the 16th century (see section 3.3.2), the parish of All Saints acquired a poor house in 1610 (later 1-2 All Saints' Street, demolished 1873).¹⁶⁴

The school at the college of St Mary's survived until its suppression in 1546 (see section 3.3.2). In 1607 the corporation established a common school in a chamber over a shop, although its subsequent history is unrecorded. In 1619, the will of William Parker, rector of All Saints, provided for a schoolmaster, upon the death of his wife. Judith Parker survived until 1638, and, finally, in 1639 a schoolmaster was appointed and a house in the High Street (now Torfield House) rented for the school room and to accommodate the master. Another free school was founded c.1709 by the will of James Saunders (who also endowed a school in Rye),

making provision for up to 70 poor boys from the town and its suburb.¹⁶⁵

3.4 The resort: c.1750-1850

3.4.1 Economic history

Hastings was one of several Sussex places that were visited for recreational sea bathing by the 1750s. These included Worthing, Eastbourne, Seaford and Brighton, but it was the latter that developed first and which became the most successful resort. Although Hastings was like Brighton in that it too was a substantial town before a resort, it lacked Brighton's good access to Lewes and London, its desperate need for an alternative to a failed fishing industry, and its ready availability of a workforce, accommodation and capital.¹⁶⁶

The first recorded enquiry regarding sea bathing at Hastings dates from 1736.¹⁶⁷ In 1768 an assembly room was mooted, although one did not become available until the Swan Rooms opened in 1772. At that point the town was actively promoting its nascent season – with balls and card playing – and its new bathing machines. A circulating library was opened in 1788 at 1 Croft Road, followed by another on East Parade in 1791, both with billiard rooms attached. Warm baths were added on the parade in 1800-4, with the New Warm Baths added near the East Fort in 1815: the New Warm Baths closed in 1828, doubtless due to the success of the new Pelham Baths, with its 11 warm baths, stone hall and saloons.¹⁶⁸ In 1814 there was a bathing machine station, with around 30 bathing machines.¹⁶⁹ Hastings acquired its first theatre in an out-of-town location, at the Hare and Hounds inn, on the Old London Road, before 1800. The first theatre within the town itself was purpose built in 1825, in Bourne Street, but it was short-lived and closed in 1833.¹⁷⁰ More unusual was the opening of St Clements Caves, West Hill, to the public as a visitor attraction in 1827.¹⁷¹ The Pelham Arcade, 1-12 Pelham Place, was a purpose-built shopping arcade, which formed part of a scheme that included seawater baths and a bazaar, built by Joseph Kay in 1824-8. Lodging houses are first recorded in Rock-a-Nore Road in 1789,¹⁷² but were first built in any number in the first decade of the 19th century. More prosaic, but necessary, developments to support the new resort include the provision of the town's first reservoir in Clive Vale, under the Improvement Act of 1832.¹⁷³

Doubtless the development of the nascent resort received a boost with the outbreak of the French

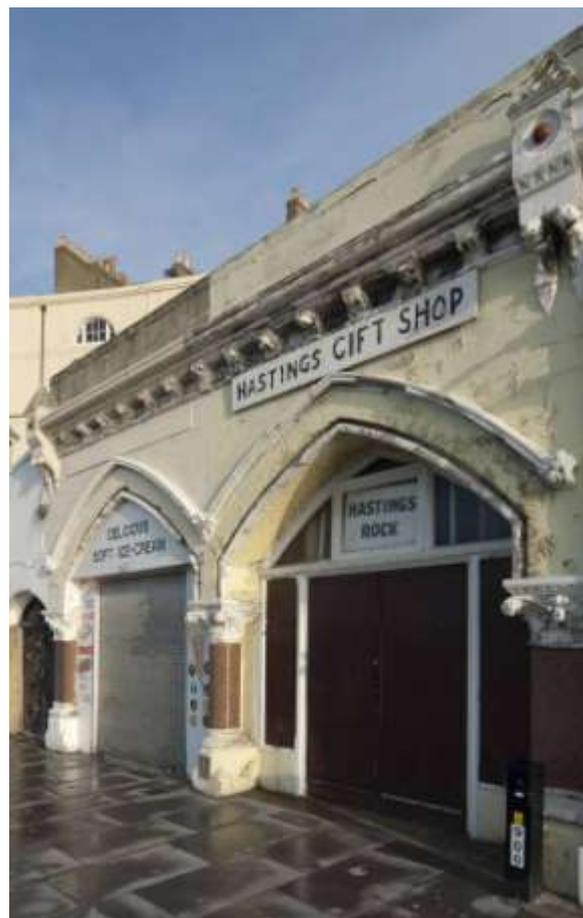


Fig. 12. Pelham Arcade (arches modified c.1870: the other arches have 20th-century shop fronts).

Revolutionary and Napoleonic Wars (1793-1815), and a consequent need for renewed coastal defence and for accommodation of soldiers (see below, section 3.4.3). From the estimated population of c.2,250 in 1724 (see section 3.3.1) the population for the parishes of St Clements and All Saints had risen to 2,638 in 1801, and to 3,082 for the wider urban area. This rose by 26% to 3,896 for the whole town in 1811, to 6,166 in 1821, 10,894 in 1841, and 16,281 in 1851, although these later figures do not include growth in the adjacent parishes of Ore and St Leonards, which were experiencing significant growth. Following earlier western expansion of the town, which re-colonized Priory valley, St Leonards was developed to the west of the town under a scheme of 1828 by James Burton,¹⁷⁴ as a nominally separate and exclusive town, but effectively a suburb of Hastings: presumably it was influenced by the similar development at Brunswick Town in Hove, begun four years earlier.¹⁷⁵ Burton began his development with the substantial St Leonards Hotel, in 1828-9. This was soon renamed the Royal Victoria Hotel, following a visit by the Princess Victoria, with the Duchess of Kent, in 1834. Later visitors of note, who reflect the social standing of St Leonards,



Fig. 13. Pelham Crescent (1824-8).

include Louis Philippe, following his abdication of the French throne in 1848.¹⁷⁶ From 336 in 1831 the population of St Leonards had grown to 1,340 in 1851.

Good road connections were fundamental to the earliest function of Hastings as a resort. The Hastings to Flimwell road via Battle was turnpiked in 1753, as was the road from Hastings to Ore, and west from Ore (now the B2093).¹⁷⁷ The road into Beauport Park and Hollington was turnpiked in 1836.¹⁷⁸ This road split at Hollington Lane (St Leonards), one fork heading to St Mary Magdalen and the other to St Leonards. There was also a road from Beauport Park to Priory Farm, Hastings that was turnpiked in 1836.¹⁷⁹ The improvement in roads and the increasing demand for access to the resort are reflected in the coach services: in 1745 there was a weekly service to London taking three days each way, but by 1788 the service ran three times a week (four in summer), completing the journey each way in a day. By 1815 this service was running six days a week, and by the 1830s journey times had substantially shortened.¹⁸⁰

The development of the resort saw an increase in the amount of shipping handled at Hastings. In 1701 Rye handled five times the number of cargoes of Hastings, but by 1810-12 Hastings was handling three-quarters of Rye's tonnage, and by 1830 the tonnage of the two ports was matched. This was during a period of considerable overall increase in seaborne trade, with the total tonnage of the Port of Rye (i.e. from the Kent border to Beachy Head) rising from 2,779 tons in 1701 to 58,475 tons in 1841. Coal was by far the largest import into the Sussex ports, with substantial amounts landed on the beach at Hastings. For example, in 1830 12,000 tons was landed at Hastings and in 1837 this had risen to 17,600 tons. Exports were more modest, although Hastings played a significant role in export of hops, mostly to London, with an average of 24 tons in 1790-4 and 231 tons in 1833-7. Cured herrings continued to be exported from Hastings, with total production of the port recorded as 1,500 barrels in 1794, and exports in 1816 including 900 barrels to Venice.¹⁸¹

Fairs in this period comprised the Whitsun, or Town fair, held on Whit Tuesday at the fishmarket; the Winter or Town fair, held on St Clement's day, November 23rd; and the Rock fair, held on 26th and 27th July, near White Rock at the mouth of the Priory valley.¹⁸² Medieval origins for the St Clement's day and Rock fairs are likely. By 1824 the weekly Wednesday and Saturday markets had been moved to a site by the town hall (High Street). In 1833 the Saturday market (for general produce) was moved to a new hall in George Street, and the Saturday market had ceased.¹⁸³

3.4.2 Church and religion

The parish churches of All Saints and St Clements continued in use throughout the period, although the expanding population saw the building of the new churches of St Mary in the Castle, in 1828, by the Earls of Chichester (the parish having survived); St Leonard, in St Leonards (1831-2); and St Clement's, Halton, in 1838 (with a new parish created at that time out of the parish of St Clement's, Hastings).¹⁸⁴

Although a Wesleyan Methodist place of worship in Hastings was first registered in 1797, Methodism was slow to develop in the town, largely a result of opposition by local clergy. When Henry Beck arrived in the town from Eastbourne in 1817, he was described as the only Methodist in the town.¹⁸⁵ The former Bourne Street theatre was acquired by the Methodists in 1834 and converted to a chapel.¹⁸⁶ The local clergy-led opposition to Methodism c.1800



Fig. 14. Baptist church, Wellington Square.

appears to have extended to all Nonconformists, as no local tradesmen were willing to build a church for the Independents on land given at the Croft in 1805.¹⁸⁷ A chapel was built on the site in 1807, however, and this was followed by the Cow Lodge Particular Baptist chapel, Tackleway c.1807-12 (replaced by the Ebenezer Calvinist Strict Baptist chapel, Ebenezer Road, in 1817); the Zoar Calvinist Baptist chapel, Bourne Street in 1822; the Methodist church, Norman Road, St Leonards, in 1836; and the Baptist church, Wellington Square, in 1838.¹⁸⁸ The Roman Catholic convent of Holy Child Jesus, Magdalen Road, St Leonards, was built in 1846-8.¹⁸⁹

3.4.3 Defence

With the advent of the Seven Years' War (1756-63) new defences were required. The West Fort was replaced by a magazine and barracks, with a new battery to the south-east, built by the Board of Ordnance in 1760: this was one of seven built along the Sussex coast in 1759. In 1766 and 1821 the Hastings battery had 11 12-pounders, but, already damaged by storms, it was demolished in 1842.¹⁹⁰ The East Fort appears to have been largely built over by

1762,¹⁹¹ although Baines suggests that it may have been rebuilt c.1760.¹⁹² A small battery, with three guns, was established on White Rock after 1797, but was demolished in 1832.¹⁹³

The French Revolutionary and Napoleonic Wars (1793-1815) saw a renewed interest in coastal defence. There were no barracks in Sussex before 1793, but by or, more likely, in 1794 there was a temporary barracks for 119 infantry at Bo-Peep and for 347 elsewhere in the vicinity. Barracks in the Hastings area were recorded in 1796, and in 1798 barracks were built at Halton. In 1800 (when fear of invasion reduced) the barracks were given up, but with renewed threat of invasion from 1803 new barracks were built, in 1804, in Halton to accommodate cavalry, infantry and artillery. These may well have been long disused when sold and demolished in 1823.¹⁹⁴ A chain of Martello towers was built along the south and east coasts of England – a decision apparently made following robust defence of a stone tower at Mortella Point, Corsica, against a Royal Navy attack in 1793-4.¹⁹⁵ Although none were built in the town itself, those in the area (Nos. 39-44) were constructed in 1805-8.¹⁹⁶

3.4.4 Urban institutions

The 1695 town hall at 69 High Street (which included a court room/council chamber and covered market) was replaced in 1823.¹⁹⁷

The former Court Hall, at the junction of Courthouse Street and Bourne Street, continued in use as a prison until the building was finally demolished in 1818, at which point it was replaced by a new building nearby on the site of a malthouse.¹⁹⁸ A force of nine constables was raised by subscription c.1823-4. This was succeeded in 1836 by Hastings Police Force, which comprised an inspector, three sergeants, and nine constables. The police station was a room in the town hall, although there was also a watch house (possibly the same as that used by the pre-1835 force), with four cells adjacent to the gaol.¹⁹⁹

A customs house was in existence by 1755, and, presumably, much earlier.²⁰⁰ In 1824 this was still located in the middle of the High Street, but before the mid-19th century was relocated to the fishmarket.²⁰¹

In 1753 the Hastings parishes (i.e. of All Saints, St Clement, and of St Mary in the Castle) agreed to jointly fund a new workhouse, which was built in 1753-4 on the site now occupied by 42 George Street. In 1770 the parish of St Mary in



Fig. 15. The Old Town Hall, High Street (1823).

the Castle withdrew from the joint venture, and in 1773 All Saints reverted to looking after its own poor (with a workhouse in Paul's Field, off Old London Road), and the parish of St Clement bought out the remaining interest in the workhouse.²⁰² In the parliamentary survey of 1776-7, the three separate workhouses are recorded, with that of All Saints parish having 30 places, St Clement's 60 places, and St Mary in the Castle 20 places.²⁰³ Following the 1834 Poor Law Amendment Act, the three parishes were re-combined within the Hastings Poor Law Union, which also included the parishes of Pett, Fairlight, Guestling, Ore and St Leonards.²⁰⁴ with a new Union workhouse opening 1.3km north of Hastings in 1836.²⁰⁵

A dispensary for the poor was established by public subscription in 1829, with premises at the bottom of the High Street, rebuilt in 1842. An infirmary with six beds was built at White Rock in 1841, with a further ten beds added in 1843.²⁰⁶

The Parker and Saunders schools (see section 3.3.4) were combined under a single master by 1809, due to the modest endowments. At this date the school was to provide for 55 pupils, and was located in a rented room over a ropemaker's

shop, in the Rope Walks (now Robertson Terrace). Following a Chancery suit c.1812, the schools were separated again, although the costs of the legal action forced the Saunders school to close for five or six years, with the boys transferred to the Parker school. Around 1817 the Parker school moved to a former barracks room at 16-20 Croft Road, and saw numbers steadily rise from 68 that year to 158 in 1827, at which point the school relocated again to rooms over a grocery shop. The re-opened Saunders school eventually gained purpose-built accommodation c.1832 in Upper Lane. An infant school was established in Cavendish Place in 1829. In 1835 a National School for boys and girls opened in East Hill. A British School for girls was established in Waterloo Passage, and a boys' equivalent opened in Wellington Square in 1840.²⁰⁷ A school for boys, girls and infants was opened in 1837 in Portland Place, becoming a National School in 1840²⁰⁸

Cricket appears to have been played from the mid-18th century, and in 1785 part of America Ground (at the mouth of the Priory valley Old Roar Stream) was known as 'the Cricketing Ground'. The first Hastings Cricket Club was founded in 1840, with its ground on West Hill (now under Collier Road).²⁰⁹

3.5 The town: c.1850-2010

3.5.1 Economic history

The economic history of Hastings throughout the period has continued to be dominated by urban and suburban expansion. From 17,622 for the combined population of Hastings and St Leonards in 1851, the population rose by a third in each of the two following decades to 31,361 in 1871, then by 43% to 1881, before growth slowed to 25% in 1881-91 and 13% in 1891-1901 (when it was 63,604), and then declining by 7% in 1901-11. After the First World War the population recovered to 64,713 in 1921, before staying largely stable until 1961 (when the population was 66,478). Thereafter, the borough saw renewed growth, reaching 85,029 in 2001. Much of the growth has been in St Leonards, which, although incorporated with Hastings in 1872,²¹⁰ maintained its separate identity.

The beginning of this period is marked by the arrival of the railway. In June 1846 the London Brighton & South Coast Railway (LBSCR) opened a line from Lewes to Bulverhythe, which was then extended to St Leonards in November. In 1851 this was joined by the South Eastern Railway (SER) line from Ashford, providing a station at Hastings itself and a choice of two



Fig. 16. Hastings pier.

routes to London. In 1852 Hastings gained a more direct London route via the SER line through Battle to Tunbridge Wells.²¹¹

The growing resort saw the development of new facilities in the Victorian and Edwardian periods. Hotel building, which included the Railway Hotel, Havelock Road (built soon after 1851, and demolished in 1965), and the Queen's Hotel, Carlisle Parade (opened in 1864, now flats),²¹² accelerated although Hastings did not gain a hotel of the scale of the Grand or the Metropole at Brighton. The Music Hall, or Public Hall Theatre, Robertson Street, opened in 1858 (converted to a cinema in 1908). A pier was built at White Rock in 1869-72, which had a 2,000-seat hall for concerts and mixed entertainment. The White Rock baths were built adjacent in 1874. St Leonards acquired its own pier, which was built opposite the Royal Victoria Hotel in 1888-91. In 1878-9 St Leonards gained the 1,400-seat Royal Concert Hall and Opera House, but Hastings was soon to get its equivalent with the substantial 1,600-seat Gaiety Theatre, Queens Road, which opened in 1882 with a production of *HMS Pinafore*. The Empire Theatre, Pelham Place, opened as a 1,500-seat theatre and music hall in 1899 (becoming a cinema in 1912).²¹³ In the late 1890s the promenade between the pier and the south colonnade (i.e. in St Leonards) was raised, and in 1911 the corporation provided electric illuminations along three miles of the

promenade.²¹⁴ The older attractions of the adjacent cliff tops and the castle remained important, and were made more easily accessible with the building of funicular railways comprising the West Hill lift (1891) and the East Hill lift (1903).²¹⁵ A tramway was introduced in Priory valley and St Leonards in 1905 (but not in the Old Town).²¹⁶ The development and promotion of the Edwardian resort, however, was less successful than that at Brighton and Hove, and the newer and nearer rival resorts at Eastbourne and Bexhill (the latter, ironically, seeing early development funded by the Hastings businessmen),²¹⁷ and was reflected in the fall in population (see above).

The fishmarket was moved from the open beach into a covered market in 1880.²¹⁸ The lack of a harbour at Hastings was addressed again in the late 19th century. The Hastings Harbour Act (1890) allowed for construction of two concrete arms 520m and 400m long, but technical problems were encountered and, with insufficient funds to resolve them, only the western arm was partly completed: this partly survives today.²¹⁹

The Edwardian decline in the resort stimulated the corporation into a more active role in the inter-war years. The White Rock Pavilion and pleasure grounds to the north were opened in 1927, at a cost to the corporation of £100,000. This was followed in the 1930s by widening of the Carlisle Parade and the construction of an underground car park for c.600 cars.²²⁰ The



Fig. 17. The western harbour arm of the 1890s.

corporation rebuilt the White Rock baths c.1930,²²¹ and opened an Olympic-sized open-air pool, with seating for 2,500 spectators, on the seafront in St Leonards in 1933.^{222, 223}

Hastings defences were revived in the Second World War, with the addition of a major coastal battery, which was one of nine along the Sussex coast.²²⁴ 12 boats from Hastings mustered at Dover for the Dunkirk evacuation, but in the event only one (the Hastings lifeboat) had a shallow enough draft to be used.²²⁵ Hastings was first bombed on 26th July 1940, and over the course of the war the Luftwaffe made 85 raids, killing 154 people (with 38 killed in the biggest single raid of 11th March 1943), seriously wounding 260 people, destroying or rendering unrepairable 463 houses and damaging another 14,818 buildings.²²⁶

The fishing fleet recovered after the war, having a total of 36 boats in 1960, and around 25 boats today. The fishmarket has been rebuilt (most recently in 1993) and remains the main selling point for the Hastings catch.²²⁷

The holiday industry failed to recover to its pre-war levels and in the 1950s the borough council sought alternative stimulation of growth in the form of resettlement of Londoners. The Hastings

Town Development Scheme was published in 1962 and finally, in amended form, approved in 1971, making provision for 15,000 new houses, of which one third were to be private, concentrated on the north-western edge of the borough.²²⁸ Although the economic effectiveness of the policy may be questionable, with Hastings still having noted economic problems and signs of deprivation,²²⁹ the borough has seen its first substantial population growth since the 19th century (see above), and significant regeneration of the retail centre of the town within Priory valley (most notably with the construction of the Priory Meadow shopping centre from c.1989). Although the pier at St Leonards (in its later years known as the Palace pier) was demolished in 1951, following damage in the war,²³⁰ seafront development for visitors continued in the form of the amusement park created east of the boating lake to the south of Old Town.

Hastings lost one of its two parliamentary seats under the Redistribution of Seats Act (1885).²³¹

3.5.2 Church and religion

The period from 1850 has been remarkable for its building of new churches in Hastings. The construction of 19 new Anglican churches between 1850 and 1960 was marked by an initial flurry of activity in the 1850s (three) and the 1860s (eight).²³² Although typically smaller buildings and sometimes more transient, a similar number of Nonconformist (mostly Congregational and Methodist) churches and chapels were founded during this period. The 20 pre-1960 foundations were relatively evenly spread between 1854 and 1903, with a slight concentration (12) in the period 1870-1900.²³³ Roman Catholic foundations for the period number four, of which one was a convent and another a seminary.²³⁴ Congregations of all Christian denominations have declined significantly in the 20th century, with at least 10 churches and chapels demolished (or closed by bombing) since 1939, and at least three other closures.²³⁵

3.5.3 Urban institutions

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

A new town hall was built in Queen's Road in 1880-1.²³⁶ Hastings became a county borough in 1889 (as did Brighton and, in 1911, Eastbourne),



Fig. 18. Town hall, Queen's Road.

which it remained until 1974, when, under the Local Government Act 1972, it came under East Sussex County Council as a district.²³⁷

The High Street dispensary (which became known as the Old Town's Own Hospital) continued in use until 1948. The White Rock infirmary was replaced by a hospital on the same site in 1885-7, in turn succeeded by the Royal East Sussex Hospital, Bohemia Road, in 1923.²³⁸ This closed in 1992, on the opening of the Conquest District General Hospital, The Ridge, St Leonards-on-Sea.²³⁹ Hastings Municipal Hospital was founded in 1930 in the former Union workhouse, which had been substantially expanded by the building of a new workhouse in 1900-3. In 1948 this became St Helen's Hospital, which closed in 1994, with the 1903 buildings demolished (now Cookson Gardens and Ticehurst Close).²⁴⁰

The development of schools from 1850 in Hastings is complex and understudied, and can only be traced here in summary and, inevitably, selective form. Parker's and Saunder's schools were combined in 1878 as Hastings Grammar School, and opened in 1880 in the previous premises, before moving to new purpose-built school buildings in Nelson Road. It relocated to new buildings in Parkstone Road in 1964.²⁴¹ A

Ragged School (i.e. for independent charity school for the very poor) was opened in Stone Street in 1855, followed by another in Tackleway in 1863.²⁴² The St Andrew's boys' and girls' National Schools were opened in 1872, were joined in 1923, and closed in 1948.²⁴³ The St Clement's and All Saints National Schools were combined to become All Saints Junior Mixed and Infants (with the exception of the Cavendish Road infant school, which remained separate until closed in 1954). In 1926 All Saints school became used for infants only (Old Hastings Infants' school), and closed in 1959: the site was then re-used for Dudley Infants' School.²⁴⁴ Holy Trinity schools were established in 1873 and closed in 1946.²⁴⁵

The Hastings and St Leonards School Board was established in 1871,²⁴⁶ with the purpose of delivering universal provision of elementary education (as required by the 1870 Education Act) to the rapidly expanding population. The British School for boys became the Bourne Walk Board School and then, in 1891, the Priors Road Board School for boys: provision for girls and infants was added in 1899.²⁴⁷ The Mount Pleasant Board School for infants opened in 1880, followed by schools for boys and girls in 1883.²⁴⁸ A boys' and girls' board school opened in Giltha Road in 1892, where an infants' school had been in existence since 1886.²⁴⁹



Fig. 19. 39a Tackleway, built as a Ragged School in 1863.



Fig. 20. Brasseley Institute, Claremont.

In 1903 (under the Education Act 1902), primary education came under the control of the borough,²⁵⁰ and secondary education became the responsibility of the county council. The Priory Road Board School for boys became the Priory Road Senior School for Boys and, from 1948, Hastings Secondary Modern School for Boys. Abolition of the county boroughs in 1974, following the Local Government Act 1972, saw East Sussex County Council become the local education authority for Hastings, with significant changes to secondary education in particular in the town. In 1978 Hastings Secondary Modern School for Boys merged with Hastings Grammar School in 1978 to become the William Parker comprehensive school for boys (now styled

William Parker Sports College, with a co-educational sixth form shared with Helenswood School): the Priory Road site ceased to be used in 1980 (although the present Castledown Primary School site is immediately north-east of the old school buildings).²⁵¹ Hastings High School for girls was a selective (grammar) school, which became a comprehensive girls school (Helenswood School) in 1978 (other post-war comprehensive schools comprise Hillcrest School, Rye Road; and, in St Leonards, The Grove, Darwell Close). The Mount Pleasant boys' school closed in 1939, merging with the Clive Vale boys' school.²⁵² The Githa Road (Clive Vale) schools became the Clive Vale Infants' school and Secondary Modern school, closing in 1957 and 1959 respectively, the site since being used for All Saints Junior School.²⁵³ The Central School opened in 1926, but does not appear to have survived evacuation in 1940.²⁵⁴ In 1926 the Portland Place girls' school merged with the boys' school, forming the St Mary-in-the-Castle Senior Mixed school, which closed in 1953.²⁵⁵ The Elphinstone Junior School opened in 1952, in Parker Road.²⁵⁶ Castledown Primary school was established in 1980 on site of old Priory Road Board (later secondary modern) school.²⁵⁷ Other modern primary schools in Hastings include the Red Lake Community Primary School, Rye Road. Roman Catholic schools include the St Mary Star of the Sea Roman Catholic Primary School, apparently founded in the 1880s (the church was built in 1882);²⁵⁸ and the Sacred Heart Roman Catholic Primary School, initially a private secondary school, which became a voluntary aided primary school in 1964.²⁵⁹ A School of Science and Art was founded in 1875, taken over by the borough in 1895, and became Hastings College of Further Education in 1968.²⁶⁰ It is now styled Sussex Coast College Hastings, with its main campus at the Station Plaza.

The Brasseley Institute was built in 1880, accommodating the Hastings Rowing Club on the ground floor, a reference library on the first floor, an assembly room on the second floor, and the School of Science and Art on the top floor. In 1892 it was used to house the newly founded museum, which relocated to Bohemia Road in 1935.²⁶¹ The building now houses Hastings library.

The Fisherman's Institute was founded in 1882, to provide a club-house for fishermen.²⁶²

Although Hastings first had a lifeboat in the mid-1830s this was without a permanent station or crew, and had ceased to be used by 1850. In 1858 the permanent lifeboat station was opened in Rock-a-Nore Road.²⁶³ A new station was built



Fig. 21. Former Music Hall, Robertson Street.



Fig. 22. Former Empire Theatre (later the Hippodrome), Pelham Place.

to the west, opposite the bottom of High Street, in 1882, and the present station nearby in 1995.²⁶⁴

Sporting and leisure provision increased. The central cricket and recreation ground was founded in 1864-72 (closed in 1989 to allow construction of the Priory Meadow shopping centre).²⁶⁵ The substantial Alexandra Park was opened in 1882,²⁶⁶ expanding the earlier St Andrew's Gardens, a subscription garden of 1864.²⁶⁷ In addition to the Victorian and Edwardian theatres (see section 3.5.1), Hastings has seen the rebuilding of the pier's sea-end Pavilion following fire in 1917; building of the 1,165-seat White Rock Pavilion Theatre in 1926; conversion of the pier's shore-end Pavilion to a small theatre in 1932 (now a bingo hall); the opening of the Linton Gardens open-air theatre in 1948; the conversion of 18th-century stables in The Bourne to form the Stables Theatre and Art Gallery, which opened in 1959; and the building of the Phoenix Arts Centre, Parkstone Road, in 1993-4.²⁶⁸ The Music Hall theatre, Robertson Street, was converted to a cinema in 1908, later becoming the 900-seat Orion cinema, which closed in 1976. The Empire Theatre (also known as the Hippodrome), Pelham Place, became the Cinema De Luxe in 1912 (converted to bingo and amusement centre in the 1960s). The Kinema Place, Norman Road, opened in 1913, later became the Curzon Cinema, and was disused by 1979.²⁶⁹ The Gaiety Theatre, Queens Road, became a cinema in 1932, and part is still used for the Odeon.²⁷⁰ The Ritz, Cambridge Road, opened in 1937, and, until 1965, had a Wurlitzer organ;²⁷¹ it was demolished in 1972.²⁷² Most recently, in 2002, the Electric Palace Cinema was established at 39a High Street.²⁷³

4 ARCHAEOLOGY

4.1 Saxon-1350 (Maps 9-10)



Fig. 23. Church of St Mary: narthex and corner tower.

4.1.1 Buildings (Map 6)

The ruins of the **collegiate church of St Mary**, located at the Norman castle, are the earliest upstanding masonry remains in Hastings. Sufficient survives to show that the church as built comprised a nave, which opened into a central tower, with a chancel beyond. A primary spiral stair occupies the external angle between the north wall of the tower and the east wall of the nave, with its ground-level entrance in the nave. On the south side of the tower are the remains of a transept-like projection, with an arched recess (which has opposing cupboards) in the east wall, which evidently functioned as a chapel. Doorways in the south-west wall of the south chapel opened into the church and a linear ambulatory or cloister walk: although the low remains of the south wall of the ambulatory or cloister abut the chapel, and are therefore later, the orientation of the rebate in the primary doorway into the chapel indicates that there was a predecessor. The eastern end of the primary chancel and the south wall have been replaced,

so the form of the original east end is uncertain. The primary section of the north wall of the chancel includes a doorway opening into a room, or building, to the north. The north wall of the nave partly survives, and includes remains of two blind arches of different widths at the east end (when cleared of collapsed rubble in 1824 there was a blind arcade comprising eight such arches²⁷⁴). The date of the foundation of St Mary's has proved a matter of debate (see section 3.1.5), although the architectural evidence is less ambiguous: there is nothing at all to support the case for pre-Conquest origins, and the surviving fabric is consistent with the most probable date of foundation c.1086.²⁷⁵ The extensive use of Caen stone, the size and shape of the ashlar blocks, the tooling (which survives on the jambs of the doorways north and south of the tower arch), the width of the mortar joints, and the use of some herringbone coursing in the rubble, together are indicative of a date in the late 11th century, or even the early 12th century. Later works include the substantial upstanding tower arch at the east end of the nave (probably of early 13th-century date), and what appears to be the remains of a narthex at the west end of the nave, which includes a nearly full-height corner tower (12th century).

Significant erosion of the cliffs means that much of the **castle** has disappeared. The church of St Mary (see above) forms the only internal building visible above ground. An upstanding section of curtain wall abuts the north-west corner of the nave and curves southwards to enclose the western side of the bailey, and probably dates to the 12th century. It has been suggested that this represents a westwards shift of the focus of the castle, with the church until that point outside the defences.²⁷⁶ The near contemporary collegiate church at Bramber, was certainly outside the Norman castle, although at Hastings the church - irrespective of the extent of the late 11th-century man-made defences, was located at the end of a promontory with strong natural defences. To the east of the church substantial earthworks survive, which comprise a probable motte (crossed by the curtain wall), and the bailey-like Ladies Parlour (for which see below, section 4.1.2). Another section of curtain wall curves from the lost north gate (itself immediately north-east of the church) past the motte to the east gate, then southwards to the cliff. The date of this section of wall is uncertain, but it connects to the early 13th-century east gate and was presumably in existence by that date. The east gate has paired D-plan towers typical of the period. The wall south of the east gate has another D-plan tower, with remains of a barrel



Fig. 24. Hastings castle: curtain wall built over probable motte.

vault at ground level: this and the wall to the south date from the early 13th century.

4.1.2 Excavations (Map 7)

Despite its Saxon origins and Norman importance little in the way of archaeology for either period has been excavated at Hastings. This is the result of several factors, which include, the priory apart, an absence of archaeological excavation within the probable location of the Late Saxon and early Norman town (i.e. the west side of Priory valley); the likely loss of much of the early town to erosion; and the density of 19th-century and later development in Priory valley. Within the Bourne valley (i.e. Old Town) there has been more archaeological investigation, but this has still been of limited scale and has yet to produce conclusive evidence of the chronology of settlement of this part of Hastings.

Although there were early subsurface investigations at the **castle** (most notably those by William Herbert in 1824, and those by Charles Dawson before 1909²⁷⁷), the only significant modern archaeological excavation was that undertaken by Philip Barker and Kenneth Barton in 1968. This involved digging trenches on the mound in the north-east corner of the bailey, and in the north-east corner of the

Ladies Parlour (i.e. the enclosure with earthworks lying immediately north-east of the castle walls). In addition to providing more understanding of the prehistoric use of West Hill (see section 2.4.1), the excavation established that the Ladies Parlour was occupied in the late 11th or 12th centuries to the 13th century, with a building that was partly excavated having gone out of use by the 14th century. The earth rampart in the north-east corner was identified as probably largely constructed by c.1200, but that the works possibly enlarged an Iron Age bank. The mound at the north-east corner of the bailey was identified as a motte of immediate post-Conquest date, enlarged in the late 13th or 14th century.²⁷⁸ A subsequent review of the archaeological evidence noted that the enlargement of the putative motte appears to correspond only with the area within the curtain wall, which could suggest that enlargement post-dates construction of the wall:²⁷⁹ certainly an early 13th-century date for the wall seems more likely (see above, section 4.1.1). A limited excavation (with a depth of only 300mm) was undertaken within the castle bailey in 1989 in advance of construction of an information centre and an associated pipe trench. No significant archaeological features were identified, although the investigation produced residual pottery comprising a single sherd of West Sussex ware of 10th/11th-century date, and numerous sherds dating from the 11th/12th centuries to the 14th century.²⁸⁰

Rescue excavations on the site of the **Augustinian priory** in 1972 recovered details of part of the conventual buildings. Located north of the priory church due to the local topography, the part-excavated buildings comprised those of the east range (successively the chapter house, a slype, and the undercroft below the dormitory), the reredorter, or latrine block (attached to the north-east corner of the dormitory), and the eastern part of the north range (comprising a small room at the east, and the refectory to the west). The chapter house was the most fully explored building, with the remains of its entire north wall and over half of its eastern wall revealed. The building was of two vaulted bays, with interlaced blind arcading along the lower parts of the walls. Decorative details recovered included stiff-leaf capitals, dogtooth moulded vault ribs, chevron arch decoration (on the single voussoir recovered from the transverse arch between the two bays), and *in situ* water-holding bases, all dating from the late 12th century. The slype and dormitory undercroft abutted the north side of the chapter house, and were evidently additions. Evidence for the date was limited, with features such as the lower part of a splayed



Fig. 25. Hastings priory: stone from chapter house doorway shaft (recovered in 1937 and on display in the Old Town Hall Museum).

lancet window in the dormitory undercroft and the shafts and bases of the slype doorways: these were broadly dated to the 13th century. There was no evidence of vaulting of the dormitory undercroft. The reredorter is likely to have been contemporary with the dormitory range, but little was exposed, revealing only that it was oriented at an oblique angle and that the drain was located adjacent to the north wall. Little of the refectory was excavated, but investigation suggested that when it was built in the late 12th century it was detached from the dormitory range, with the south wall in this gap (i.e. that forming the north wall of the cloister walk in this area) only added after the building, or rebuilding, of the dormitory. The north wall of the refectory was rebuilt in the 14th century, with the new work incorporating a stair to a pulpit, and a room created between the refectory and the dormitory range.²⁸¹

Within the town the largest archaeological site has been the **Phoenix Brewery**, Bourne Street (now The Bourne), which was excavated by the Field Archaeology Unit of the Institute of Archaeology, London, in 1988. Residual pottery of 11th to 12th-century date was discovered in later contexts, but the main evidence from the

pottery for occupation was from the 13th century onwards. Other early finds include an inscribed didactic slate, which has an alphabet written in a hand of c.1180-1200. Although many of the excavated features were not closely dated, the 13th and 14th-century occupation of the site was marked by buildings occupying the Bourne Street frontage, with tenements oriented east-west. Excavation at the western end of the site revealed features such as beam slots with similar orientation, although a roughly north-south ditch (which had fills producing 13th and 14th-century pottery, and which coincided with the ward and parish boundaries) indicated that they were not part of the Bourne Street tenements: it was unclear whether they represent the rear of High Street plots or, perhaps more likely, plots on a putative northwards continuation of Winding Street (see section 4.1.3). A widespread layer of sterile clay of 100-450mm thickness overlay midden deposits, which contained pottery of 13th to 14th-century date, in turn above burnt deposits associated with 11th and 12th-century pottery.²⁸² Following completion of the main excavation, further work was undertaken by the Hastings Area Archaeological Research Group, also in 1988, which examined these lower layers and identified 11th-century features: it was suggested that the clay deposit above was the result of inundation during late 13th-century storms.²⁸³ Residual pottery from c.1100 was also found during excavation at **43-6 High Street** in 1987. The early pottery was located within a green silty layer with less abraded 13th-century sherds, which suggested to the excavator that the layer was the result of inundation in 1287. More certain was the identification of a beam slot for a small building above this layer, together with a hearth (apparently associated with metal working), which dated to the 13th century.²⁸⁴

4.1.3 Topographic analysis (Maps 9-10)

The topography of pre-Conquest, or indeed early post-Conquest, Hastings is poorly understood. The location of the Saxon burh has yet to be identified: it may have been located within the Iron Age defences of West Hill (late occupied by the castle), or, conceivably, within the Iron Age enclosure on East Hill or on the promontory spur forming the west side of Priory valley (which has been considerably eroded). With the final abandonment of the western focus of the town in the 14th century, and its partial erosion, it is perhaps unsurprising that little can be reconstructed of its early topography. The location of the late 12th-century priory in the valley, and the location of a mill and



Fig. 26. St Clements: view north-east from south aisle.

meadowland here in the late 11th century combine with the location of the cluster of early churches to suggest that the Late Saxon town centred on the west side of Priory valley.²⁸⁵ That the hospital of St Mary Magdalen was established, probably in the 12th century, to the north-west of the town suggests that adjacent Bohemia Road (which certainly predates the 19th-century re-colonization) represents survival of the main road into the Late Saxon and Norman town.

Although there is no certainty as to the location of the first Norman defences at Hastings of 1066, the present site had been adopted by c.1069 (see section 3.1.6). In the 12th and 13th century there was a cluster of houses around the adjacent church of St Andrew-sub-Castro (i.e. on the east side of Priory valley).²⁸⁶ The church was established by the late 11th century, and may have been Late Saxon in origin (see section 5.1.5), and it is unclear whether this minor nucleation of settlement was pre-Conquest or Norman in origins. The date at which the Bourne valley was adopted for settlement is equally uncertain, but it is likely that the new town emerged in the 12th century by the earlier east stade (see section 3.1.3). The survival of Old Town means that its early medieval topography is less obscure than the settlement to the west. David Martin has suggested that the street plan

(excluding obvious modern additions, such as The Bourne: see section 4.5.1) is of two medieval phases. To the south of a line c.40-50m north of and parallel to Courthouse Street, the streets have a gridded plan, that contrasts with the area to the north that is dominated by the parallel (and ultimately converging) High Street and All Saints Street, along which are long narrow plots. The town wall cuts across the roughly gridded part of the town plan, but at the earliest the defences date from the late 14th century and may belong entirely to the 16th century (see sections 3.3.3 and 4.3.2). It has been suggested that the town wall marks a change in ground level of c.1.5-3m caused by coastal erosion between the 13th and the 15th centuries, and that the gridded plan of Old Town formerly extended further south.²⁸⁷ The relocation of the church of St Clements in or shortly after 1286 (see section 3.2.3), due to the damage to the earlier building by the sea, is consistent with this development, although its location in the north-western corner of the gridded section of the town may suggest that the town had not expanded northwards significantly by this date.

4.2 Late medieval town (Maps 10-11)

4.2.1 Buildings

Although relocated from a position nearer the sea c.1286, subsequent destruction by the French in 1377 doubtless explains why no visible late 13th-century fabric survives at the church of St Clements (see section 3.2.3). The present church is largely as rebuilt in the late 14th or early 15th century. It has an irregular plan largely arising from its constrained site, most obviously manifested in its angled west wall. It is a hall church with no structural distinction between the nave and chancel, with arcades of seven bays extending the whole length and opening into north and south aisles. At the west end of the south aisle there is a substantial square tower, with a tierceron vault below the bell-chamber, chequer-patterned stonework and a south-west external stair turret. Opening off the east end of the two-bay chancel is a narrower, unaisled sanctuary. Its four-centred windows and north doorway (the latter providing access to a groin-vaulted vestry under the eastern part of the sanctuary) indicate a late 15th or, even, early 16th-century date.

The reference to All Saints as 'new' in 1436 (see section 3.2.3) suggests similar post-1377 reconstruction, and the surviving fabric is



Fig. 27. All Saints: view of nave looking east, showing Doom painting over chancel arch.

certainly consistent with a complete rebuilding of the early 15th century. The nave is of four bays, with north and south aisles, and a west tower (again with chequer-patterned stonework and a tierceron vault). Above the chancel arch is a 15th-century Doom painting, and the chancel beyond is substantial and square ended, with similar three-light windows to those of the nave aisles. Stones with chevron and cable mouldings have been noted built into the walls (and remain visible in the north wall of the tower, and the south walls of the nave and chancel), and in the 1930s foundations of a wall south of, and parallel to, the church were visible.²⁸⁸ The latter may relate to a pre-1377 church, while the former could suggest that this had Norman, rather than late 13th-century, origins. Equally, however, the 12th-century material could have been salvaged from an earlier church near the seafront: this is perhaps most likely, but excavation is necessary to clarify the origins of the use of the present site.

Although no houses survive in Hastings from the period before 1377, surveys by David and Barbara Martin show that at least 35 of the present day properties preserve fabric dating from the period before c.1500.²⁸⁹ These buildings are located in the Bourne valley,

concentrated along the two main medieval streets (All Saints Street and High Street). The houses are characteristically urban in that they are built up to the street frontage. The pre-1500 houses of Hastings are predominantly two-storeyed buildings oriented parallel to the street. The widest (90-90a High Street) is 14.05m wide, and nearly 60% of the houses have, or had, frontages of less than 9.15m (30 feet). Although not, therefore, exceptionally wide, this did allow adoption of the Wealden house type within Hastings, albeit with only one example (90-90a High Street) sufficiently wide to allow a two-bay open hall. There are 14 firmly identified surviving Wealden houses and a possible further six, forming a significant proportion of the known medieval houses in the town. Construction dates range from the late 14th century or early 15th century (17-18 and 67-8 High Street) onwards. The survival of a 14th-century Wealden house at 35 High Street, Winchester has demonstrated that such wide 'parallel hall' houses (which in Hastings include numerous non-Wealden types too) were compatible with even the most intensely commercial of locations.²⁹⁰ Direct evidence of commercial function, however, is difficult to identify. Only one surviving building is certainly built at right-angles to the street. This is



Fig. 28. 59 All Saints Street: two surviving bays of late 15th-century Wealden house (recessed hall floored c.1600).



Fig. 29. 51 All Saints Street (late 15th-century Wealden).

31 The Bourne, which is a late 15th-century building, built with a two-bay shop on the ground floor (of which evidence of the four front windows survives), a single bay room to the rear, and jettied first-floor chambers. It is one of the more clearly specialized urban, or commercial, buildings in the town, and is located at the southern end of the since encroached upon square that contained the Court Hall. Two demolished examples are known, nearby at 24 Bourne Street (gone by 1841) and 46 High Street (badly damaged by bombing in the Second World War and demolished). The latter differed from 31 The Bourne in that it had a conventional open hall, but, in typical urban fashion, set behind a ground-floor room that probably functioned as a shop. This had two chambers above, and was opposite another three-storeyed building at the Butchery (replaced by the town hall in the 1690s and by the present building – the Old Town Hall – in the 19th century: see Fig. 15), with other examples nearby at the Swan Hotel and 70 High Street (both destroyed by bombing in the Second World War). There are no known medieval undercrofts, which are a feature of pre-1350 commercial townhouses and which – as at Rye – often survive later rebuilding above, but this may reflect the inwards relocation of the commercial

centre of the town rather than a complete absence in the medieval period.

4.2.2 Excavations

The excavation of the conventual buildings of the **Augustinian priory** in 1972 (see above section 4.1.2) revealed a slight accumulation of silt following abandonment of the site after relocation of the monastery to Warbleton c.1413-17, but no evidence for inundation of the priory itself by the sea, which had been cited as a reason for the move (see section 3.2.3). Rather, it appears that the buildings deteriorated gradually through neglect.²⁹¹

Excavations on the north side of **Winding Street** in 1974 and 1975 revealed five pits of probable 14th-century date, together with three post holes that were aligned with six flat stones and which appear to have formed the edge of a late medieval house platform.²⁹² The 1988 excavation of the **Phoenix Brewery**, Bourne Street (now The Bourne), showed that the use of the site in the later medieval period followed the form of that in the 13th and early 14th century (see section 4.1.2). East-west oriented tenements continued to front Bourne Street, and these can be related to the Wealden house at



Fig. 30. 31 The Bourne.

22-3 Bourne Street (destroyed 1841-1860) and the jettied house at 24 Bourne Street (destroyed c.1815-41), which pre-demolition drawings suggest date to the late 15th century.²⁹³

4.2.3 Topography

The northwards expansion of the Old Town along High Street and All Saints Street may well have continued after 1350. As we have seen, there is no certainty that the present site of All Saints church, which marks the northern limit of the late medieval town, was adopted before the early 15th century (see section 4.2.1). Moreover, coastal erosion, which presumably was a significant factor in the northwards expansion (see section 4.1.3), was not limited to the mid to late 13th-century storms: loss of the adjacent castle to erosion was recorded from the mid-14th century to the early 16th century.²⁹⁴ It is likely that cliff erosion debris and accumulating shingle from longshore drift, however, saw erosion of Old Town cease before this. Whatever the uncertainty regarding the date of construction of the town wall (see sections 3.3.3, 4.3.1 and 4.3.2), it is likely that this approximated to the southern limit of the town by the late 15th century, if not a century earlier.

4.3 The town c.1500-1750

4.3.1 Buildings

The varied economic history of Hastings in the 16th century in which a probable raid, or raids, in the 1540s was followed by a slight revival and then, from the 1560s, further decline (see section 3.3.1) is reflected in the architectural legacy. Four buildings date from the late 15th or early 16th century (but here have been included with the pre-c.1500 buildings: see section 4.2.1), but only another three surviving buildings have been dated to the 16th century. Of these 104 High Street and 58 All Saints Street are both probably of early 16th-century date, with continuous jetties marking the absence of open halls. The timber framing is exposed only at 58 All Saints Street (see Fig. 9), and part of the original close-studding, as well as a blocked window at ground level, survive. At mid-16th-century 1-3 Hill Street the close-studding is visible on the exterior of the 13.50m-wide frontage. The building appears to have comprised three separate two-storeyed single-bay units only later connected, perhaps representing three shops with chambers over.²⁹⁵

In addition to the houses, the remains of the town wall probably also date to the 16th century: the earliest references are to the Sea Gate in



Fig. 31. 1-3 Hill Street.

1556 and to the walls themselves in 1558 (see section 3.3.3). The wall extended across the bottom of the Bourne valley from the East Fort (possibly contemporary with the wall, and in existence by 1596: demolished by 1762²⁹⁶), the site of which is now marked by 74 All Saints Street, to the Sea Gate at the bottom end of the High Street. The main surviving part is a freestanding section located to the rear of Hastings Wall Flats, East Street (see Fig. 11). This c.70m length stands to a height of up to 2.6m above the present ground level on the south. The lower part of the wall was c.1.5m thick, with a c.650mm-thick parapet wall partly surviving above. The roughly coursed sandstone rubble wall has a slight batter on its outer (southern) face. A splayed opening survives high up in the wall visible from the rear garden of 57 High Street. The only other significant surviving section of wall is preserved within the northern wall of the 4-6 Pleasant Row (Neptune Café), where the remains indicate that the wall originally rose to c.4.25m on the seaward side, and within the basements of 2-3 Pleasant Row. The east wall of the basement of 2 Pleasant Row is of similar masonry and comprises the remains of the west wall of the Pulpit Gate.²⁹⁷

The 17th-century growth of Hastings (see section 3.3.1) is reflected in the substantial number of houses dating from this period. The earliest



Fig. 32. 136-7 All Saints Street.

identified fabric in 37 of the present day houses is of 17th-century date, despite the fact that The Suburb (George Street, John Street and the southern extension to Winding Street: see section 4.3.3), which was colonized at this time, saw significant redevelopment in the 19th century.²⁹⁸ Almost all the 17th-century houses are timber-framed (the fact that Torfield House, High Street, of c.1600 was known as the Stone House reflected the rarity of stone construction²⁹⁹), and elaborate jettied façades were a feature. Although heavily restored, the exposed timber framing at 136-7 All Saints Street is the best surviving exposed example of such elaboration. The first floor has a continuous jetty with console brackets (of which two survive) and oriel windows, above which the southern (and original) gable is jettied out: the modified then restored northern gable would have matched. 42-42a High Street is another early 17th-century example with exposed timber framing, albeit in the close-studded continuous jetty (again with brackets) along its Courthouse Street elevation: this has a substantial flush window.

The comparative rarity of identifiable early to mid-18th-century houses contrasts with the

number of apparently late 17th-century houses and, given the continuing growth of the town (see section 3.3.1), suggests that several such timber-framed buildings in fact date from after c.1700. Certainly, 120 All Saints Street shows continuation of timber-framed construction in Hastings into the early to mid-18th century. Six other buildings can be reliably identified as dating c.1700-50, and are largely of brick. The most substantial buildings are Old Hastings House and the Stables Theatre, at the north end of High Street. The former is an early 18th-century house built in Flemish bond brick with stone dressings. It has two main storeys and seven bays, with a central doorway (which has a Tuscan columned porch). A matching third storey and parapet obscures the fact that three windows at this level light dormers, and the remaining windows are dummies.³⁰⁰ The Stables Theatre was built in 1739-46 to provide stables for Old Hastings House, and is a large brick C-shaped (later extended to H-shaped) building, with brick pilasters to the wings. 105 High Street forms part of the continuously built-up street front, and is a wide five-bay two-storeyed brick house of the early 18th century, with a brick plinth and stringcourse (the latter broken above the central door). Remodelling of earlier timber-framed buildings also occurred in this period, with surviving examples including 34-34a High



Fig. 33. Old Hastings House, High Street.



Fig. 34. The Stables Theatre, High Street.

Street (with rusticated quoins and a rendered façade), and 9 High Street (which has a three-bay brick façade).

4.3.2 Excavations

Several excavations have revealed additional details of the form and extent of the **town wall**. Some of these have assumed that the wall is of 14th-century date, but none have produced archaeological evidence to show that it predates the 16th century. Repairs to the exposed wall to the north of Hastings Wall Flats and the Royal Standard in 1980 were accompanied by minor archaeological investigations. These included a sondage against the north face of the wall, in the length north of the Royal Standard. This showed that here the lower part of the wall was thinner than to the west, at c.900-1100mm.³⁰¹ A small trench dug in 1984 on the site of 59a High Street (demolished in 1983).³⁰² Although the excavator appears to have mistaken the partial remains of the wall for a curving bastion of a substantial gate (i.e. the Seagate), the excavation was useful in that it confirms the angled wall in this area, noted on 19th-century maps.³⁰³ An excavation to the north of the wall, to the rear of 57 High Street, was carried out in 1992. The excavator assumed that the wall was 14th-century in date, but adduced no evidence for this. More usefully, the partly exposed wall was

observed as at least 1.8m in width.³⁰⁴ In 1998 a watching brief in a trench dug in the road north-east of the Royal Standard revealed remains of a wide section of the town wall (2.6m wide) that lay to the east of the Bourne Gate. Limited dating evidence included an unabraded 16th-century pottery shred on the surface cut by the foundation trench for the town wall: this is consistent with, but not proof of, a 16th-century date for the wall. Petrographic analysis of the stone by Bernard Worssam concluded that the fine-grained laminated sandstone of which the wall is constructed probably derives from beds in the Wadhurst Clay, and is similar to Tilgate stone. The watching brief also showed that the route of the Bourne stream was moved westwards from its 17th-century and earlier route to the Bourne gate when culverted in the 19th century.³⁰⁵ A watching brief at 4 Winding Street in 2007 exposed a section of the north face of the town wall, which here varied from 2.5m to 2.8m in width. The upper part of the town wall foundation trench contained pieces of peg tile that were dated to the mid-16th to 18th centuries. Although consistent with creation of the wall in the mid-16th century, rather than substantially earlier, the excavator suggested that this may result from thickening of a late 14th-century wall in the mid-16th century: again no evidence for this was adduced.³⁰⁶

An evaluation in 1998 and a watching brief in 2000 at **7 High Street** revealed evidence of sandstone footings of a building, which probably date from the 17th century.³⁰⁷ The 1988 excavation of the **Phoenix Brewery**, Bourne Street (now The Bourne), revealed that medieval occupation (for which, see sections 4.1.2 and 4.2.2) continued after 1500. Features of this period include cesspits (one of which was stone-lined and went out of use in the late 16th or 17th century), and a barrel-lined well or cesspit of probable 16th-century date. Finds include an assemblage of glass vessels, mostly from the late 16th and early 17th centuries; a large assemblage of over 4,000 animal bones (with a large proportion of cattle bones perhaps reflecting the proximity of the cattle market; the numerous horn cores suggesting leatherworking, with the shambles nearby; and the fish bones – of which 691 were from the stone-lined pit – including herring, sprat, eel and dory).³⁰⁸

4.3.3 Topography (Maps 12-14)

While the plan of Old Town remained largely unchanged north of the town wall, Hastings saw significant growth to the south-west in the area below the cliff. Coastal erosion here appears to have ceased by the mid-16th century, and a



Fig. 35. East Cliff House, 74 All Saints Street.

coastal road was established between Old Town and the Priory valley. There was little development outside the town wall until the beach there was granted to the corporation in 1589, but thereafter building expanded south-westwards along what is now George Street. From the second quarter of the 17th century, The Suburb, as it was known, grew eastwards in front of the town wall itself, with the formation of John Street. Initially the development in front of the wall took the form of fishermen's sheds, but by the late 17th century these had been pushed further south as houses were built in John Street. In 1670 the extramural suburb had 61 houses and grew further in the late 17th century and early 18th century. In 1674 the rope-walks were located on the beach west of the new houses, extending from the west fort towards Cuckoo Hill (i.e. near the present pier).³⁰⁹

4.4 The emerging resort c.1750-1850 (Maps 14-15)

4.4.1 Buildings

Although the second half of the 18th century saw no large scale resort developments - such as rows of grand lodging houses - 67 surviving buildings of this period have been identified, mostly within the existing extent of the town (see

below, section 4.4.2), which implies both rejuvenation and increasing density in the houses. Increasing density of occupation is certainly corroborated by the number of taller houses compared to earlier periods: 39 of the late 18th-century houses have three or more storeys, while almost all of the two-storeyed examples have attics (typically with dormer windows), which may be primary. With so few pre-1800 dedicated resort buildings (see section 3.4.1) it is perhaps unsurprising that none have survived. Notable losses include the Swan Rooms of 1772, lost when the Swan Hotel, 64 High Street, was rebuilt in 1879 (and its successor bombed in the Second World War).³¹⁰ East Cliff House, 74 All Saints Street, however, is a key survival from the earliest days of the resort. Built c.1762 on the site of the East Fort by Edward Capel, it is an early example of a sea-facing villa. The main elevation is of brick above a ground floor of rusticated stucco, with two-storeyed canted bay windows linked by an iron balcony. The principal level is set above the old gun platform (since modified to form a row of shops).³¹¹ Brick dominates construction insofar as this can be determined with around a third the buildings stuccoed. Timber framing persisted, albeit as a means of supporting more fashionable cladding. Crofthaven, 1 The Croft, is a good late 18th-century example, clad in



Fig. 36. 111 High Street.



Fig. 37. 10-13 Wellington Square.

shingles, and with a bow window rising through three storeys. At 111 High Street the first -floor weatherboarding has been removed, exposing the light timber framing above a brick ground floor. Weatherboarding and tile-hanging are both used on buildings of this period. Croft House, The Croft, is a substantial three-storeyed house, with attic, of six bays and with three full-height canted bay windows, all clad in yellow mathematical tile.

The rapid expansion of the population at the resort in the early decades of the 19th century (see section 3.4.1) saw increased building activity. Despite the demolition of many key buildings of this period (such as the town's first purpose-built theatre, in Bourne Street, built in 1825, converted to a chapel in 1834 and demolished in 1939³¹²), there are many more survivors from this period than from the late 18th century. Old Town saw replacement of earlier buildings with substantial lodging houses. Good examples of groups survive at Nelson Buildings, 78-81 High Street, of c.1817, which comprise four townhouses with the central pair slightly recessed, of four storeys (plus attics and semi-basement), and with iron balconies, and, at no. 81, a surviving three-storeyed bow window; 55-7 Croft Road, which comprises a four-storeyed terrace, with basements and attics, and both

bow and canted bay windows; and 1-6 Trafalgar Cottages, Tackleway, which is a terrace with squared bay windows rising through three storeys, above the eaves of the main roof. More ambitious is Wellington Square, begun to the west of the town just before 1820, which has houses ranged around three-sides of a seaward-facing square. Some consistency is achieved by use of stucco, and widespread adoption of rusticated ground floors, iron balconies at the first floor, and parapets, but the variety is considerable and evidently the result of different builders. Pelham Crescent, by contrast, is a unified scheme, designed by Joseph Kay for Thomas Pelham, Earl of Chichester, and built in 1824-8 (see Fig. 13).³¹³ The development included the new church of St Mary in the Castle as its centrepiece, with its grand Ionic portico. This is flanked by the townhouses of the crescent, which are four-storeyed with hooded iron balconies on the first and second floors, and Diocletian windows to the top storey. In front of the houses a contemporary single-storeyed arcade of shops (originally including seawater baths) survives (accommodated below the ramped access to the crescent) albeit with most of its rusticated arched windows and doors modified by later shop fronts (see Fig. 12).



Fig. 38. 1-6 Trafalgar Cottages, Tackleway.



Fig. 39. 31 Croft Road.

Nearby rows of early 19th-century houses survive at 46-62 Castle Hill Road (where varied stucco-fronted houses, with bow windows and canted bays, combine with the flat-fronted elevation of nos. 46-8, which is clad in black mathematical tiles); and the more modest but uniform Wellington Terrace. 1-11 Portland Place (two-storeyed stuccoed fronts, with ground-floor canted bay windows, parapet, and dormer-windowed attics). Further west, 16-20 White Rock represents the eastern end of a once more extensive seafront terrace, stuccoed, and with its three-storeyed plus basement elevation alternately projecting and recessed. Individual buildings of note include 12-13 York Buildings (four storeyed, with a pair of three-storeyed bow windows above the modern shop front, clad in mathematical tiles); and 31-3 Croft Road (a large three-storeyed corner pair of houses, with basement, given a double curved form, with rainwater heads dating to 1821 and 1822). Industrial buildings include the brick-built warehouse to the rear of 33 High Street (c.1810). Civic or institutional buildings of the period include the Old Town Hall, 69 High Street (with a ground-floor arcade, formerly open, of five semicircular arches: see Fig. 15); and the Old Hastings Club, 39a High Street (with a rusticated ground floor supporting a two-storey

Ionic-column balcony, of c.1820). In addition to Kay's new church of St Mary in the Castle (see above), surviving ecclesiastical buildings within the EUS study area from 1800-50 comprise the former Ebenezer Calvinist Strict Baptist chapel, Ebenezer Road (dated 1817), in stuccoed Neo-Classical style, with a pediment and raised pilaster-like quoins; and the Neo-Classical stuccoed Baptist church, Wellington Square (1838).

4.4.2 Topography (Maps 14-15)

The growth of the nascent resort at Hastings in the second half of the 18th century, saw the population rise (by perhaps as much as 17% in the core parishes of St Clements and All Saints from its level in 1724: see section 3.4.1), although this growth was largely contained within the earlier extent of Old Town, and its George Street and John Street area suburb. By 1800 the beach-based ropewalks to the west of the west fort had attracted further informal and illegal settlement, concentrated at America Ground (the area at the mouth of the Priory valley Old Roar Stream). More substantial and permanent settlement to the north of this (i.e. within Priory valley) followed in the early 19th century and included the large-scale schemes of Wellington Square (begun just before 1820), and Pelham

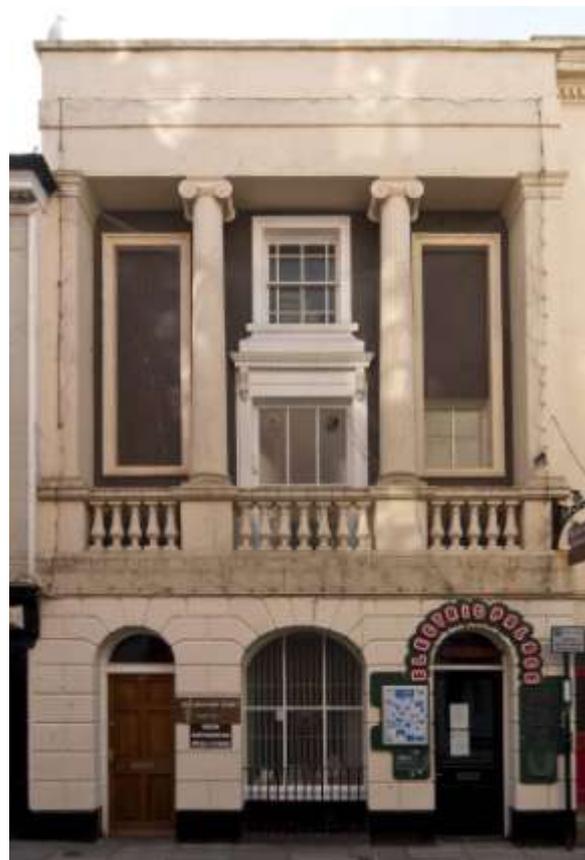


Fig. 40. The Old Hastings Club, 39a High Street.



Fig. 41. The fishermen's nets, viewed from West Hill.

Crescent (1824-8): see section 4.4.1. This was followed in 1828 with the beginning of development at St Leonards. This new resort was linked to Hastings proper by a coastal road that skirted the promontory of White Rock c.175m east of the present pier. The road was often impassable, largely it seems as a result of rock falls, so the promontory was removed in 1834-5. This rendered the mouth of the Priory valley to the east less protected, and flooding followed. As a consequence the decision was taken in 1836 to drain the Priory marshes and to culvert the Old Roar stream, thus reclaiming land for subsequent expansion of the resort (see below, section 4.5.1).³¹⁴ Although the present location of the majority of the fishermen's net shops to the south of East Parade and Rock-a-Nore Road dates to the period 1824-34, subsequent fire in 1846 and storms in the 1870s and 1880s have been the cause of substantial rebuilding.³¹⁵

4.5 Expansion: c.1850-2010 (Maps 3-5 and 15)

4.5.1 Buildings and topography

The majority of the buildings in Hastings date from this period, partly as a result of loss of

earlier buildings, but mainly through expansion in the form of 19th and 20th-century suburbs. This expansion has seen the 19th and 20th-century town absorb the earlier hamlets of Ore and Gensing, but no significant medieval villages (as occurred, for example, at Brighton and Hove, and Worthing). As a result of this growth Hastings has become part of a 12km-long built-up coast extending westwards from Hastings, and including St Leonards and Bexhill. Like Hove in relation to Brighton, the separate identity of St Leonards has become eroded, largely due to the merging suburbs. St Leonards, which had been developed from 1828 (see section 3.4.1), remained physically joined to Hastings only by the single row of seafront houses of Eversfield Place long after it lost its formal status as an independent town (1875) and demolition of the demarcating St Leonard's Archway (1895³¹⁶), with the inland suburbs of the two places merging since 1945 as a result of development north-west of Blacklands, at Silverhill Park, and at Hollington.

The railway station built at Hastings in 1851 (replaced in the early 1930s) was located just west of the Priory valley developments of the early 19th century. This coincided with redevelopment of America Ground to the south. This area of informal settlement and ropewalks had befittingly been drained of Priory marshes



Fig. 42. The Queen's Hotel, Carlisle Parade.



Fig. 43. Holy Trinity, Robertson Street.

from 1836 (see above section, 4.4.2), and was cleared in 1850 to make way for new housing development that included the seafront buildings of Carlisle Parade and, set back behind a shallow square, Robertson Terrace: although the eastern two-thirds of Robertson Terrace has been replaced, the remainder of the 1850s and early seafront development here survives, comprising five-storey houses (the eastern end of Carlisle Parade having been built in 1858-62 as the Italianate-styled Queen's Hotel³¹⁷) with balconies and part-octagonal turrets at intervals and corners. To the north the redevelopment of America Ground saw the building of Robertson Street, Claremont, Trinity Street, and Linton Terrace (Cambridge Road), creating a commercial centre within the new town by the early 1860s (with development including the surviving, albeit converted, Neo-Classically detailed former Music Hall of 1858: see Fig. 21). In the midst of this development, on an oddly shaped site, stands the church of Holy Trinity, built in the Decorated style (by Samuel Sanders Teulon, 1857-62³¹⁸), with a polygonal apse and, added in 1892, an almost freestanding hexagonal vestry. To the north of this, by 1875 development had advanced along curving Havelock Road, which linked to the station, with numerous surviving four-storey terraced houses

with full-height canted bays. Contemporary, but more modestly-scaled, houses were built along the near-parallel Priory Street, Middle Street and Station Road (all largely demolished). Beyond the cricket ground of 1872, the early 19th-century housing north of Wellington Square was expanded by 1875, by the creation of St Andrew's Square and its radiating roads (c.1865-70), and terraced houses along and off Queen's Road, to the north of Stonefield Place. Although St Andrew's church was demolished in 1970,³¹⁹ along with housing to the north on the west side of Queen's Road, much of the housing survives in the St Andrew's Square and Queen's Road area, predominantly in the form of three-storey terraces with canted bay windows. To the east of Queen's Road, contemporary development along the west side of Stonefield Road comprises modest two-storey workers' terraced housing, typically stuccoed or painted brick with one window to each storey. The construction of Eugenius Birch's cast-iron pier at White Rock in 1869-72 (surviving, albeit currently closed), was a major addition to the resort at this time and confirmation of the westwards shift of the resort focus of Hastings towards St Leonards (which itself saw substantial eastwards expansion with the gridded development of the Warrior Square area in 1853-80). Other resort, commercial and civic buildings followed the westward trend, with



Fig. 44. National Westminster Bank, 30 Havelock Road.



Fig. 45. Former Palace Hotel, 34-6 White Rock.

surviving examples including purpose-built bank (now National Westminster) at 30 Havelock Road (stone built, with four large Ionic columns rising through two storeys above a rusticated ground floor: c.1870); the Gaiety Theatre, Queen's Road (red brick and stone dressings, in Louis XVI style: 1881-2³²⁰); the Brassey Institute, Claremont (red brick with stone dressings, in a loosely Venetian Gothic style, by W. L. Vernon, 1880: the adjacent former printing works forms part of Vernon's scheme); the former Palace Hotel, 34-6 White Rock (stuccoed and balconied nine-storey building in flamboyant and eclectic French, Renaissance and Baroque style, by Arthur Wells: 1886³²¹); and, as the clearest statement of the decreased importance of Old Town, the new town hall (rubble and ashlar stone building, in the Early English style Gothic: 1880-1: see Fig. 18).

Although Old Town saw no expansion or significant redevelopment in the second half of the 19th century, some building did continue. Notable buildings of the period include 47 All Saints Street (red brick Tudor style, c.1850); 39a Tackleway (built as the Ragged School in 1863, later a parish hall); and 101 All Saints Street (Gothic style, dated 1864). Surviving churches from the period comprise the Fishermen's church

of St Nicholas, Rock-a-Nore Road (sandstone rubble, in simple Early English style, 1854); and the Roman Catholic church of St Mary Star of the Sea, High Street (Perpendicular-style building in flint-rubble with stone dressings, by Basil Champneys: 1882³²²).

By 1900 St Leonards had seen suburban expansion reach Bulverhythe on the west, and, via Bohemia and Silverhill, Hollington on the north. Much of the new housing was densely packed in the form of semi-detached and terraced housing, but more spacious detached villas were built, especially in the Hollington Park area. The development of Priory valley had expanded to the north-west, following the change in direction of the valley (the Old Roar Stream running through Alexandra Park, opened 1882), and to the north-east at West Hill. The latter linked to suburbs at Halton and, increasingly scattered (though, where they occur, concentrated in the form of modest terraced and semi-detached houses) suburbs stretching to Ore and Clive Vale. The period from 1900-14 saw little change to this pattern, reflecting the decline in population of 7% in the first decade of the 20th century (see section 3.5.1).

The extent of Old Town saw almost no change in the late Victorian and Edwardian periods, and it remained separate from the suburbs to the north. Within the historic town, however, there

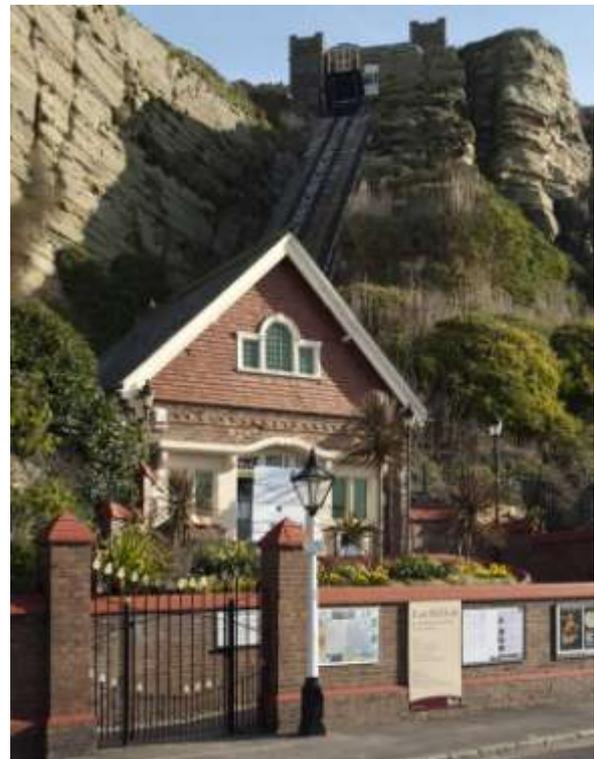


Fig. 46. East Hill lift.



Fig. 47. The White Rock Pavilion.

were significant resort developments in the form of the two funicular railways, which provide access from Old Town to the castle and East Hill. The West Hill Lift opened in 1891, and provides access to the castle from the west end of George Street by a 140m-long brick tunnel. The steeper East Hill Lift is in a cutting, and opened in 1903.³²³ On the western edge of Old Town, below the castle cliff, the substantial Empire Theatre, opened in 1899 (removing much of early 19th-century Pelham Place): although now The Deluxe (a bingo and amusement centre), the upper storeys of Ernest Runtz's ornate terracotta frontage survive.

Although in 1921 the population had recovered to its 1901 level (see section 3.5.1), the lack of growth thereafter in the inter-war years saw the extent of the suburbs remain largely unchanged. Resort buildings from the period, designed to encourage revival, include the White Rock Pavilion, designed in a Spanish colonial style, with a curved façade and deeply projecting eaves of the corner pavilions (C. Cowles-Voysey and H. S. Morgan: 1913-27³²⁴). To the west, outside the EUS study area, the curved, ship-like, modernist 14-storey Marine Court dominates the frontage of St Leonards (Dagleish & Pullen, 1937-8³²⁵). There was no comparable resort development in the historic core of Hastings, although the seafront did gain the surviving boating lake and an adjacent paddling pool. The most substantial development in the

Old Town in the interwar years resulted from clearance of slums (themselves largely a product of the westwards shift of fashionability at Hastings) in the 1930s. This saw loss of historic houses throughout Old Town, such as the entire row at 15-26 All Saints Street, but was concentrated in the area around the southern end of what is now The Bourne, with loss of John Street, the southern part of Winding Street, and most of the north side of East Bourne Street.³²⁶ The three-storey brick-built Hastings Walls Flats were built on the site of John Street in the 1930s, presumably providing accommodation for those displaced by the demolitions. To the north, the Wesleyan Methodist church, Bourne Street, (in the former theatre) was rebuilt in red brick and stone in Neo-Georgian style (1939-40). A similarly conservative approach was taken with the Cutter, 12-13 East Parade (a public house first recorded in 1794³²⁷), largely rebuilt in 1927.

The bombings of the Second World War, saw extensive damage to, and destruction of, buildings across the whole town (see section 3.5.1), with notable losses in Priory valley including the Albany Hotel, Robertson Terrace (replaced by Albany Court flats, by Sir John Burnet, Tait, Wilson & Partners, 1961-3³²⁸), and in the Old Town including 15th-century 20 High Street; 15th-century 46 High Street; 17th-century or earlier 55 High Street; the Swan Hotel, High Street, albeit as rebuilt in 1879; and 15th-century



Fig. 48. Priory Meadow shopping centre.

70 High Street.³²⁹ The most radical change to the plan of Old Town since the 14th century, however, took place in the early 1960s when the

A259 was given a new route broadly following the Bourne stream, located between and parallel to the High Street and All Saints Street. This saw demolition of houses in preparation for the new route from 1953 onwards.³³⁰ Other post-war demolitions have included the Castle Hotel of 1816, demolished in 1964 to make way for a supermarket (Tesco, now Pound-Stretcher);³³¹ the Railway Hotel, Havelock Road, of c.1851, which was demolished in 1965;³³² St Andrew's church, Queen's Road, (1869) and the adjacent polychrome brick Old Hastings Gas Offices of 1878, which were demolished in 1970 (now the site of Morrisons supermarket);³³³ and the Albert Memorial Clock Tower, of 1862, at the junction of the radiating streets in the modern town centre in Priory valley, which was removed following damage to the top in 1973.³³⁴ The central cricket and recreation ground was built over by the Priory Meadow shopping centre from c.1989.

Outside the EUS study area, the post-1945 expansion of Hastings and St Leonards has been considerable. Much of this has involved infill within the scattered pre-1900 suburbs (see above). Newly developed areas of previous open countryside include the Church Wood/Marline Wood area west of Hollington, Little Ridge (north-west of Silverhill Park), and in the Fern Road area (west of Hollington Park).

5 STATEMENT OF HISTORIC URBAN CHARACTER

5.1 Town summary

5.1.1 Historic environment overview

The varied fortunes of the medieval port of Hastings, which saw recoveries in the 17th century and, especially, with the reinvention of the town as a resort from c.1750, are reflected in its historic fabric, with preservation helped by the fact that 19th and 20th-century development has tended to add to rather than destroy the earlier town. Old Town preserves numerous late medieval and post-medieval buildings, including the churches of All Saints and St Clements, and fragments of the town wall. Less visible is the archaeological evidence of the earlier town, and the potential of this archaeology has begun to be realized through a series of excavations.

5.1.2 Historic environment designations (Map 6)

There are 410 listed buildings, or groups of buildings, or structures in the EUS study area (one Grade I, 9 Grade II*, and 400 Grade II). Of these, 34 predate 1500; five are 16th century; 37 are 17th century; 76 are 18th century; 212 are early 19th century (this includes groups of terraced houses); 33 are from 1841-1880; 12 are from 1881-1913; and one is from 1914-45.³³⁵ There are also two important 15th-century buildings that have not been listed.

Hastings has three Conservation Areas within or partly within the EUS study area. The castle is a Scheduled Monument within the EUS area. Just outside the EUS study area, the Iron Age hillfort on East Hill is also a Scheduled Monument.

5.1.3 Historic building materials

The castle is the only building that predates partial loss of the town to coastal erosion (mainly on the 13th and 14th centuries) and the French sacking of Hastings in 1377, and is built of local sandstone and Caen stone. The two surviving late medieval parish churches of All Saints and St Clements are also of stone, but, otherwise, the late medieval buildings are all timber framed, as are the few 16th-century houses (although the town wall, which appears to date from the 16th century, is of local sandstone). The more numerous surviving examples of 17th-century buildings are almost all timber framed. In the 18th

century brick emerged as the dominant building material in the town, with most examples dating from late in the century. It is frequently used in conjunction with weatherboarding and tile-hanging. Clay tiles are used for roofs, tile-hanging, and mathematical tiles (of which there are ten identified examples, one of the late 18th century, and the rest early 19th century).

5.2 Historic Character Types

5.2.1 Historic Character Types and chronology (Maps 9-16)

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 9-14) 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 Hastings (Maps 15 and 16)

Although Historic Character Types represent county-wide types, modern Hastings 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 *regular burgage plots* reflects the fact that Old Town was a new part of the town established in the Norman period, and probably expanded northwards with a planned extension in the 13th and 14th centuries.

5.3 Historic Urban Character Areas (Map 17)

5.3.1 Defining Historic Urban Character Areas (HUCAs)

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

Thus, HUCA 3 in Hastings combines five Historic Character Types that represent *regular burgage plots* dating from Period 5 (1066-1149) and Period 6 (1150-1349), *irregular historic plots* that date from Period 9 (17th century) and Period 10 (18th century), *public buildings* and areas that date from Period 9 (17th century) and Period 15 (1946-present), *suburb* that dates from Period 13 (1881-1913) and Period 15 (1946-present), and *light industry* that dates from Period 15 (1946-present). Combining this complexity into a single HUCA called *High Street* reflects the largely coherent character of the area today. This coherence renders HUCAs suitable spatial units for describing the historic environment of the EUS towns, for assessing their **archaeological potential, Historic Environment Value** and for linking to **research questions**.

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

5.3.2 Archaeological potential

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

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

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

5.3.3 Historic Environment Value (Map 18)

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 Hastings Borough.

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 Hastings (below, section 6). This referencing links these key questions to specific HUCAs, helping ensure that any investigation of the historic environment (such as that as a condition of development, under PPG15 or PPG16) is properly focused.

5.3.6 Historic Urban Character Areas of Hastings (Map 17)

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

HUCA 1 Castle (HEV 5)

HUCA 1 is on a promontory (West Hill) between the Bourne valley (Old Town) and Priory valley (the modern town centre), and comprises the ruinous remains of the motte and bailey castle, erected on this site by c.1069, and modified and rebuilt (and partly lost to cliff erosion) thereafter, and the associated collegiate church of St Mary (probably founded c.1086). The remains of the castle and church are listed (Grade I), and most of the castle site forms part of a larger Scheduled Monument: this extends east of the known extent of the medieval castle, to encompass the possibly more extensive Iron Age hillfort or enclosure that underlies the castle. Upstanding remains of the late 11th-century church include the nave, the tower and the chancel, with the most substantial elements (the western narthex and the eastern tower arch) representing additions of the 12th century and early 13th century respectively. The castle remains comprise a substantial length of the curtain wall, which includes the east gate (of

probable early 13th-century date), and earthworks (which include the probable late 11th-century motte and, to the east, ditches and ramparts).

Excavations with little or no archaeological procedure and record have taken place at the castle in 1824 (when much of the presently exposed masonry of the church was uncovered) and before 1909, but the most significant modern excavation (in 1968) demonstrated the remaining high **archaeological potential** of the castle (for both prehistoric and medieval archaeology), and was itself not sufficiently large-scale to seriously reduce the potential.

The survival and condition (i.e. though ruinous it has not been redeveloped) of the Norman castle; the preservation of the 11th-century church; the visibility and accessibility of the historic fabric; and the archaeological potential combine to give this HUCA the very highest **Historic Environment Value (HEV)** of 5.

Although long ruinous, the castle has seen some destructive developments over the last 200 years in the form of non-archaeological excavations and creation of features to support its function as a popular tourist attraction. However, the protection of the site (through Ancient Monument status) means that **vulnerability** is low.

Research questions especially relevant to this HUCA relate to the castle (RQ10, RQ23).

HUCA 2 All Saints Street (HEV 4)

HUCA 2 comprises much of the eastern part of Old Town, extending northwards from the line of the town wall to All Saints church (for which see HUCA 5), and rising eastwards from the Bourne (i.e. the 1960s' road built along the line of the Bourne stream) up the valley side to Tackleway (with the open space of East Hill beyond). The southern part of the HUCA formed part of the initial Norman settlement of the Bourne valley, with the northern part comprising a planned expansion of the 13th and 14th centuries. All Saints Street was, and remains, the principal thoroughfare, with Tackleway originally a service road at the rear of plots and only developing a frontage as a result of infill development in the early 19th century. Today the south-western part of the HUCA has a partly commercial function, but otherwise it is largely residential in character.

There are 86 listed buildings, or groups of buildings, (all Grade II) of which 10 are Period 7 (1350-1499), one is Period 8 (16th century), 19 are Period 9 (17th century), 11 are Period 10 (18th century), 35 are Period 11 (1800-40), eight

are Period 12 (1841-80), and two are Period 13 (1881-1913). Of particular note are the six probable examples of late medieval Wealden houses, of which the external timber framing is visible at 51, 59 and 125 All Saints Street. 58 All Saints Street is one of the few early 16th-century townhouses to survive, and the only example with its timber framing exposed (here showing the continuous jetty). Although heavily restored, the exposed timber framing at 136-7 All Saints Street is the best surviving exposed example of the elaborate jettied façades that were a feature of 17th-century Hastings: the first floor has a continuous jetty with console brackets (of which two survive) and oriel windows, above which the southern (and original) gable is jettied out.

Burgage plots are reasonably well preserved, although they have been partly lost at the rear of houses on the west side of All Saints Street due to the construction of The Bourne (opened in the early 1960s).

Although there have been no significant archaeological excavations in the HUCA, the good survival of medieval and post-medieval buildings suggests that the **archaeological potential** of this HUCA is high.

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

HUCA 2 has seen significant change since 1900, with demolitions in the 1950s preceding the building of The Bourne, and some infill development, such as that to the rear of 38-50 All Saints Street. There is little scope for additional infill, but the presence of numerous 19th-century unlisted buildings (susceptible to replacement), the risk of internal changes to listed buildings (especially where commercial buildings are converted to residential use), and the high Historic Environment Value suggest that the **vulnerability** is medium.

Research questions especially relevant to this HUCA relate to the origins of the Norman Bourne valley settlement, origins of the street plan and the development of burgage plots (RQ7, RQ15, RQ16).

HUCA 3 High Street (HEV 4)

HUCA 3 comprises much of the western part of Old Town, extending northwards from the line of the town wall to the point where the continuously built-up street front ceases (i.e. south of Torfield Close), and rising westwards from the Bourne (i.e. the 1960s' road built along the line of the Bourne stream) up the valley side to Hill Street,

part of Croft Road, and The Croft. The southern part of the HUCA formed part of the initial Norman settlement of the Bourne valley, with the northern part comprising a planned expansion of the 13th and 14th centuries. High Street was, and remains, the principal thoroughfare. Today the southern part of the HUCA has a largely commercial function, but moving northwards the residential character becomes increasingly dominant.

There are 105 listed buildings, or groups of buildings, (all Grade II) of which 19 are Period 7 (1350-1499), three are Period 8 (16th century), 13 are Period 9 (17th century), 28 are Period 10 (18th century), 35 are Period 11 (1800-40), and seven are Period 12 (1841-80). Additionally there are two important non-listed buildings, at 21 and 31 High Street, which are both 15th-century Wealden houses. There are seven other late medieval Wealden houses, with external timber framing best preserved at mid-15th-century 102-3 High Street. 31 The Bourne is one of the more clearly specialized urban, or commercial, medieval buildings in the town: it is a late 15th-century house, built with a two-bay shop on the ground floor (of which evidence of the four front windows survives), a single bay room to the rear, and jettied first-floor chambers. 42-42a High Street is an example of early 17th-century exposed timber framing, with a close-studded continuous jetty along its Courthouse Street elevation: this has a substantial flush window. Later buildings include the lodging houses at Nelson Buildings, 78-81 High Street, of c.1817, which comprise four townhouses with the central pair slightly recessed, of four storeys (plus attics and semi-basement), and with iron balconies, and, at no. 81, a surviving three-storeyed bow window.

Burgage plots are reasonably well preserved, although they have been partly lost at the rear of houses on the east side of High Street due to the construction of The Bourne (opened in the early 1960s).

Minor archaeological investigations in the HUCA (with several just north of the town wall), and the good survival of medieval and post-medieval buildings suggest that the **archaeological potential** of this HUCA is high.

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

HUCA 3 has seen significant change since 1900, with bomb damage affecting several historic buildings (including loss of 15th-century houses

at 20, 46 and 70 High Street; and the Swan Hotel, High Street, albeit as rebuilt in 1879) and more substantial demolitions in the 1950s preceding the building of The Bourne. There is little scope for infill, but the presence of several 19th-century unlisted buildings (susceptible to replacement), the risk of internal changes to listed buildings (especially where commercial buildings are converted to residential use), and the high Historic Environment Value suggest that the **vulnerability** is medium.

Research questions especially relevant to this HUCA relate to the origins of the Norman Bourne valley settlement, origins of the street plan and the development of burgage plots (RQ7, RQ15, RQ16).

HUCA 4 Croft Road (HEV 4)

HUCA 4 lies on the western valley side of Old Town, rising to the rear of the High Street properties, and flanked on its western side by the open space of West Hill. The south-eastern part of the HUCA formed part of the initial Norman settlement of the Bourne valley, with St Clements church re-sited here in the late 13th century due to coastal erosion of its former site to the south. Much of the HUCA was only developed in the late 18th and early 19th centuries, in the form of comparatively spacious villas and lodging houses. Today the area is almost entirely residential.

There are 48 listed buildings, or groups of buildings, and structures (one Grade II*; and 47 Grade II) of which three are Period 7 (1350-1499), one is Period 9 (17th century), 10 are Period 10 (18th century), 31 are Period 11 (1800-40), two are Period 12 (1841-80), and one is Period 13 (1881-1913). The church of St Clements is the most significant building (Grade II*). The present church is largely as rebuilt in the late 14th or early 15th century. It has an irregular plan largely arising from its constrained site, most obviously manifested in its angled west wall. It is a hall church with no structural distinction between the nave and chancel, with arcades of seven bays extending the whole length and opening into north and south aisles. At the west end of the south aisle there is a substantial square tower. 9-13 Croft Road and 23 Hill Street are 15th-century Wealden houses, although timber-framed construction is more evident externally at mid-16th-century 1-3 Hill Street, where close-studding is visible: the building appears to have comprised three separate two-storeyed single-bay units only later connected, perhaps representing three shops with chambers over. Good examples of early

19th-century houses survives at 55-7 Croft Road, (four-storeyed terrace, with basements and attics, and both bow and canted bay window) and 31-3 Croft Road (a large three-storeyed corner pair of houses, with basement, given a double curved form, with rainwater heads dating to 1821 and 1822).

Burgage plots are poorly preserved, with the best examples immediately west of St Clements church.

Although there have been no archaeological excavations in the HUCA, the survival of several medieval and early post-medieval buildings suggests that the **archaeological potential** of this HUCA is locally high in the south-eastern area, but otherwise moderate.

The surviving historic buildings, and the completeness of the historic street-fronts combine with the archaeological potential to give this HUCA a high **Historic Environment Value (HEV)** of 4.

There has been little development in HUCA 4 since 1945, although there has been some infill. The considerable Historic Environment Value of the area, however, means that **vulnerability** is medium, with the main threats being further infill within existing gardens, and redevelopment of unlisted 19th and 20th-century buildings, and to subsurface interventions through extensions and garden features.

Research questions especially relevant to this HUCA relate to the origins of the Norman Bourne valley settlement, origins of the street plan, the development of burgage plots and development of churches in the town (RQ7, RQ9, RQ15, RQ16, RQ24).

HUCA 5 All Saints' church (HEV 4)

HUCA 5 comprises the northern end of medieval Old Town, where All Saints Street and High Street (and, since construction in the 1960s, The Bourne) converge. With the exception of inter-war housing at All Saints' Crescent, the HUCA remains largely detached from the 19th and 20th-century suburbs to the north. The church was established in or by the 15th century, very probably representing relocation from a site at the south of Old Town affected by coastal erosion. To the west (i.e. on the west side of High Street) three substantial mansions were built at the entrance to the town, probably in the 16th century (although earlier origins cannot be ruled out): the northernmost of these (Titus Oates' house) was largely demolished in the late 19th century. The area remains largely residential.

There are 11 listed buildings or structures (three Grade II*; and eight Grade II) of which one is Period 7 (1350-1499), one is Period 9 (17th century), seven are Period 10 (18th century), one is Period 11 (1800-40), and one is Period 13 (1881-1913). All Saints' church (Grade II*) was described as 'new' in 1436, and the surviving fabric is certainly consistent with a complete rebuilding of the early 15th century. The nave is of four bays, with north and south aisles, and a west tower. Above the chancel arch is a 15th-century Doom painting. 12th-century stones with chevron and cable mouldings are built into the 15th-century walls, suggesting salvage from the earlier church. Old Hastings House, High Street, is an early 18th-century mansion built in Flemish bond brick with stone dressings (Grade II*). It has two main storeys and seven bays, with a central doorway (which has a Tuscan columned porch). A matching third storey and parapet obscures the fact that three windows at this level light dormers, and the remaining windows are dummies. The Stables Theatre (Grade II*) was built in 1739-46 to provide stables for Old Hastings House, and is a large brick C-shaped (later extended to H-shaped) building, with brick pilasters to the wings.

Although there have been no significant archaeological excavations in the HUCA, the survival of several medieval and post-medieval buildings suggests that the **archaeological potential** of this HUCA is moderate to high.

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

HUCA 5 has seen significant change since 1945, most notably with the building of The Bourne (opened in the early 1960s) and dense residential redevelopment of the southern part of the grounds of Old Hastings House (i.e. Torfield Close), and extension of Old Hastings House. There is limited scope for further infill development, suggesting that the **vulnerability** is low.

Research questions especially relevant to this HUCA relate to the origins of the Norman Bourne valley settlement, and development of churches in the town (RQ7, RQ9, RQ15, RQ24).

HUCA 6 George Street (HEV 3)

HUCA 6 developed as a largely post-medieval suburb extended south-west from the town wall below the cliff. George Street was developed early in the late 16th and 17th-century building of what was known as The Suburb, and remains a

main street, albeit, for vehicles at least, bypassed by early 19th-century Marine Parade and East Parade, which front the beach. Today, George Street is largely commercial, with the sea-facing buildings having a high concentration of cafés, restaurants and pubs. The beach itself has an amusement park, a boating lake, putting greens, extensive car parks, and a boat club.

There are 78 listed buildings, groups of buildings, or structures (all Grade II) of which one is Period 8 (16th century), three are Period 9 (17th century), 17 are Period 10 (18th century), 48 are Period 11 (1800-40), seven are Period 12 (1841-80), and two are Period 13 (1881-1913). Of particular note is the length of the mid-16th-century town wall, which formerly extended across the bottom of the Bourne valley from the East Fort (the site of which is now marked by 74 All Saints Street) to the Sea Gate at the bottom end of the High Street. The main surviving part is a freestanding section located to the rear of Hastings Wall Flats, East Street (themselves an example of 1930s council flats following slum clearance in Old Town). This c.70m length of wall stands to a height of up to 2.6m above the present ground level on the south, and is made of roughly coursed local sandstone. The most obviously historic building is the timber-framed Old Pump House, 64 George Street, but this 17th-century house was substantially rebuilt following damage in the Second World War. Examples of fishermen's net shops survive in East Beach Street: although now converted, they are potentially significantly earlier than the better known examples on the Stade (see HUCA 8). The West Hill lift, or funicular railway (1891), and Ernest Runtz's ornate terracotta Empire Theatre (1899: now The Deluxe bingo and amusement centre), are good examples of late Victorian continued development of the eastern part of the Hastings despite the western focus of the 19th-century resort. Plot boundaries are not well preserved.

Minor archaeological investigations near the town wall, and the survival of post-medieval buildings suggest that the **archaeological potential** of this HUCA is moderate, and perhaps locally high in the north-eastern area.

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

HUCA 6 has seen significant change since 1900, mostly concentrated on the commercial redevelopment of the seafront. While this has little direct impact on the historic buildings north of Marine Parade and East Parade (although it

does affect their setting), it has stimulated conversion of several buildings to amusement arcades and, given the Historic Environment Value, suggests that the **vulnerability** is medium. Given this effect, perhaps the greatest threat to HUCA 6 (and, indeed, to the adjacent Stade: see HUCA 8) is intensification or expansion of the amusements on the seafront.

Research questions especially relevant to this HUCA relate to the extent of the Norman town, origins of the street plan and the development of burgage plots (RQ6, RQ12).

HUCA 7 Wellington Square (HEV 3)

HUCA 7 lies to the north, south and west of the castle, and comprises early 19th-century development that marked the early westwards expansion of the resort into Priory valley. Although partly commercial from the outset, the area was largely residential and that remains the case today.

There are 51 listed buildings, or groups of buildings, (four Grade II*; and 47 Grade II) all of which are Period 11 (1800-40). The most notable buildings are those that form the two principal planned developments of early 19th-century Hastings. Wellington Square (Grade II) was begun just before 1820, with houses ranged around three-sides of a seaward-facing square. Some consistency is achieved by use of stucco, and widespread adoption of rusticated ground floors, iron balconies at the first floor, and parapets, but the variety is considerable and evidently the result of different builders. The western side ends in the plain Neo-Classical Baptist chapel of 1838 (Grade II*). Pelham Crescent, by contrast, is a unified scheme, designed by Joseph Kay for Thomas Pelham, Earl of Chichester, and built in 1824-8. The development included the new church of St Mary in the Castle as its centrepiece, with its grand Ionic portico. This is flanked by the townhouses of the crescent, which are four-storeyed with hooded iron balconies on the first and second floors, and Diocletian windows to the top storey. In front of the houses a contemporary single-storeyed arcade of shops (originally including seawater baths) survives (accommodated below the ramped access to the crescent) albeit with most of its rusticated arched windows and doors modified by later shop fronts (two are Gothic-styled of c.1870, while the rest are 20th century).

Although a watching brief at 1-7 Portland Villas in 2007 was unproductive, and there are no pre-19th-century buildings, it is possible that the limited **archaeological potential** is locally high: in the 12th and 13th century there was a cluster of

houses around the adjacent church of St Andrew-sub-Castro (which was located immediately north-east of Wellington Square). The church was established by the late 11th century, and may have been Late Saxon in origin.

The survival of significant early 19th century buildings, combines with the archaeological potential to give this HUCA an **Historic Environment Value (HEV)** of 3.

HUCA 7 has seen modest change since 1900, with some of this arising from bomb damage in the Second World War. The most significant redevelopment has been in Breeds Place and Albert Road. The number of unlisted 19th-century buildings and the scope for further development or conversion means that **vulnerability** is medium.

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

HUCA 8 The Stade (HEV 3)

HUCA 8 lies on the south-eastern edge of the medieval and modern town, comprising an area below the cliffs of East Hill, serviced by Rock-a-Nore Road and largely formed by beach. Protected by the partly-built western harbour arm of the 1890s this houses the town's beach-based fishing fleet, together with related commercial buildings and some tourist attractions.

There are 13 listed buildings, or groups of buildings, and structures (all Grade II) of which three are Period 10 (18th century), six are Period 11 (1800-40), one is Period 12 (1841-80), and three are Period 13 (1881-1913). Additionally there are fragments of the 16th-century town wall that survive at the rear of 4-6 Pleasant Row (Neptune Café), and in the basements of 2-3 Pleasant Row. East Cliff House, 74 All Saints Street is a key survival from the earliest days of the resort. Built c.1762 on the site of the East Fort, it is an early example of a sea-facing villa, with the principal level set above the old gun platform (since modified to form a row of shops). Although the present location of the majority of the fishermen's net shops to the south of East Parade and Rock-a-Nore Road dates to the period 1824-34, subsequent fire in 1846 and storms in the 1870s and 1880s have been the cause of substantial rebuilding, and it is likely that the, mostly converted, examples on the north side of Rock-a-Nore Road are the oldest. The Fishermen's Museum, Rock-a-Nore Road, was built in 1854 as the church of St Nicholas (the Fishermen's church). Unlike its counterpart at West Hill, the steeper East Hill Lift, or funicular

railway, is in a cutting, and opened in 1903. Although less tangible than the buildings, the beach remains the home to the largest beach-based fishing fleet in the country: the fleet is extremely important as it provides continuity with that which provided the basis for the foundation of the port in or by the 11th century, and its existence underpins the character of this HUCA, if not the wider town.

Although the extreme north-west corner of the HUCA may overlie the south-east corner of the Norman town, and there is evident archaeological interest in the vicinity of the surviving fragments of the town wall and the East Fort, the majority of the HUCA has limited **archaeological potential**.

The small number of later post-medieval buildings, and fragments of the town wall, and the archaeological potential give this HUCA an **Historic Environment Value (HEV)** of 3.

HUCA 8 has seen significant change since 1945, with development of tourist attractions and facilities on the south side of Rock-a-Nore Road, and a reduction in the area given over to commercial fishing and processing activities. Although the key buildings are listed and the Historic Environment Value is medium, the **vulnerability** is high, given its dependency on the continued viability of the beach-based fishing fleet. In addition to the wider economic difficulties facing the fishing industry, threats to the future of the Hastings fleet include over-expansion of non-fishing related ventures in the area and adjacent (including the amusement park in HUCA 6).

Research questions especially relevant to this HUCA relate to the development of quays or stades, and the fishermen's net shops (RQ11, RQ20, RQ29).

HUCA 9 White Rock (HEV 3)

HUCA 9 lies partly over the likely location of the Late Saxon and early Norman town, but, as this was abandoned as a result of settlement shift to the Bourne valley in the 13th and 14th centuries, the area was effectively developed anew from the early 19th century. As such, the HUCA represents the continuing westwards expansion of the resort of Hastings, which involved removal of the White Rock promontory in 1834-5, draining the Priory marshes by culverting the Old Roar stream c.1836, and redevelopment of the America Ground (i.e. the mouth of the Priory valley, which had attracted informal and illegal settlement, including rope-walks) from 1850. The

area combines residential properties, with hotels, shops and seafront facilities.

There are 10 listed buildings, or groups of buildings, and structures (one Grade II*; and 9 Grade II), of which three are Period 11 (1800-40), five are Period 12 (1841-80), and two are Period 13 (1881-1913). At 21-4 and 16-20 White Rock early 19th-century sea-facing houses survive (Grade II), with those at nos. 16-20 forming the eastern end of a once more extensive terrace, stuccoed, and with its three-storeyed plus basement elevation alternately projecting and recessed. Other noteworthy buildings include: the church of Holy Trinity (Grade II*), built in the Decorated style (by Samuel Sanders Teulon, in 1857-62), with a polygonal apse and, added in 1892, an almost freestanding hexagonal vestry; the eastern end of Carlisle Parade, built in 1858-62 as the Italianate-styled Queen's Hotel; the cast-iron pier, designed by Eugenius Birch, and built in 1869-72 (Grade II); the Brassey Institute, Claremont, was built in red brick with stone dressings, in a loosely Venetian Gothic style, by W. L. Vernon, in 1880: the adjacent former printing works forms part of Vernon's scheme); and the former Palace Hotel, 34-6 White Rock (stuccoed and balconied nine-storey building in flamboyant and eclectic French, Renaissance and Baroque style, by Arthur Wells: 1886).

There have been no archaeological excavations in the HUCA to test whether the Late Saxon and Norman town was located in the western part of this HUCA or, indeed, whether significant archaeology has survived. Given the density of 19th and 20th-century development, it must be suspected that the **archaeological potential** is moderate.

The survival of numerous 19th-century buildings, and the archaeological potential give this HUCA an **Historic Environment Value (HEV)** of 3.

HUCA 9 has seen some redevelopment since 1945, especially along the seafront. In some cases (such as the Albany Hotel, Robertson Terrace, which was replaced by Albany Court flats in 1961-3) this followed bombing in the Second World War. Given the Historic Environment Value and the scope for further redevelopment this suggests that the **vulnerability** of the HUCA is medium.

Research questions especially relevant to this HUCA relate to the Late Saxon and Norman town in the Priory valley (RQ5, RQ13).

HUCA 10 Station (HEV 2)

HUCA 10 lies to the north-west of the 19th-century and modern commercial centre of Hastings, and represents the area of the station (which opened in 1851) and the streets which linked this to the area of early 19th-century development in Priory valley. HUCA 10 lies north-east of the likely location of the Late Saxon and early Norman settlement on Priory valley, but the late 12th-century Augustinian priory was located in the south-west corner of the HUCA.

There is one listed building at the Havelock public house, 27 Havelock Road (probably built c.1857: Grade II). There are numerous surviving four-storey terraced houses of pre-1875 date on Havelock Road, with full-height canted bays. The former Music Hall, Robertson Street, is a Neo-Classically detailed former theatre (converted to a cinema in 1908 and closed 1976) of 1858. The National Westminster bank at 30 Havelock Road is stone built, with four large Ionic columns rising through two storeys above a rusticated ground floor (c.1870).

Rescue excavations in 1972 uncovered significant remains of the conventual buildings of the Augustinian priory. Although these preceded major development, it is possible that more of the conventual buildings and the priory church itself remain to be discovered to the west and south-west under the houses and the street surface of Cambridge Gardens, suggesting that the **archaeological potential** of this HUCA, while generally limited, is locally high.

The survival of some late 19th-century buildings, and the archaeological potential of the priory site combine to give this HUCA an **Historic Environment Value (HEV)** of 2.

HUCA 10 has seen significant change since 1900, with the rebuilding of the station in the 1930s and major post-1945 redevelopment on Station Road, Middle Street, Havelock Road and Priory Street, some of which followed bomb damage in the Second World War. The extent of the redevelopment and the modest Historic Environment Value mean that the **vulnerability** is low. The greatest threats are to the surviving unlisted 19th-century houses and to any surviving subsurface remains of the Augustinian priory.

Research questions especially relevant to this HUCA relate to the religious houses (RQ9).

HUCA 11 Queen's Road (HEV 1)

HUCA 11 lies to the north of the 19th-century and modern commercial centre of Hastings, and comprises linear development largely of the 19th

century extending northwards from the Wellington Square area re-colonization of Priory valley in the 1820s (see HUCA 7). The area included the Hastings cricket ground founded in 1864-72, and both the gas and water works. Today the area combines residential properties and commercial (mainly retail).

There is one listed building at the new town hall, which is a rubble and ashlar stone building, in the Early English Gothic style (1880-1: Grade II). To the north, St Andrew's Square and its radiating roads were built c.1865-70, which, along with housing on the east side of Queen's Road, predominantly comprises three-storey terraces with canted bay windows. To the east of Queen's Road, contemporary development along the west side of Stonefield Road comprises modest two-storey workers' terraced housing, typically stuccoed or painted brick with one window to each storey.

The absence of known use of this area prior to the 19th century means that the **archaeological potential** of this HUCA is limited.

The absence of historic buildings earlier than the 19th century, the extent of modern redevelopment, and the archaeological potential give this HUCA an **Historic Environment Value (HEV)** of 1.

There has been considerable redevelopment within this HUCA since 1945, notably with the demolition of St Andrew's church, Queen's Road, (1869), the adjacent housing and the

polychrome brick Old Hastings Gas Offices (1878) in 1970, as part of the complete redevelopment of the gas and water works site (now Morrisons supermarket); and closure of the cricket ground in 1989, replaced by the Priory Meadow shopping centre. The scale of the such schemes and the unlisted status of the remaining stock of 19th-century houses in this near-central location, is partly countered by the modest Historic Environment Value, suggesting that the **vulnerability** is low to medium.

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

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

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 Hastings				
<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>
Castle Beach/cliffs	1. Castle	High	5	Low
Regular burgage plots Suburb	2. All Saints Street	High	4	Medium
Irregular historic plots Light industry Public Regular burgage plots Suburb	3. High Street	High	4	Medium
Church/churchyard Regular burgage plots Irregular historic plots Cemetery Suburb	4. Croft Road	Moderate (locally high)	4	Medium
Church/churchyard Regular burgage plots Irregular historic plots Suburb	5. All Saints church	Moderate to high	4	Low
Irregular historic plots Beach/cliffs Quay/wharf Retail and commercial Seafront Suburb	6. George Street	Moderate (locally high)	3	Medium
Church/churchyard Cemetery Public Retail and commercial Suburb	7. Wellington Square	Limited (locally high)	3	Medium
Beach/cliffs Harbour/marina/docks Quay/wharf Irregular historic plots Light industry Public Seafront Suburb	8. The Stade	Limited	3	High
Beach/cliffs Church/churchyard	9. White Rock	Moderate	3	Medium

Summary of assessment of Historic Urban Character Areas (HUCAs) for Hastings				
<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>
Informal parkland Retail and commercial Seafront Sports field Suburb				
Station, sidings and track Public Retail and commercial Suburb	10. Station	Limited (locally high)	2	Low
Public Retail and commercial Suburb	11. Queen's Road	Limited	1	Low/medium

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

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 Hastings should address:

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

6.2 Origins

Archaeological and historical analysis has provided insufficient understanding of the origins of the settlement at Hastings. Key questions include:

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

RQ3: What evidence is there for Anglo-Saxon settlement (including the *burh*), and what was its extent, form and economy?

RQ4: What was the road layout, how did this evolve, and how did it relate to major routes and river crossings?

6.3 Norman town

Questions that need addressing include:

RQ5: What evidence is there for continuity between features in the suggested Late Saxon settlement and Norman town in Priory valley?

RQ6: What was the extent of the town in the 11th and 12th centuries?

RQ7: Did the Bourne valley settlement develop in the Norman period, and, if so, what was its form?

RQ8: What different zones were there during this period, and how did they change?

RQ9: Where were the churches and religious houses of the Norman town and what evidence is there for their date, location, form and construction detail?

RQ10: What was the form of the Norman castle, what is the exact chronology of its construction, and how was it modified?

RQ11: What were the location and forms of the quays (or stades), and what was the nature of the seaborne trade?

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

6.5 Later medieval town

RQ13: When and why was the suggested Priory valley abandoned?

RQ14: What evidence is there for coastal erosion of the Norman Bourne valley settlement?

RQ15: What evidence is there for the northern part of Old Town being a later expansion of settlement, and what evidence is there for the chronology and any phasing of this growth?

RQ16: How have tenements/burgage plots developed from the first built-up street frontages to the plots that survive today? Have the latter been subdivided as a result of commercial pressure between 1250 and 1350?

RQ17: What different zones (e.g. social differentiation, or types of activity: especially consider fishing, other industries and the market) were there during this period, and how did they change?

RQ18: What documentary and archaeological evidence is there for late medieval decline?

RQ19: What evidence can the standing buildings provide for their function and date (i.e. through dendrochronology), especially those on the main streets?

RQ20: What was the location and form of the quays (or stade), and what was the nature of the seaborne trade?

RQ21: What were the location, form and date of the town defences and gates? (Consider especially the evidence for the wall pre-dating the 16th century).

RQ22: What evidence is there for extensive damage to the town from French attack in the 14th century?

RQ23: How did the castle develop in the later medieval period and what evidence is there for its damage by coastal erosion?

RQ24: What evidence is there for the form and chronology of the building of churches of St Clements and All Saints on their present sites?

6.5 Post-medieval town

RQ25: What different zones (e.g. social differentiation, or types of activity: especially consider industries), were there during this period, and how did they change?

RQ26: How were the medieval buildings adapted for new functions and changing status (e.g. creation of carriageways, or subdivision of hall houses)?

RQ27: How were the town defences modified in the 16th and 17th centuries, and how and when did they decline?

RQ28: How did The Suburb develop in the post-medieval period?

RQ29: When did the fishermen's net shops develop and what dates and construction forms do the surviving examples exhibit?

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).

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²³¹ Salzman, L. F. (ed.), *Victoria County History* 9 (1937), 12; Childs, R., 'Parliamentary Representation', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 72-3.

²³² The Anglican churches and chapels of Hastings and St Leonards created 1840-1960 comprise (in chronological order):

St Mary Magdalen, St Margarets Road, St Leonards (1852: Greek Orthodox since 1982);

St Nicholas (Fishermen's church), Rock-a-Nore Road (1854: closed 1940, and opened as fishermen's museum in 1956); Holy Trinity, Robertson Street (1857-62);

Christ Church, London Road, St Leonards (1860; replaced 1878-81);

St Matthew, St Matthew's Road, Silverhill (1860-1: largely replaced in 1884-5);

St Peter, Balslow (1863: demolished c.1986);

St John the Evangelist, Upper Church Road, Hollington (1865);

St Wilfrid, Stockleigh Road, St Leonards (c.1865);

St Paul, Church Road (1868: demolished 1964);

St Andrew, Queens Road (1869: demolished 1970);

St Helen, London Road, Ore (1869);

St Peter's Grange chapel, Upper Maze Hill, St Leonards (c.1870: closed c.1980 and demolished);

Christ Church, Laton Road, Blacklands (1878-81);

St John, Upper Maze Hill, St Leonards (1881: rebuilt 1951-2 following bomb damage);

St Peter, St Peter's Road, Bohemia (1885);

All Souls, Athelstan Road (1890);

Emmanuel church, Vicarage Road, West Hill (1893);

St Helen's Hospital chapel, Valleyside Road (1906: closed c.1970); and

St Ethelburger, St Saviour's Road, St Leonards (1929: founded as a mission c.1900).

Source: Elleray, D. R., *Sussex Places of Worship: A Gazetteer of Buildings erected between c.1760 and c.1960* (2004), 27-9.

²³³ The Nonconformist churches and chapels of Hastings and St Leonards created 1840-1960 comprise (in chronological order):

Tabernacle, Cambridge Road (1854: now a Free Church);

Congregational church, Robertson Street (1856-8: replaced 1884-5);

St Luke's Presbyterian church, Silverhill (1857);

Congregational church, Old London Road, St Leonards (1863);

Quaker Meeting House, South Terrace (1864);

Free Christian (Unitarian) church, South Terrace (1868);

Methodist central church, Cambridge Road (1875: demolished 1980);

Congregational Mission, The Bourne (1876: demolished);

St Helen's Methodist church, Clifton Road, The Ridge (possibly 1877);

Congregational church, Mount Pleasant Road (1878-9: demolished 1972);

Baptist church, Chapel Park Road, St Leonards (1883);

St Columba's Presbyterian church, Warrior Square, St Leonards (1883: destroyed by bombing 1942);

Congregational church, Edwin Road, Clive Vale (1887);

Hollington Methodist church, Battle Road (1887);

Railway Mission Hall, Portland Steps (1891: became St Mary in the Castle parish hall in 1940);

Methodist church, Park Road, Bohemia (1891-2);

Methodist Calvert Memorial church, Mount Pleasant Road (1892);

Congregational church, Bexhill Road, Bulverhythe (1895); and

Redlake Congregational church, Grove Road, Ore (1903: demolished 1978).

NB There was also an undated Primitive Methodist chapel, Newgate Street, Bohemia (closed 1939).

Source: Elleray, D. R., *Sussex Places of Worship: A Gazetteer of Buildings erected between c.1760 and c.1960* (2004), 29-30.

²³⁴ The Roman Catholic churches and chapels of Hastings and St Leonards created 1850-1960 comprise (in chronological order):

St Thomas of Canterbury, Magdalen Road, St Leonards (1866: burnt down 1887 and replaced 1889);

St Mary Star of the Sea, High Street (1882);

Jesuit Seminary chapel, Ore Place (1906: demolished c.1980); and

Our Lady of Missions Convent chapel, Old London Road (1924: closed).

Source: Elleray, D. R., *Sussex Places of Worship: A Gazetteer of Buildings erected between c.1760 and c.1960* (2004), 27-9.

²³⁵ Ibid. 27-30.

²³⁶ Salzman, L. F. (ed.), *Victoria County History* 9 (1937), 5, 8.

²³⁷ Godfrey, J., 'Local Government in the 19th and 20th Centuries', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 126-7.

²³⁸ Baines, J. M., *Historic Hastings* (3rd revised edition, 1986), 174; Salzman, L. F. (ed.), *Victoria County History* 9 (1937), 8.

²³⁹ *The National Archives Hospital Records Database* (accessed on-line 19.3.2010).

²⁴⁰

<http://www.workhouses.org.uk/index.html?Hastings/Hastings.shtml>

²⁴¹ Baines, J. M., *Historic Hastings* (3rd revised edition, 1986), 284-6.

²⁴² *Hastings News* 9/11/1855 and 3/7/1863.

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²⁴⁷ ESRO ref: E/SC/238, E/SC/84), viewed on Access to Archives (www.a2a.org.uk).

²⁴⁸ ESRO ref: E/SC/83; E/SC/255), viewed on Access to Archives (www.a2a.org.uk).

²⁴⁹ ESRO ref: E/SC/81), viewed on Access to Archives (www.a2a.org.uk).

²⁵⁰ ESRO ref: E/SC/83), viewed on Access to Archives (www.a2a.org.uk).

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²⁶⁶ Salzman, L. F. (ed.), *Victoria County History* 9 (1937), 8.

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²⁶⁸ Elleray, D. R., *Sussex Theatres: An Illustrated Survey and Gazetteer c.1750-2000* (2006), 27-9.

²⁶⁹ Elleray, D. R., *Hastings: a Pictorial History* (1979), unpaginated, caption to fig. 136b.

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²⁷² Martin, D., *Augustinian Priory, Hastings, East Sussex* (unpublished report ref. ESRO HBR1/0200, 1973), 1.

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²⁷⁴ Martin, D., and Martin, B., *A Re-interpretation of Hastings Castle, Hastings. East Sussex. Part II: Architectural, Archaeological and Topographical Context Log* (unpublished Archaeology South-East report, project no. 1038, 1999), context 721.

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²⁸⁵ Gardiner, M., 'Shipping and Trade Between England and the Continent during the Eleventh Century', *Proceedings of the Battle Conference on Anglo-Norman Studies* 22 (2000), 71-93, at 90-1; Martin, D., Martin, B., and Clubb, J., *Hastings Old Town: An Architectural History to 1750* (unpublished Institute of Archaeology, University College London report, 2009), 2-3.

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²⁸⁷ Martin, D., 'The Development of Old Hastings', in Rudling, D., Barber, L., and Martin, D., 'Excavations at the Phoenix Brewery Site, Hastings, 1988', *SAC* 131 (1993), 73-8; Martin, D., Martin, B., and Clubb, J., *Hastings Old Town: An Architectural History to 1750* (unpublished Institute of Archaeology, University College London report, 2009), 12; Martin, D., Martin, B., and Whittick, C., *An Archaeological Interpretative Survey of The Old Town Wall, Hastings, East Sussex* (unpublished Archaeology South-East report, project ref. 243, 1995), 10.

²⁸⁸ Salzman, L. F. (ed.), *Victoria County History* 9 (1937), 21

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²⁹¹ Martin, D., *Augustinian Priory, Hastings, East Sussex* (unpublished report ref. ESRO HBR1/0200, 1973), 12-13.

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²⁹⁴ Johnson, C., 'The Geology', in Martin, D., and Martin, B., *A Re-interpretation of Hastings Castle, Hastings. East Sussex. Part I: Overview* (unpublished Archaeology South-East report, project no. 1038, 1999), 2-7, at 6.

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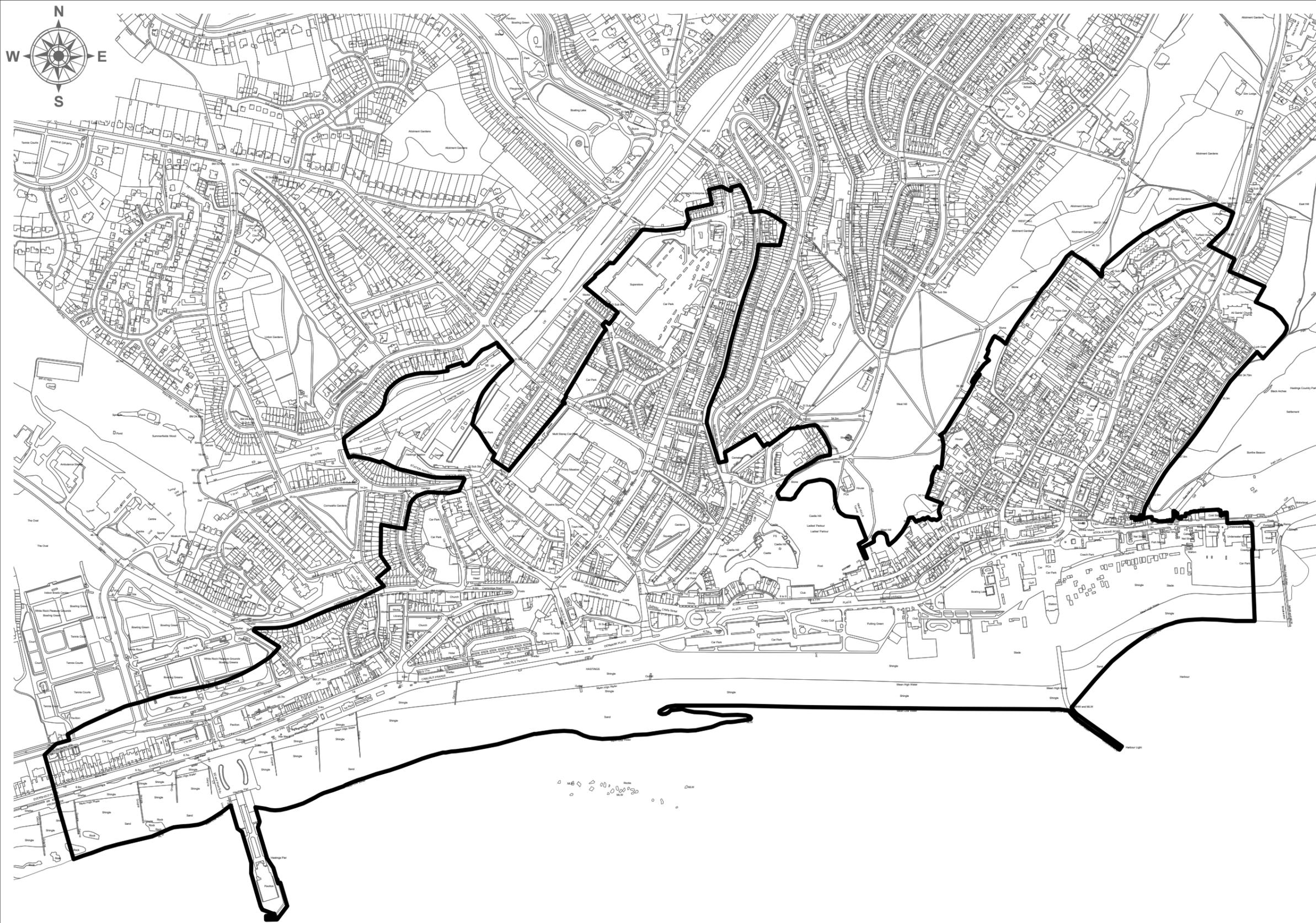
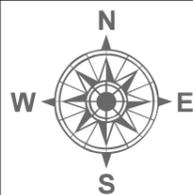
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- ³⁰⁸ Rudling, D., Barber, L., and Martin, D., 'Excavations at the Phoenix Brewery Site, Hastings, 1988', *SAC* 131 (1993), 73-113. For the dates of the demolished buildings, see also: Martin, D., Martin, B., and Clubb, J., *Hastings Old Town: An Architectural History to 1750* (unpublished Institute of Archaeology, University College London report, 2009), 177-8.
- ³⁰⁹ Martin, D., Martin, B., and Clubb, J., *Hastings Old Town: An Architectural History to 1750* (unpublished Institute of Archaeology, University College London report, 2009), 24-5, 37.
- ³¹⁰ Martin, D., Martin, B., and Clubb, J., *Hastings Old Town: An Architectural History to 1750* (unpublished Institute of Archaeology, University College London report, 2009), 115-16.
- ³¹¹ Martin, D., Martin, B., and Clubb, J., *Hastings Old Town: An Architectural History to 1750* (unpublished Institute of Archaeology, University College London report, 2009), 154.
- ³¹² Elleray, D. R., *Sussex Theatres: An Illustrated Survey and Gazetteer c. 1750-2000* (2006), 26.
- ³¹³ Baines, J. M., *Historic Hastings* (3rd revised edition, 1986), 159.
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- ³¹⁵ Butler, C., *A Desk-based Assessment on The Stade, Hastings, East Sussex* (unpublished report, 2008), 13-14.
- ³¹⁶ Elleray, D. R., *Hastings : a Pictorial History* (1979), unpaginated, caption to fig. 143.
- ³¹⁷ Nairn, I., and Pevsner, N. *Buildings of England: Sussex* (1965), 527.
- ³¹⁸ Elleray, D. R., *Sussex Places of Worship: A Gazetteer of Buildings erected between c.1760 and c.1960* (2004), 27.
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- ³²⁰ Elleray, D. R., *Sussex Theatres: An Illustrated Survey and Gazetteer c.1750-2000* (2006), 27.
- ³²¹ Elleray, D. R., *Hastings : a Pictorial History* (1979), unpaginated, caption to fig. 69; Nairn, I., and Pevsner, N. *Buildings of England: Sussex* (1965), 527.
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- ³²⁵ Elleray, D. R., *Hastings : a Pictorial History* (1979), unpaginated, caption to fig. 145; Nairn, I., and Pevsner, N. *Buildings of England: Sussex* (1965), 528.
- ³²⁶ Martin, D., Martin, B., and Clubb, J., *Hastings Old Town: An Architectural History to 1750* (unpublished Institute of Archaeology, University College London report, 2009), vi, 8-9, 142.
- ³²⁷ Baines, J. M., *Historic Hastings* (3rd revised edition, 1986), 362.
- ³²⁸ Nairn, I., and Pevsner, N. *Buildings of England: Sussex* (1965), 527.
- ³²⁹ Martin, D., Martin, B., and Clubb, J., *Hastings Old Town: An Architectural History to 1750* (unpublished Institute of Archaeology, University College London report, 2009), 105, 111-12, 114, 115-16, 119.
- ³³⁰ Martin, D., Martin, B., and Clubb, J., *Hastings Old Town: An Architectural History to 1750* (unpublished Institute of Archaeology, University College London report, 2009), vi, 8-9.
- ³³¹ Baines, J. M., *Historic Hastings* (3rd revised edition, 1986), 362.
- ³³² Baines, J. M., *Historic Hastings* (3rd revised edition, 1986), 365.
- ³³³ Elleray, D. R., *Hastings : a Pictorial History* (1979), unpaginated, caption to fig. 117.
- ³³⁴ Elleray, D. R., *Hastings : a Pictorial History* (1979), unpaginated, caption to fig. 108.
- ³³⁵ Listed building data is drawn from the statutory lists produced by English Heritage, but has been amended – especially in regard to the dating – during the Sussex EUS. The GIS data prepared during the Sussex EUS contains the full references to the sources for revised dates: in many cases these come from fieldwork undertaken by the author.



Sussex EUS



ENGLISH HERITAGE

HASTINGS MAP 1

Extent of Hastings
EUS study area

KEY

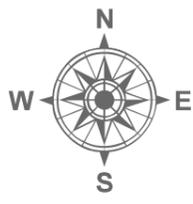
 EUS boundary

EUS research and mapping:
Dr Roland B Harris FSA MIFA
April 2010

SCALE 1:6,500



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ENGLISH HERITAGE

HASTINGS MAP 10

Period 6 (1150-1349)

KEY

HCT

-  Beach/cliffs
-  Bridge/causeway
-  Castle
-  Church/churchyard
-  Inland water
-  Irregular historic plots
-  Lane/road
-  Regular burgage plots
-  Religious house

EUS research and mapping:
Dr Roland B Harris FSA MIFA
April 2010

SCALE 1:6,500



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ENGLISH HERITAGE

HASTINGS MAP 11 Period 7 (1350-1499)

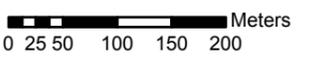
KEY

HCT

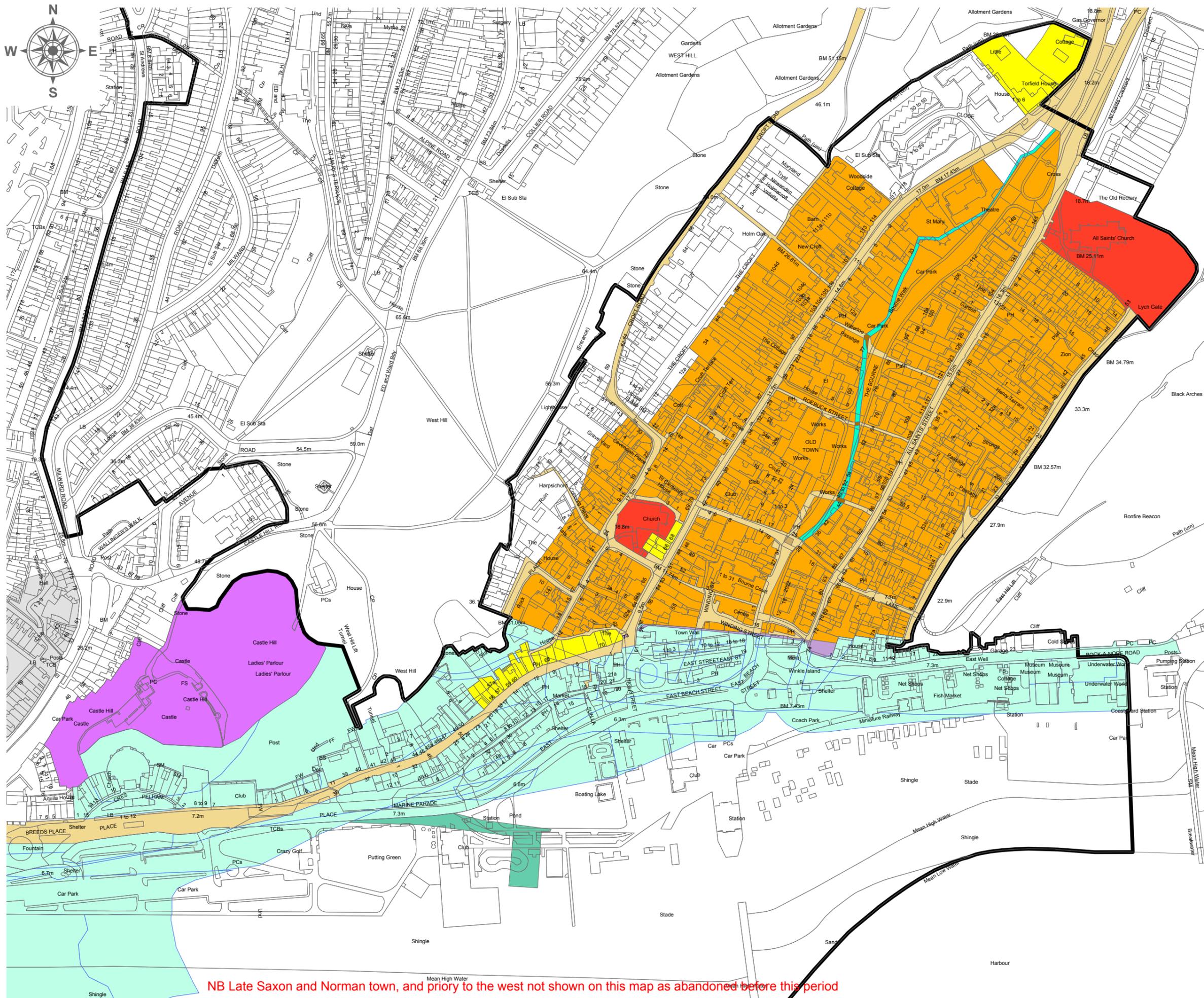
-  Beach/cliffs
-  Bridge/causeway
-  Castle
-  Church/churchyard
-  Inland water
-  Irregular historic plots
-  Lane/road
-  Public
-  Regular burgage plots
-  Religious house
-  Vacant

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HASTINGS MAP 12
Period 8 (1500-1599)

KEY

- HCT**
- Beach/cliffs
 - Bridge/causeway
 - Castle
 - Church/churchyard
 - Harbour/marina/dock
 - Inland water
 - Irregular historic plots
 - Lane/road
 - Public
 - Regular burgage plots
 - Town defences
 - Vacant

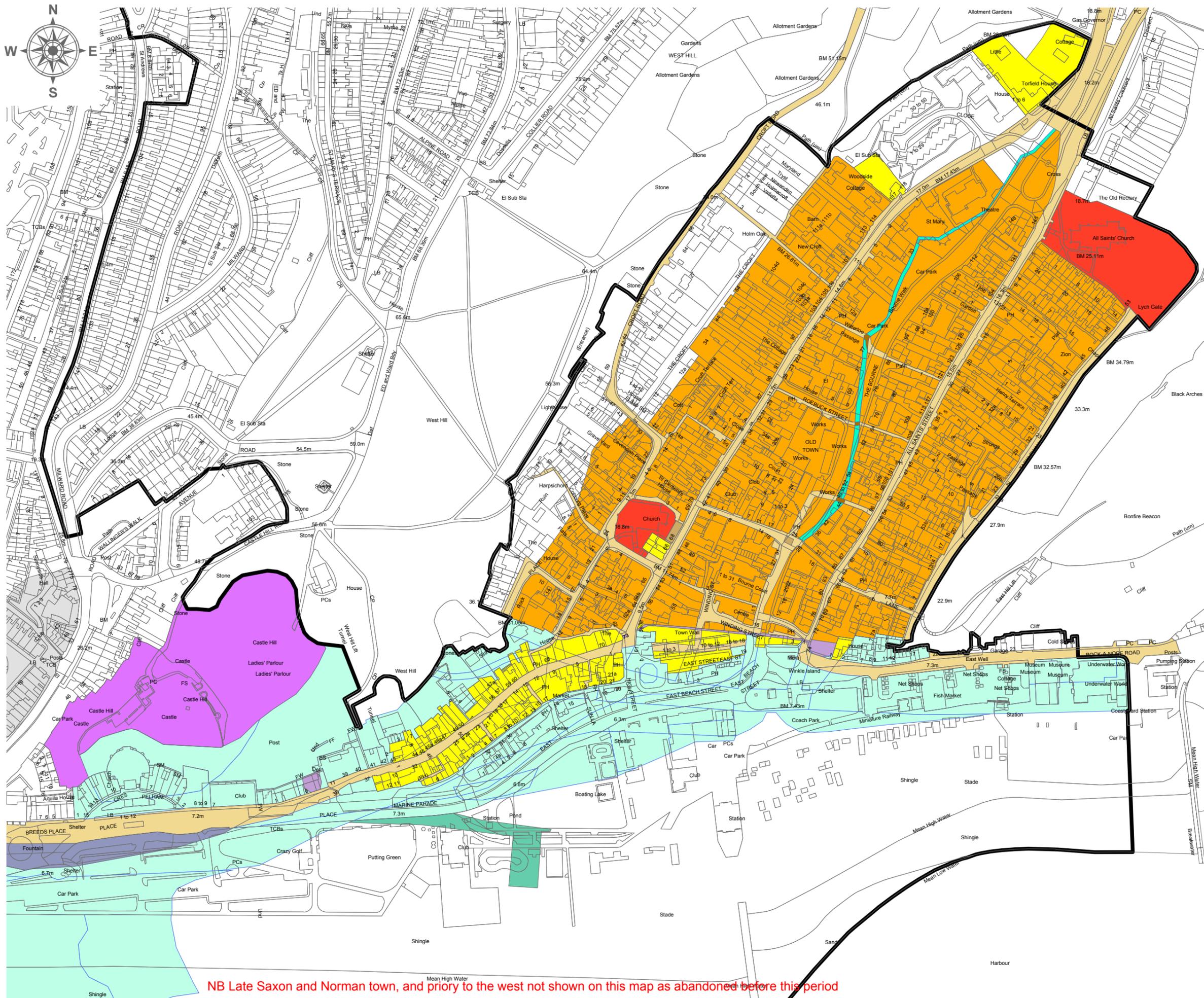
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SCALE 1:3,000

0 12.525 50 75 100 Meters

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NB Late Saxon and Norman town, and priory to the west not shown on this map as abandoned before this period



NB Late Saxon and Norman town, and priory to the west not shown on this map as abandoned before this period

HASTINGS MAP 13
Period 9 (1600-1699)

KEY

HCT

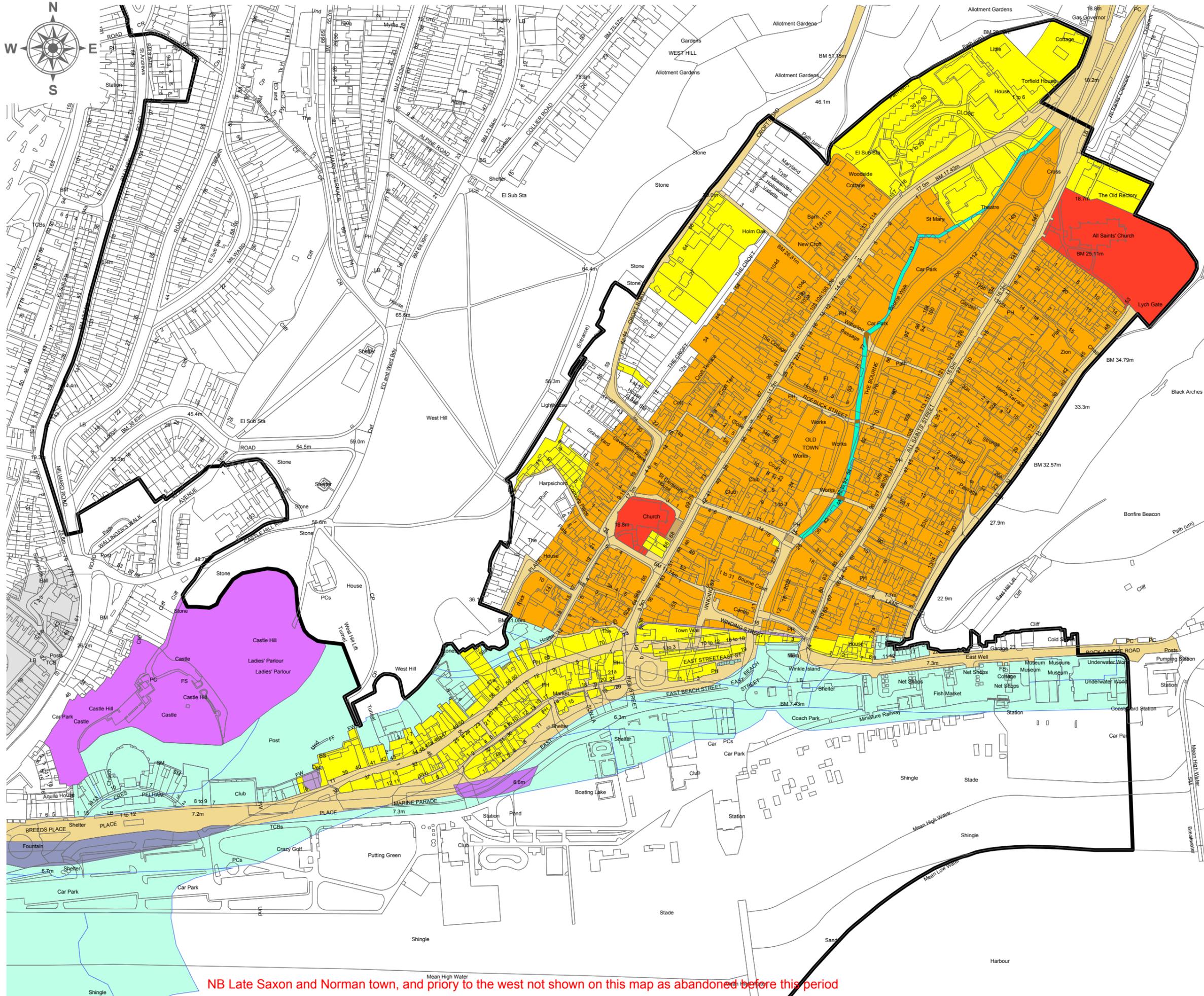
- Beach/cliffs
- Bridge/causeway
- Castle
- Church/churchyard
- Harbour/marina/dock
- Inland water
- Irregular historic plots
- Lane/road
- Light industry
- Public
- Regular burgage plots
- Town defences
- Vacant

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SCALE 1:3,000

0 12.525 50 75 100 Meters

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NB Late Saxon and Norman town, and priory to the west not shown on this map as abandoned before this period

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ENGLISH HERITAGE

HASTINGS MAP 14 Period 10 (1700-1799)

KEY

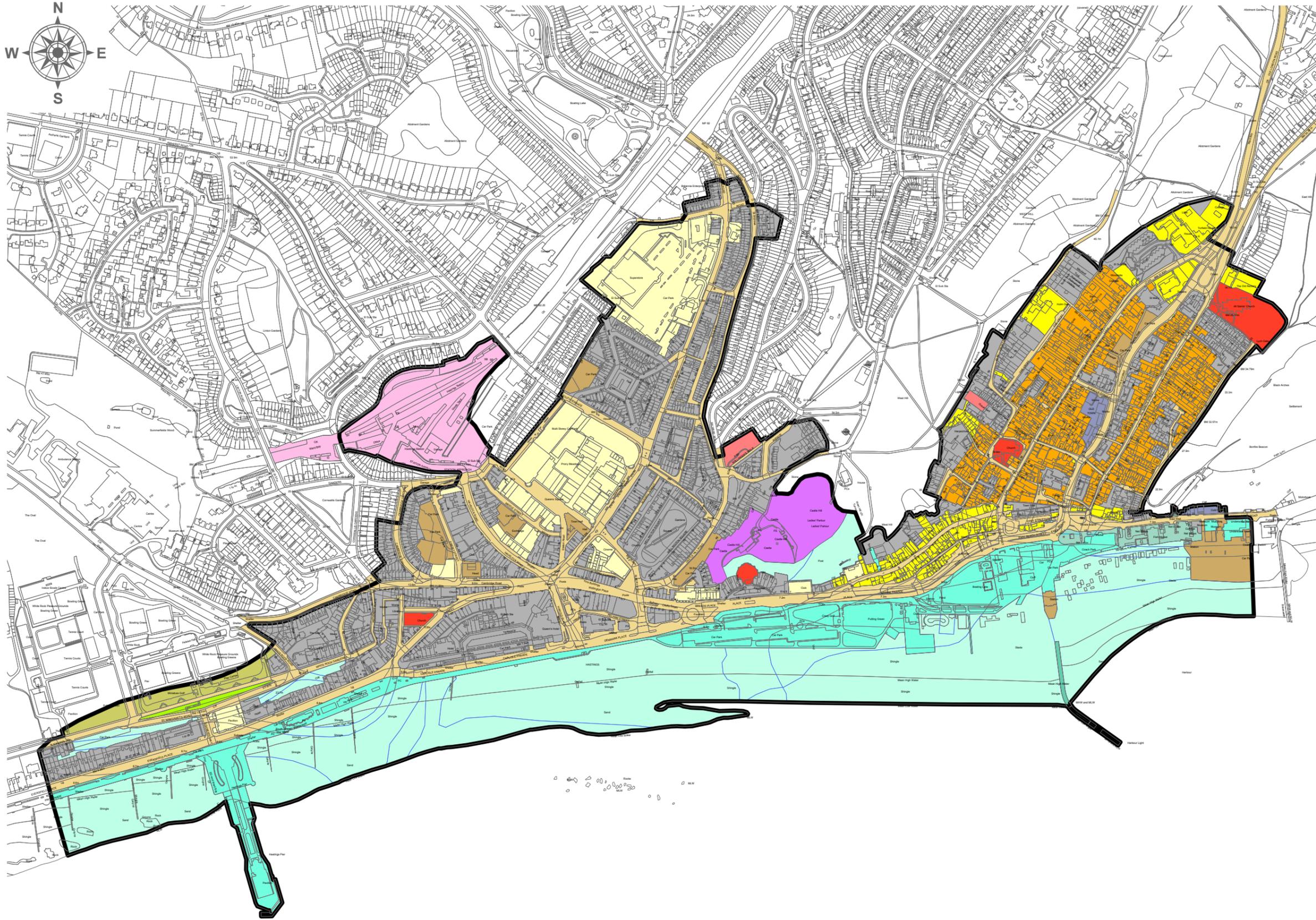
- HCT**
- Beach/cliffs
 - Bridge/causeway
 - Castle
 - Church/churchyard
 - Inland water
 - Irregular historic plots
 - Lane/road
 - Light industry
 - Other fortification
 - Public
 - Quay/wharf
 - Regular burgage plots
 - Town defences
 - Vacant

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ENGLISH HERITAGE

HASTINGS MAP 15

Historic Character Types (2010)

KEY

HCT

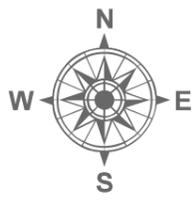
-  Beach/cliffs
-  Castle
-  Cemetery
-  Church/churchyard
-  Harbour/marina/dock
-  Informal parkland
-  Irregular historic plots
-  Lane/road
-  Light industry
-  Public
-  Quay/wharf
-  Race course
-  Regular burgage plots
-  Retail and commercial
-  Seafront
-  Sports field
-  Station, sidings and track
-  Suburb
-  Town defences

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HASTINGS MAP 16

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

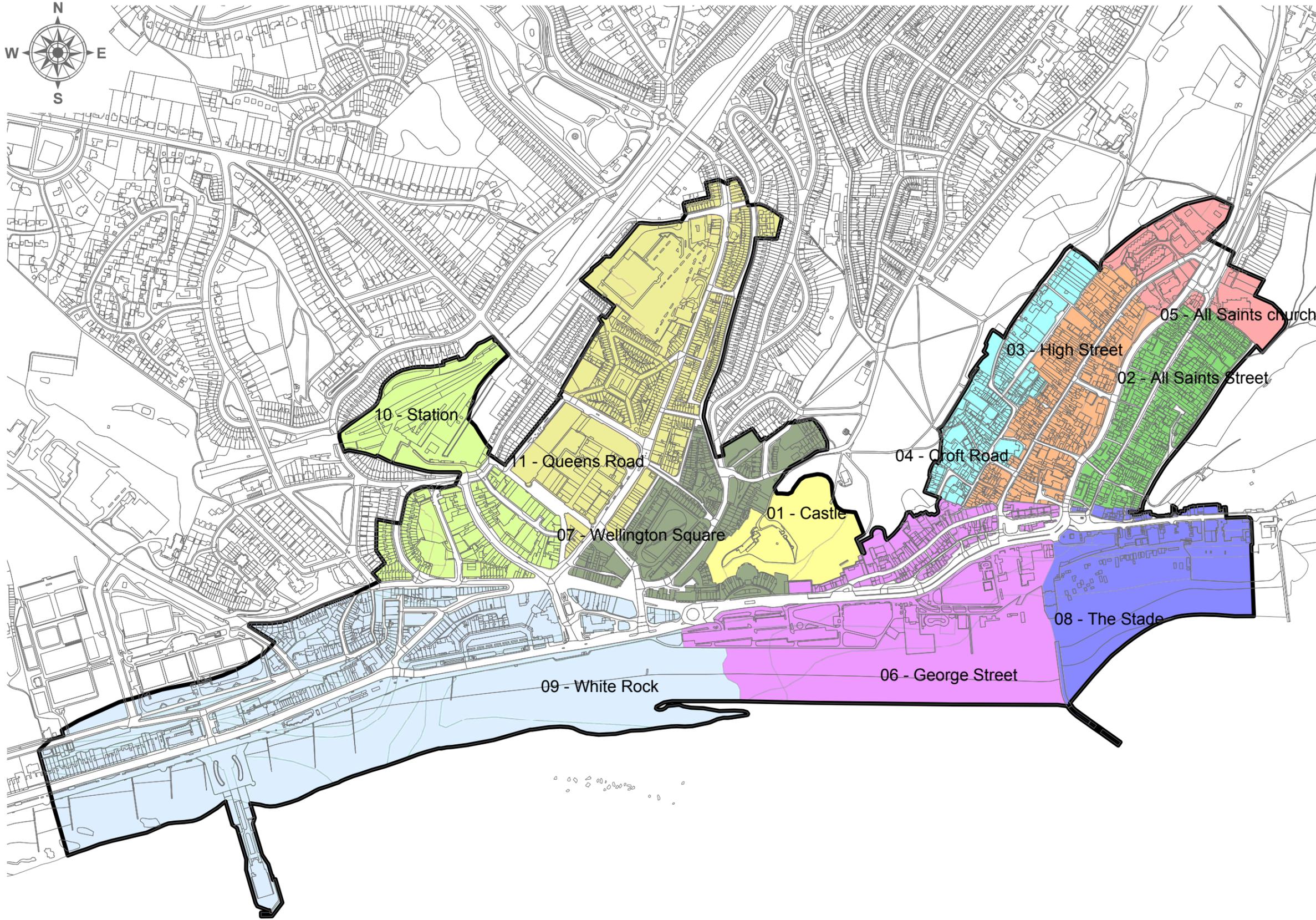
KEY	
PERIOD	
Red	5
Orange	6
Yellow	7
Light Green	8
Green	9
Lime Green	10
Grey	11
Dark Grey	12
Medium Grey	13
Light Grey	14
White	15

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HASTINGS MAP 17

Historic Urban Character Areas (HUCAs)

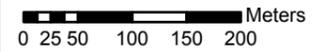
KEY

HUCA

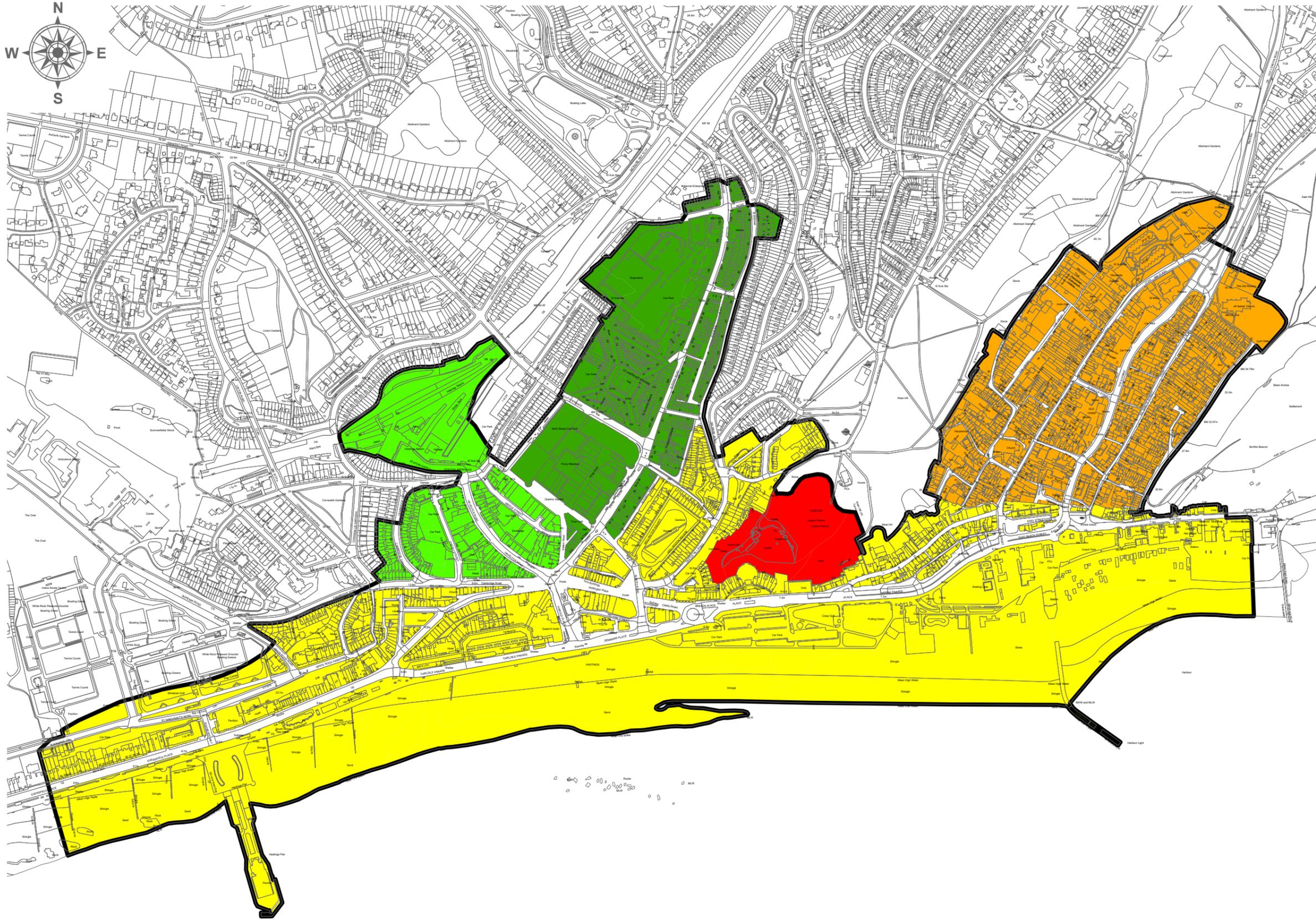
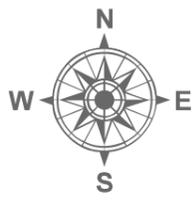
01 - Castle
02 - All Saints Street
03 - High Street
04 - Croft Road
05 - All Saints church
06 - George Street
07 - Wellington Square
08 - The Stade
09 - White Rock
10 - Station
11 - Queens Road

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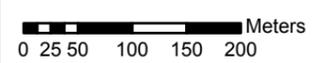
HASTINGS MAP 18 Historic Environment Value (HEV)

KEY
Hastings EUS
HEV

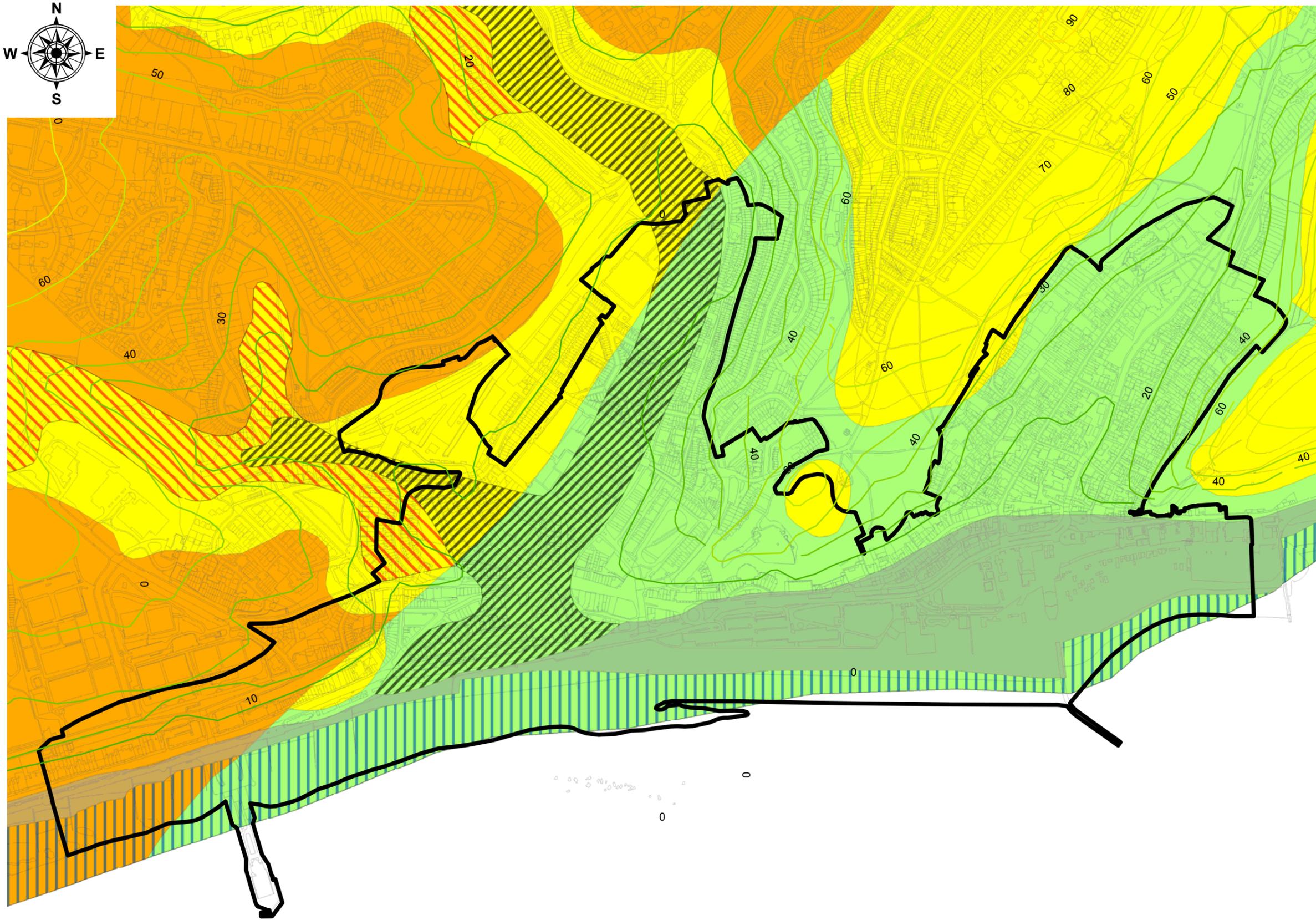
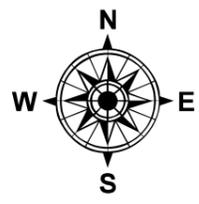
- 1
- 2
- 3
- 4
- 5

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west sussex county council
East Sussex County Council
Brighton & Hove
ENGLISH HERITAGE

HASTINGS MAP 2

Solid and drift geology with 10m contours

KEY

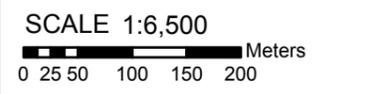
SOLID GEOLOGY

- ASHDOWN FORMATION
- TUNBRIDGE WELLS SAND FORMATION
- WADHURST CLAY FORMATION

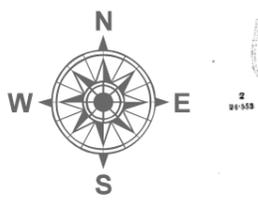
DRIFT GEOLOGY

- ALLUVIUM
- BEACH AND TIDAL FLAT DEPOSITS
- HEAD (UNDIFFERENTIATED)
- STORM BEACH DEPOSITS

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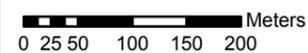
ENGLISH HERITAGE

HASTINGS MAP 3

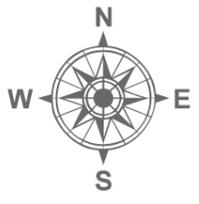
Ordnance Survey
1st Series 25" (1873)

EUS research and mapping:
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Brighton & Hove



ENGLISH HERITAGE

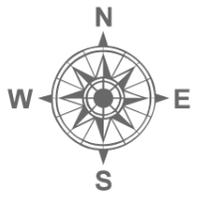
HASTINGS MAP 4

Ordnance Survey
1st Series 25" (1873):
detail of Old Town

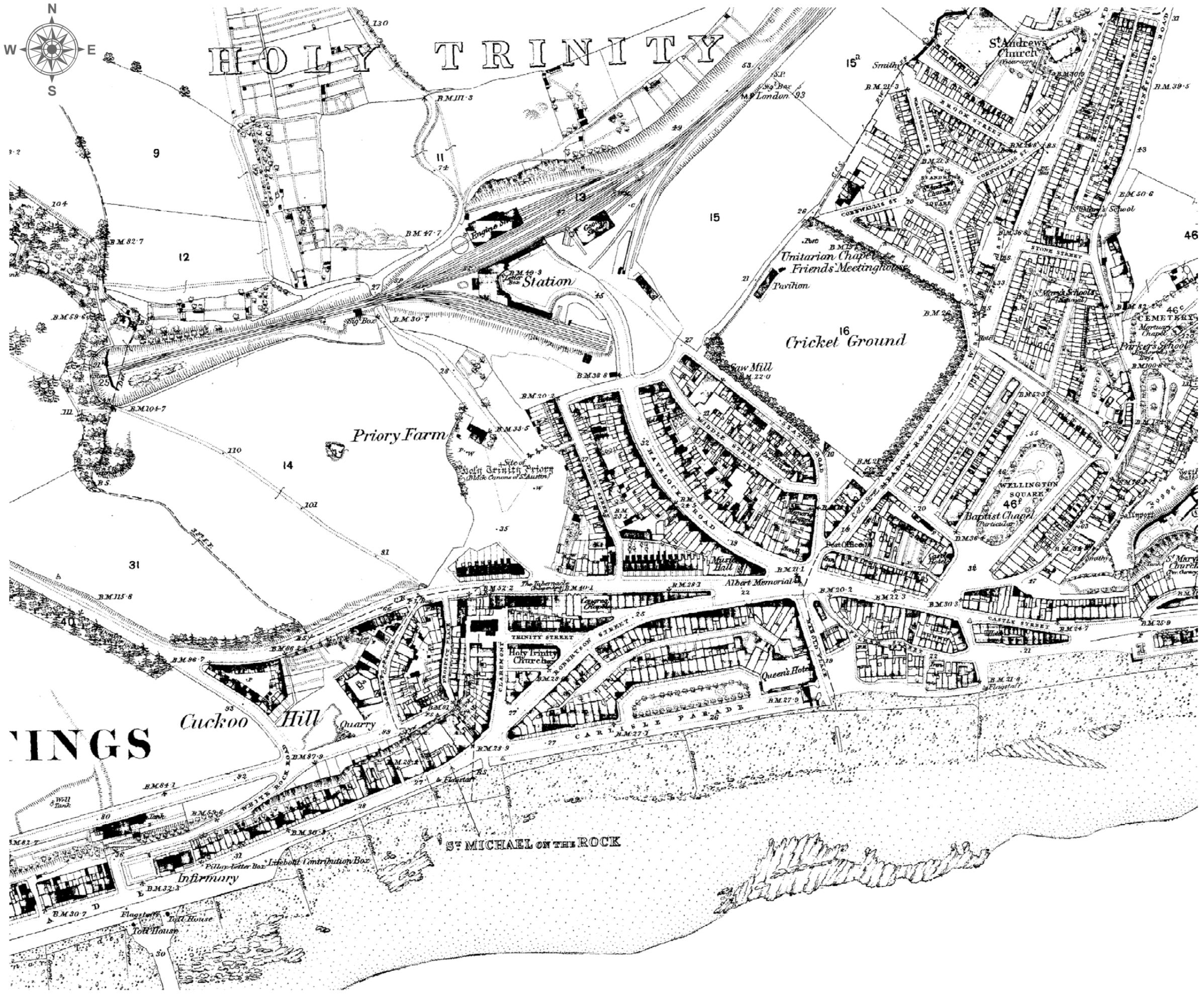
EUS research and mapping:
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April 2010

SCALE 1:3,000
0 12.525 50 75 100 Meters

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HOLY TRINITY



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ENGLISH HERITAGE

HASTINGS MAP 5

Ordnance Survey
1st Series 25" (1873):
detail of Priory valley

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0 12.525 50 75 100 Meters

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ENGLISH HERITAGE

HASTINGS MAP 6

Historic buildings and Scheduled Monuments

KEY

Hastings buildings

Listing grade

- I
- II
- II*
- None

Scheduled Monument

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SCALE 1:6,500
0 25 50 100 150 200 Meters

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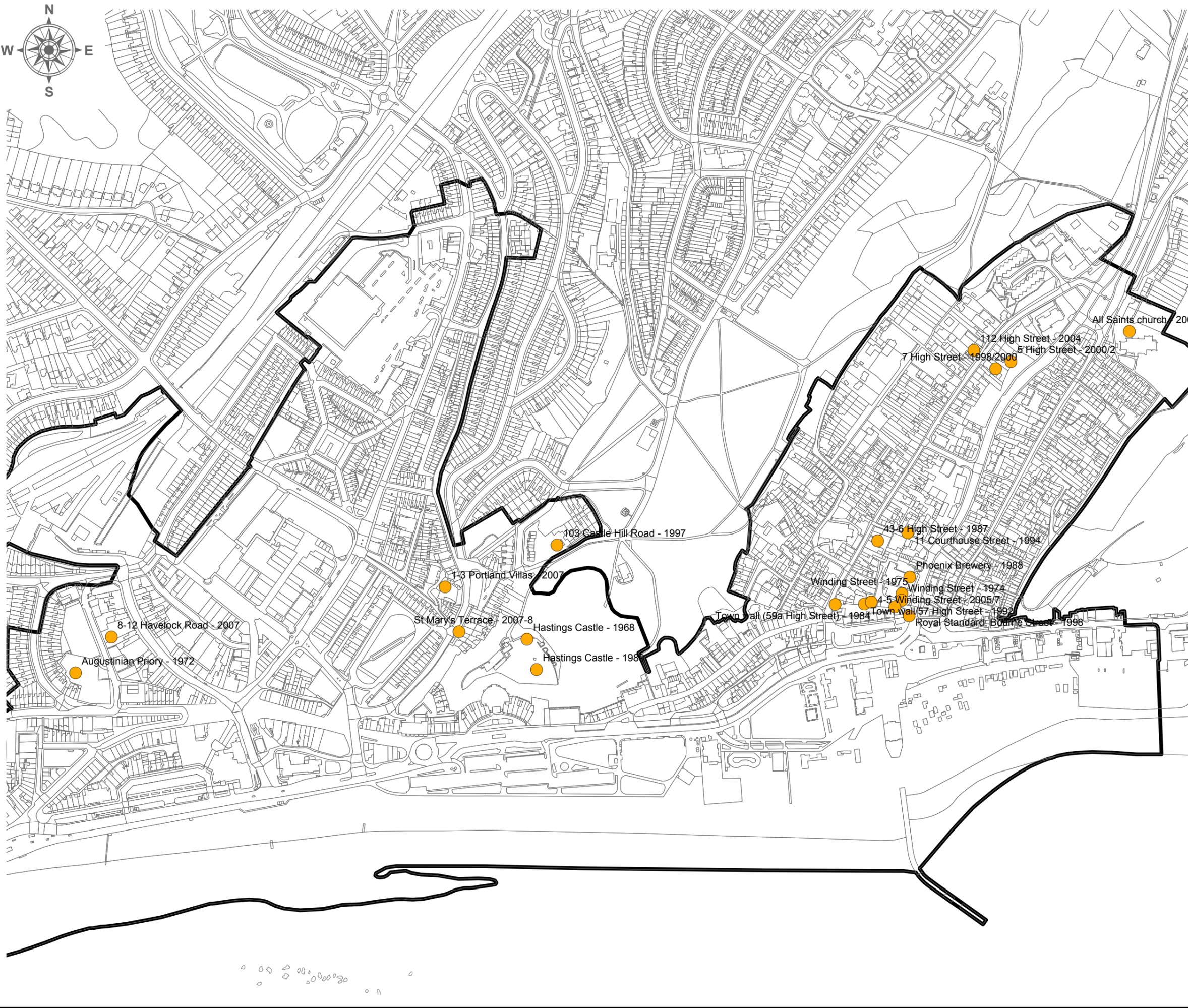
ENGLISH HERITAGE

HASTINGS MAP 7

Archaeological investigations within the EUS study area from 1968

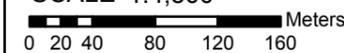
KEY

● Hastings excavations



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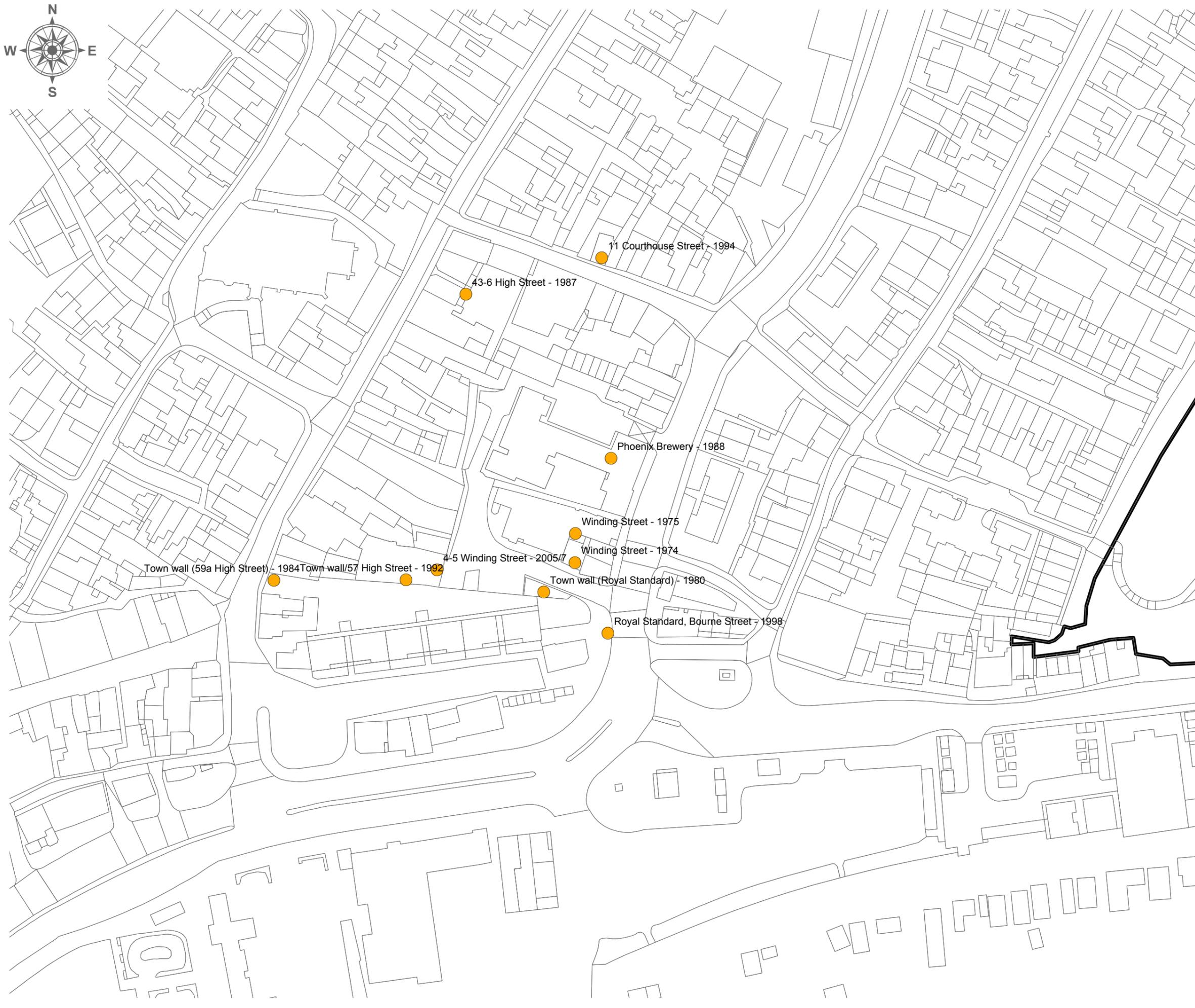


HASTINGS MAP 8

Archaeological investigations within the EUS study area from 1968: detail of sites near the town wall

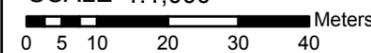
KEY

● Hastings excavations



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HASTINGS MAP 9 Period 5 (1066-1149)

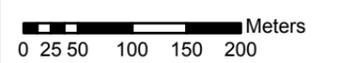
KEY

HCT

- Beach/cliffs
- Bridge/causeway
- Castle
- Church/churchyard
- Inland water
- Irregular historic plots
- Lane/road
- Regular burgage plots

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