

Pulborough

Historic Character Assessment Report

October 2004



Sussex Extensive Urban Survey (EUS)

Roland B Harris

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in association with Horsham District Council and the Character of West Sussex
Partnership Programme



Sussex EUS – Pulborough

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

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

All photographs and illustrations are by the author.

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Cover photo: Greenways, Barn House Lane, Pulborough.

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1 INTRODUCTION

1.1 Background to the project

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

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

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

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

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

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

1.2 Aims and objectives

1.2.1 Aims

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

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

1.2.2 Objectives

Key objectives of the project include the:

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

1.3 Outputs

The principal outputs of the project comprise:

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

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

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

1.4 The structure of this report

1.4.1 The Setting

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

1.4.2 History

The history of Pulborough in this report can be a brief summary only. It aims to synthesize the very limited published research, and to provide a chronological overview of the development of the town as seen from documentary sources. The focus is placed on those matters – such as origins, economy, trade and institutions – that are most closely related to the urban historic environment today. Aspects of the town's history – such as the ecclesiastical, manorial, jurisdictional and more recent social history – have been, to some extent at least, published elsewhere.

1.4.3 Archaeology

The archaeology section of this report draws on published and unpublished reports of excavations, archaeological assessments, and records of finds. This section also includes analysis of historic buildings (listed and non-listed) and the topography, the latter drawing on maps of the town from 1841 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 Pulborough 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

The Pulborough area has been the subject of considerable archaeological and historical interest, but this has focused on the prehistoric and Romano-British periods and not on the development of the medieval and later town. 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

Whilst lacking an authoritative historical study such as those undertaken for much of the county in the **Victoria County History**, Pulborough has stimulated sporadic research. The most wide-ranging and productive has been that undertaken by a small group of enthusiasts inspired by a Workers Educational Association (WEA) course on local history, which has led to the production of several booklets, sadly unreferenced, under the editorship of **David Morris**.

1.5.2 Archaeology

Despite considerable development in the late 20th century, Pulborough has not been fortunate enough to have many large-scale modern archaeological excavations. The only published excavation is a series of sondages dug over many years (1966-76) in the garden of **The Old House**, Church Hill.³ Recently (2003-4) a more significant excavation took place to the rear of the **Five Bells**, London Road.⁴

Several minor archaeological assessments have been undertaken and remain unpublished, and comprise those at the **Red Lion** (Lower Street),⁵ the **Swan Inn** (Swan Corner),⁶ **41-7 Lower Street**,⁷ and **Old Walls** (Rectory Lane).⁸

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

1.5.3 Historic buildings

The buildings of Pulborough have not received systematic study, though individual buildings have been the subject of studies. English Heritage's statutory list of historic buildings is also used here, though many of the descriptions date from the mid 1950s and were necessarily produced without internal inspection. Very limited fieldwork only was possible during this assessment and focused on correcting dating derived from such sources, 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 (1874

onwards) have proved invaluable, especially as these have been used in digital form, allowing overlaying with each other and with other data. The 1841 Tithe Map (*West Sussex Record Office*) captures pre-railway Pulborough at a large scale and provides the earliest detailed map of the town. This has been digitized and rectified to fit the National Grid to allow comparison with other maps and data. RAF vertical air photo coverage of 1947 provides a useful snapshot in time, as does the modern equivalent flown for West Sussex County Council in 2001. 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 Pulborough covers the full extent of the town, but excludes scattered housing north and west of the railway, and the separate development of Mareshill.

Pulborough is one of 6 towns in Horsham District that have assessments such as this. The others are Bramber, Henfield, Horsham, Steyning and Storrington.

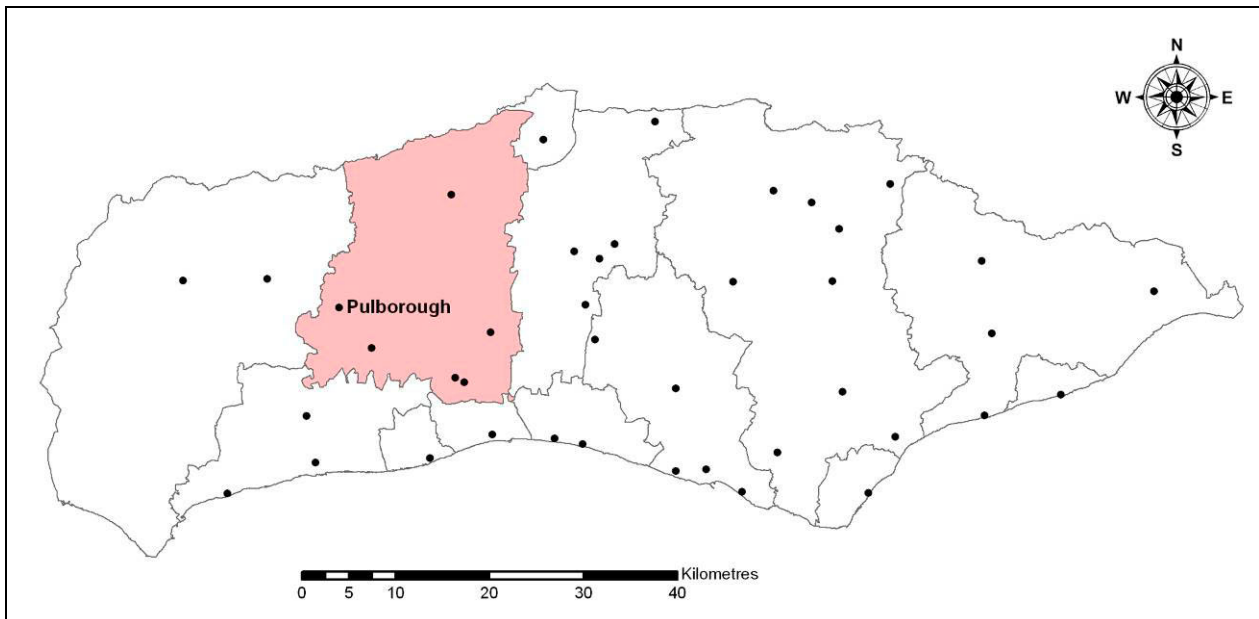


Fig. 1. Location of Pulborough within Sussex. Horsham District is highlighted and points locate the 41 Sussex EUS towns.

2 THE SETTING



Fig. 2. View south from Pulborough, across the brooks to the South Downs beyond.

2.1 Topography (Map 2)

Pulborough is situated on the southern (dip) slope of the Greensand Ridge. This runs westwards from Washington, roughly parallel with the scarp of the Downs. At Pulborough, the Downs are 5.5km to the south. The focus of historic settlement around the church is at the top of the slope at c.30m OSBM, while the settlement focus at Swan Corner (i.e. next to Pulborough bridge) is at c.6m OSBM. To the east of this Lower Street rises steadily from the floodplain to 19m OSBM at the junction with Glebelands. All along Lower Street and its western continuation of Station Road (i.e. along the entire southern edge of the town) properties reach and even extend into the floodplain of the River Arun. Pulborough is located at the north-east edge of a large meander of the Arun, so that in the immediate vicinity of the town the river flows eastwards. Around the site of Skeyne House, Lower Street, it turns southwards, on its route, via a gap in the Downs at Arundel and Burpham, to the sea at Littlehampton, 17.5km distant.

Settlement at Pulborough has concentrated on three areas: at the crossroads of the London Road with Church Lane/Rectory Lane, at the bridgehead of Swan Corner, and in Lower Street, immediately west of its junction with Rectory Lane.

Suburbs have partly infilled the areas between these zones and, particularly, extended the town on the higher land to the north. However, the retention of fields either side of Church Hill has kept something of the separation of the three foci of earlier settlement.

The town is at the southern end of Pulborough Civil Parish.

2.2 Geology (Map 2)

2.2.1 Solid geology

Along with the whole of Sussex, the rocks of the Pulborough area are sedimentary. Descending the Downs and crossing the Brooks towards Pulborough, the Greensand Ridge and the Low Weald, the rocks get progressively older. The southern edge of the town overlies the northern edge of a c.1.3km-wide band of sandstone of the Folkestone Formation (from which comes the brown sandy ironstone, or 'carstone', much used for building in Pulborough). On a line almost exactly parallel with Lower Street and Station Road, but 60m to the north (i.e. up the slope), this is succeeded by the mudstone (commonly clay) of the Marehill Clay. A further 60-70m up the slope (i.e. on a line running broadly due east from the church) this gives way to Pulborough Sandrock (another stone used extensively for building in the village) and then, a similar distance again, the mudstones and sandstones of the Fittleworth, or the Sandgate, Formation. The three narrow bands are then succeeded (on an east-west line passing through Old Place and the north side of the moated site on Moat Lane), by the sandstone of the Hythe Formation. This forms the bulk of the Greensand Ridge, c.1.5km wide (i.e. north-south) in this area. All of these geologies are part of the Lower Greensand Group (Lower Cretaceous).

2.2.2 Drift Geology

The drift geology of the Pulborough area shows that the scoured and embanked drainage channel that is the River Arun today is surrounded by reclaimed marshland. Alluvium (flanked by river terrace deposits) marks the location of the former marshy estuary of the Arun. As with the Adur and Ouse rivers, the Arun widened to a tidal compartment north of the

Downs, in this case 2.8km across at Amberley Wild Brooks and, in what is really a secondary compartment, c.1km wide between Pulborough, Hardham and Wiggonholt. Prior to embankment of the Arun, the river in this area appears to have had multiple and changeable channels.

2.3 Communications

2.3.1 Water

The tidal limit of the River Arun is at Pallingham Lock, 3km to the north-west of Pulborough. While much late-18th and 19th-century effort focused on making the Arun more navigable further upstream and connecting the river by canal to the Wey and thence London (Wey and Arun Junction Canal, opened 1816), there were modifications around and downstream of Pulborough. In the late 16th-century navigability was extended as far as Stopham bridge, though it is unclear what works were undertaken and how much they were simply restoring a previous navigability or increasing the capacity for larger vessels. By 1623 sufficient expenditure had been made for the river to be navigable as far as Newbridge, and Pallingham is likely to have been accessible by the end of the 16th century. More tangible, and still visible, was the Coldwaltham Cut, authorized in 1785. This avoided the sinuous river between Greatham and Pulborough, and included the 360m long Hardham tunnel. This canal joined the River Rother (a tributary of the Arun) and thence the Arun 1.5km west-south-west (i.e. upstream) of Pulborough, effectively bypassing the town. Traffic ceased along this section in 1888, but the tidal River Arun remains navigable and was used by commercial traffic until the 1930s.⁹ 500m south of Pulborough, the Arun is joined by a minor tributary, the River Stor (which flows north-west from Storrington). Immediately south of the town an additional southerly channel for the Arun, of c.1km length, was cut through former watermeadows in the 1990s in an attempt to reduce flooding.

2.3.2 Road

Pulborough lies on the junction of the A29 (the Arundel/Chichester-London road) and the A283 (the Shoreham-Petworth road). In the Pulborough area, the south-west to north-east oriented A29 closely follows the route of the Roman road from Chichester to London (Stane Street). The east-west A283 is called Lower Street and Station Road within Pulborough, and now forms the principal shopping street. The two main roads form a crossroads at Swan Corner,

immediately north of Pulborough bridge (over the River Arun). Church Lane and Rectory Lane form another crossroads with the London road, 230m to the north-east and on top of the minor ridge. Rectory Lane joins the A283 within Pulborough, while Church Lane becomes a rural lane. Formerly these formed part of a significant east-west route from Winchester to Shoreham/Brighton, but now change from a westerly direction once west of the town, and swing northwards to Pickhurst and Pallingham Lock, both within the parish.

2.3.3 Railway

The London Brighton and South Coast Railway (LBSCR) extended the 1848 Horsham to London line (via Three Bridges on the 1841 London-Brighton line) to Pulborough and Petworth in 1859, and, in 1863, from Hardham Junction (1.4km south-west of Pulborough) to Arundel and the coastal main line. The section used for the Horsham-Pulborough-Arundel-Portsmouth (or Mid-Sussex) line was electrified in 1938 and remains in use today. Although the Petworth line later connected to Midhurst and Petersfield (becoming known as the Midhurst branch), it was less successful, and finally closed in 1964.¹⁰

2.4 Evidence for pre-urban activity

2.4.1 Prehistoric

Within the EUS study area, the **Five Bells**, London Road, excavation (2003-4) is the only archaeological investigation to have revealed prehistoric archaeology, in the form of six residual worked flints.¹¹ However, the area has significant prehistoric sites, most notably at Beedings, Nutbourne Lane (2km north-east of the EUS study area) where 2,300 worked flints were recovered from a Mesolithic (10000 BC to 4000 BC) dagger factory [SMR reference: 3045 – WS5822].

There has been only one prehistoric findspot reliably attributed to a location within the EUS study area:

- Moat Lane sandpit (now under the west end of Southside) – Bronze Age (2350 BC to 701 BC) urn found in 1910 [SMR reference: 2394 – WS2961].

However, there are many prehistoric findspots that may relate to the town, but for which an unspecific 'Pulborough' (i.e. parish) location only is recorded. Examples include palaeolithic flint implements [SMR reference: 2357 – WS2933]; a Neolithic spearhead [SMR reference: 2395 –

WS2933] and arrowheads [SMR reference: 2397 – WS2964]; and Bronze Age polished stone axes [SMR reference: 2384 – WS2953].

2.4.2 Romano-British

Pulborough is located in an area well-known for its Roman archaeology. The medieval and modern town lies on Stane Street, the Chichester-London Roman road built c.50 AD. Pulborough lies c.1.75km north of the posting station at Hardham [SMR reference: 2312 – WS3200¹²] and the junction with the east-west 'Greensand Way' Roman road, which connected Stane Street, the London-Hassocks road and the London-Lewes road [SMR reference: 1931 – WS3786]. An additional minor Roman road has been identified running from Codmore Hill to Marehill, thus linking Stane Street to the Greensand Way, but obviating the need to twice cross the river and its wide tidal compartment (as the route via Hardham required) [SMR reference: 1934 – WS3303]. However, it is of quite different character to the other Roman roads and the tracing of its route is much less convincing.¹³ Other notable sites in the vicinity include a circular tower-temple in Huddlestone Field at Homestreet Farm (c.700m east of the study area, SMR reference: 2366 – WS5807), an early (i.e. pre 75-80 AD) villa at Borough Farm (1.5km to north-east, SMR reference: 4310 – WS5405), and Wiggonholt bath house (1km to south-east, SMR reference: 2369 – WS5398).

Within the EUS study area there has been one, albeit somewhat dated, excavation of a Roman site, at **Glebelands**, often mislocated and confused with other Roman structures near Homestreet Farm.¹⁴ In addition to numerous small finds and building materials, a small rectangular building, c.8m 'square', of stone was excavated in 1900 and rediscovered in 1970-1 (prior to housing development). This has been identified as a temple, but the evidence is inconclusive [SMR reference: 2365 – WS3314].

The excavation at the **Five Bells**, London Road, in 2003-4 recovered a residual Romano-British sherd.¹⁵

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

- Pulborough church – pieces of heavy flanged Roman roofing tiles, dug out in the making of graves, were found in the sexton's rubbish corner of Pulborough churchyard in 1929 [SMR reference: 2328 – WS2912]. There is no evidence that the Roman posting station moved from Hardham to higher ground at this site.¹⁶

2.4.3 Anglo-Saxon

No excavations or finds have produced evidence of Anglo-Saxon activity in the EUS study area.

2.4.4 Implications of pre-urban archaeology

Although few of the pre-urban finds of the Pulborough area have come from within the town the implications are clear: considerable evidence for Romano-British, and earlier, occupation of the EUS study area has been found, including the route of the London-Chichester Roman road, and features and finds of these periods should be anticipated in any archaeological excavation in the area. Moreover, although Anglo-Saxon pottery has yet to appear in the archaeological record in this area there has been no large-scale archaeological excavation in Pulborough and, thus, there remains a possibility of recovering evidence for the origins of the medieval settlement of Pulborough, known to have existed by the mid-11th century.

3 HISTORY

3.1 Origins: 11th-15th centuries

3.1.1 Place-name

The name *Pulborough* is *Poleberge* in Domesday Book (1086) and thus does not imply an early borough or *burh*. Rather, it derives from the Old English forms *pōl* (pool, tidal creek or stream) and *beorg* (rounded hill, tumulus), both of which were dominant topographic features at the site. The first element refers to the former large tidal compartment and marshland of the meandering Arun immediately adjacent to the town. Since there is no free-standing hill, the second element appears to place Pulborough in that group where the *beorg* is a 'rounded knob on the end of a ridge', a description that exactly matches the site of the church.¹⁷



Fig. 3. St Mary's church: the direct successor to the Anglo-Saxon church on the end of the ridge.

3.1.2 Early settlement

The Domesday Book entry for the manor of Pulborough includes 66 households and 2 churches, which strongly suggests that the present town was already a village of some size,

with its church. The value was similar in 1066, so it is unlikely that the village was a consequence of the construction of the motte-and-bailey castle (west of modern Pulborough) after the Conquest.

Records of Pulborough are more frequent from the 13th century, but give little sense of the form or functions of the settlement. In 1252 Alard le Fleming was granted a royal license to replace his burnt houses in his park at Pulborough. Alard had died by 1263-4, leaving the manor to co-heiresses, thus giving rise to the two distinct divisions, or moieties, of the manor into what we now know as Old Place and New Place.¹⁸ The medieval park evidently extended as far west as the castle site (the motte is known as Park Mound and is adjacent to Park Farm), suggesting that the castle had ceased to function by the mid 13th century.

For the settlement there is an undated, but apparently medieval, reference to *tres shoppas* recorded on the site of the brick garage on Church Hill, just south of Rectory Lane.¹⁹ However, Pulborough neither acquired borough status nor, it seems, a market. Though there was a fair at the feast of St Simon and St Jude (28th October), at Newbridge, by 1278-9,²⁰ this is not to be associated with the town itself, since Newbridge, far from being an alternative name for Pulborough,²¹ is at the north of the pre-20th-century parish. Newbridge (just west of Billingshurst) had received a speculative market grant in 1247, but no weekly market activity is recorded.²²

3.1.3 Church

The medieval history of the church is poorly documented, with a gap in published histories between 1086 and 1404. The latter is the date of a bequest for works on the bell tower, which, given that it is entirely of this period, refers to its construction. This was followed, in 1423, by another bequest for the building of a new church, or rather the nave, aisles and north porch. The dedication to St Mary is recorded from 1422.²³

3.1.4 Port and river crossings

Although it is almost certain that medieval Pulborough would have functioned as a small port or landing place,²⁴ there is no documented activity.

There appears to have been no bridge over the Arun at Pulborough at this time, but a ferry is recorded from the late 13th century. A bridge was built at Stopham by c.1309 (the current bridge dates from 1423, forming part of the same bequest as that relating to the rebuilding of

Pulborough church²⁵) replacing fords and ferries to the north. This appears to have had a direct effect on Pulborough as the east-west main route shifted from Church Lane to the present route (the A283) across Stopham Bridge.²⁶

3.1.5 Urban institutions

There is no evidence that Pulborough had any urban institutions in the medieval period.

3.2 The town c.1500-1800

3.2.1 Economic history

Throughout this period communications played a significant part in Pulborough's fortunes, with increasing coach travel during the 17th and 18th centuries having considerable effect.



Fig. 4. Pulborough bridge (1785) from the south-east.

An isolated bridge is shown on Budgen's 1724 map of Sussex, not on the line of Stane Street, but 215m downstream at the rear of Willow Cottage, Lower Street. As late as 1730, however, a ferry remained in use suggesting that this may not have been a bridge at all. Moreover, the name Ferry Mead was still attached to land immediately NW of the present bridge as late as the tithe map (1841), and it is probably here that the main Pulborough ferry was located until the construction of the first reliably identifiable bridge at Pulborough in 1785 (that surviving, though no longer in use). Remains of a ferry were

apparently discovered during repairs to the stone bridge in 1829.²⁷

The lack of an early bridge may account for the fact that the London-Arundel road, when recorded by John Ogilby in his map of the route in 1675, bypassed Pulborough, leaving Stane Street at Codmore Hill, north of Pulborough, and going via Wickford Bridge, Wiggonholt, Amberley and Houghton Bridge. Given this, it is odd that Amberley provided so little in the way of stabling and guest beds in a survey of 1686.²⁸ Certainly, the marking of distances on Budgen's map of 1724 indicates that by then, if not before, Houghton bridge served the east-west Downland scarp route and that the road to Amberley was minor. The road to Wiggonholt is not even marked. The Pulborough route evidently was more important by this date, and this is corroborated by the fact that when much of the Guildford-Arundel route was turnpiked in 1757 (i.e. before the building of the bridge), it followed Stane Street from Adversane, through Pulborough, to the junction with the Petworth road just north of Bury. Although engineering for the turnpike included the reduction of the gradient at Church Hill, by the making of a cutting, the road south of Newbridge was disturnpiked in 1799. Presumably this, at least in part, reflected the problem of crossing the Arun floodplain.²⁹

The 1686 survey of inns and alehouses shows that Pulborough was a modest provider of stabling and accommodation, comparable to Billingshurst and Slindon, further north along Stane Street, and to other large villages similarly situated north of the Downs, such as Henfield, Hurstpierpoint and Ditchling. Its provision was insignificant, however, when compared to that of the market towns of Petworth and Midhurst, to the west along the Greensand Ridge.³⁰

Several inns provided the stables and guest beds. The Five Bells, on London Road, was an inn by 1706, although then called The Sackfield Arms (by 1743 The Sackville, in 1775 the Butchers Arms and Kings, by 1790 The Bells, and in the late 1820s The Five Bells).³¹ The Chequers Inn, at the junction of Church Lane and London Road, (burnt down in 1963 – then replaced on the opposite side of London Road) is recorded with that name from 1717, when manor courts were being held there.³² The Swan Inn is recorded from the 18th century.³³ Inns and alehouses were not exclusive to the north-south route at this date, however, for in Lower Street the Arun Hotel is recorded from the early 18th century and the Oddfellows Arms from 1757.³⁴ Although a recent archaeological evaluation and historic buildings survey at the Red Lion Inn,

Lower Street, is disappointing in that it did not review the documentary evidence, it is evident that the building was functioning as an inn by 1841 (tithe map) and is likely to have done so in the 18th century too.³⁵



Fig. 5. Church House, Church Lane: formerly a mercer's shop.

Shops are better represented in this period, with a noticeable concentration near the church. Immediately south of what was until recently The Five Bells, London Road, there were two cottages and a butcher's shop in 1674, and this usage continued until the 1920s.³⁶ West of the former Chequers site, Church Lane, is Church House, which was a mercer's shop in the late 18th century, while, beyond, 18th-century Ivy Cottage was owned by a butcher in the 1780s.³⁷

The River Arun also had a greater role in the economy of Pulborough during this period. The navigable reach of the Arun was extended to Stopham bridge in the late 16th century, by the Earl of Arundel, then to Pallingham quay in 1637.³⁸ Wharf House, Lower Street, is recorded from 1706, and to the east of this Skeyne House (demolished, and now the site of Barclays Court and Skeyne Drive) had a wharf in 1748.³⁹ William Harwood's warehouse of 1780 was built opposite the Swan Inn, and is likely to be associated with the wharves.⁴⁰

In 1524 there were 35 taxpayers, suggesting a population of c.170. This had expanded considerably to perhaps c.900 by 1676, yet only 80 families (and thus a population of c.360) were recorded in 1724.⁴¹ Although these are parish figures, this implies a significant reversal in fortunes between the late 17th and early 18th centuries.

3.2.2 Church and religion

This period began with the drama of Henry VIII's Dissolution of the Monasteries, but its impact on the parish church was minimal.

There are no recorded Roman Catholic recusants in Pulborough. Protestant nonconformity was minimal (e.g. only two or three individual dissenters in 1724⁴²) and, apparently not provided for within Pulborough.⁴³

3.2.3 Urban institutions

A poor house, or workhouse, probably existed by the early 18th century, and certainly by 1764. This was located east of Henleys, in Lower Street.⁴⁴

3.3 Expansion: c.1800-2004

3.3.1 Economic history

Despite the disturnpiking of the north-south road, and the creation of a river bypass by the construction of the Coldwaltham Cut (with its tunnel at Hardham), communications have continued to feature in the economic history of Pulborough. Initially, the problems of the late 18th century were exacerbated: the turnpiking of the Arundel-Petworth road (via Fittleworth) in 1803, and the subsequent popularity of this route from London, was evidently to the disadvantage of Pulborough; the building of low-arched Clements bridge 480m west of Pulborough bridge (possibly by 1793,⁴⁵ and certainly by 1806-7⁴⁶) may have discouraged some use of the toll-free river route past Pulborough;⁴⁷ and the Arun Navigation company transferred its docks for barge making and repairing from Pulborough to Pallingham in 1804.⁴⁸

The disadvantages of being bypassed by the Coldwaltham Cut, however, cannot have been overwhelming since Pulborough maintained an active waterfront during the 19th century. Despite Clements bridge, it appears that a significant amount of river traffic avoided the 9d a ton toll of the tunnel route.⁴⁹ Although the Wey and Arun Junction Canal from Newbridge to Shalford (1816-71) never lived up to expectations as the only inland waterway connection between London and the south coast, it did increase traffic on the Arun Navigation, and Pulborough benefited from its proximity to the latter. The arrival of the railway to Pulborough in 1859 and then to Arundel in 1863 put both waterways into immediate and terminal decline, the Arun Navigation finally closing in 1888. With the closure of its canal sections, commercial traffic reverted to the still viable tideway of the River

Arun, past Pulborough, until even this ceased in the 1920s.⁵⁰

Roads to and through Pulborough were improved in the early 19th century. The Steyning-Stopham road was turnpiked in 1810.⁵¹ The disturnpiked London road was revitalized in 1828 with the construction of a causeway across the floodplain of the River Arun, though even this periodically disappeared under water. In 1830 the slope of Church Hill was further reduced,⁵² and a fourth arch was added to the bridge in 1834.⁵³

The Swan Inn was an obvious beneficiary of these improvements to the roads and the proximity of the river. In the 1830s it was a staging post for coaches from London to the south coast, with cover for horses and coaches on the east side. Amongst its other buildings was the corn exchange (with a corn market on Fridays), which had its own cut from the Arun and was also utilized as a venue for village entertainment.⁵⁴



Fig. 6. The railway station (1858).

Just as the arrival of the railway heralded the demise of waterborne traffic, so too did it end this brief heyday of coaching in the village. Other obvious direct effects were limited, however, with the opening of the Railway Hotel in 1859 (opposite the station, now gone), and the opening of a Cattle Market in 1866 (on the site of the car park on the western side of Station Approach) being rare examples.⁵⁵ Pulborough saw no immediate or even delayed proliferation of housing, other than the modest row of Railway Cottages immediately south-west of the station (c.1875). In fact, after c.25% growth in the

'urban' population between 1801 and 1831, Pulborough had been in decline between 1831 and 1851, saw only minor growth between 1851 and 1871 (c.5%), then slipped back into slight population decline between 1871 and 1901.⁵⁶ To some degree, however, the railway at Pulborough appears to have prevented the sustained and substantial depopulation seen in a large block of adjacent rural parishes in West Sussex in the second half of the 19th century.⁵⁷

Enclosure of the small extent of Pot Common, off Lower Street, was a piecemeal process, with pieces of land for the school given over by 1818, a sawpit permitted in 1822, and a further site for the school allowed in 1857.⁵⁸ Although no longer recognizably an open common by 1900, it was not fully built over until the later 20th century.

The revival of road traffic in the mid 20th century placed Pulborough on the junction of two busy roads. Direct impacts were the demolition of shops in the middle of the street at Swan Corner (1935) and the building of a new bridge over the River Arun (1936) and related modifications to the causeway to Hardham.⁵⁹

Growth of the village into something approaching a town only accelerated after 1900. An isolated terrace was built on the west side of London Road (nos. 25-36) c.1910. Alpha Cottages, Lower Street, were the first council houses to be built in the village (1912), followed by 26 houses in a more isolated location north of the railway (and outside the EUS study area) on the east side of the London Road.⁶⁰ Other pre-war developments include the modest scale (22 council houses) of The Moat, off Moat Lane. After the war, housing development increased, with council estates such as Rivermead (off the south side of Lower Street), and more extensive estates to the north of Rectory Lane/Lower Street and to the east of London Road. To the west of the Swan Inn, the value of the views of the river, brooks and Downs were valued increasingly and the area developed with blocks of flats, with the Swan Inn (rebuilt 1958) itself demolished to make way for flats in 2002. This trend also resulted in infill further to the east on the south side of Lower Street, most notably with the demolition of Skeyne House and its replacement by flats. The different types of post-1945 development in Pulborough reflect its attraction both as a place for commuters and for retirement.

Although the commercial wharves closed in the 1930s, a brickfield next to the station closed c.1930,⁶¹ and the small cattle market nearby closed in the mid 1970s,⁶² the development of an industrial estate by the station and factories

between London Road and the railway (though these now lie disused) has meant that Pulborough has not become purely a place of residence. Coupled with the range of shops (now concentrated at Lower Street and Swan Corner), this means that Pulborough today has the economic character of a minor town rather than a village.

3.3.2 Church and religion

St Mary's church has remained intact as an institution throughout this period, though the rectory was sold off in the late 20th century, and replaced by a new one (Hillside) on the west side of London Road. There was a major restoration of the church in 1859, including the removal of galleries and box pews, and further extensive repairs from c.1920.⁶³ The churchyard was extended in 1852,⁶⁴ and again in the early 20th century. Corrugated-iron church rooms were built in 1906 at the eastern corner of Glebe Field and were used for church functions and social events.⁶⁵

The 1851 census of religious worship showed that there was almost no Nonconformism in Thakeham registration district (in which Pulborough was located), and that it was the most Anglican district in a county that itself was unusually conformist.⁶⁶ This explains the absence of 19th-century chapels and mission rooms in the village. The 20th century brought a modest Nonconformist presence in the form of the Salvation Army (established by 1914 in a hut near the post office in Lower Street)⁶⁷ and the United Reformed church in Lower Street. The Roman Catholic church of St Crispin and St Crispinian, Church Lane, is post-1945.

3.3.3 Urban institutions

During the 19th and 20th centuries Pulborough has seen the development of a range of social and public functions that did not exist previously. None of these are definitively urban, but the salient institutions are included.

St Mary's School (1857) was the first registered National School, built on Pot Common. An earlier school run on the same lines had been built nearby on the common (on a site now occupied by 1 and 2 Rectory Lane) by 1818. St Mary's school was enlarged in 1894 and 1924, and an infants' school opened across the road in 1925. Both closed on completion of the present primary school on New Place Road (1968-72).⁶⁸ Secondary education is mainly provided by the Weald School at Billingshurst.

After the 1834 Poor Law Amendment Act Pulborough was included in the Thakeham Poor Law Union, with a new union workhouse provided at the south of Thakeham parish (the site now occupied by Rydon school, Storrington). The redundant poor house, or workhouse, in Pulborough (Lower Street) became almshouses.⁶⁹ Other almshouses were built on Church Hill, south of the lych gate, in 1861 (now Bishop's Cottages, for retired priests and their wives or widows).⁷⁰



Fig. 7. The school (1857), closed 1972 and converted to residential use.

Provision for social events and entertainment was provided largely by the inns and, especially the Swan Inn. The Coffee Tavern and Reading Rooms were purpose-built at the junction of Church Hill and Lower Street in 1882, and the demise of this (and conversion to the bungalow that survives) in 1904 led to the building of the church rooms in Glebe Field (section 3.3.2). The Masonic hall opened in Station Road in 1926.⁷¹

Sports facilities have appeared during this period: the recreation ground was established, with its bowling green, by 1945; and public tennis courts since then.

4 ARCHAEOLOGY

4.1 Origins: 11th-15th centuries

4.1.1 Buildings and monuments



Fig. 8. St Mary's church: north arcade of 15th-century nave, with 12th-century font in foreground.

No remains of the Anglo-Saxon church, or churches, have been identified or, given the thoroughness of the later rebuilds, are likely to survive *in situ* above ground. Excavation may well reveal the location and form of the earlier building and, in the absence of evidence to the contrary, it must be assumed that the present church lies near, or over, the previous church. The earliest surviving part of the church is the chancel, which dates from the 13th century. The tower and nave are dated to after 1404 and the 1420s on documentary grounds (section 3.1.3), and this accords with the architectural evidence: the nave aisle windows (which are often described as 'Winchester' windows on the basis of an inaccurate comparison to those of the cathedral's nave⁷²) suggesting that the bequest of 1423 marked the beginning rather than the completion of the rebuilding of the nave.

Although the form of any building is unknown, the moated site off Moat Lane survives as a clearly defined dry moat (c.1.6m deep), in the midst of a 20th-century housing estate. It is of rectangular form, internally measuring c.60m east-west and c.35m north-south, with a ditch typically 12m wide (though this is variable and doubtless eroded). There has been no recorded excavation, but ownership links it with New Place (400m to the north), suggesting that it may represent the site of the manor of Pulborough accidentally burnt down in 1251-2 and then re-located (section 3.1.2).⁷³ If so, it is likely that the moat was short-lived, since the earliest sites of this type date to after c.1150, with the greatest concentration of construction in the 13th century.

Other than the church and the moated site, Pulborough has no known surviving buildings or monuments earlier than the mid-14th century. The town does have seven known surviving buildings that date from between 1350 and 1500, however, providing a small body of evidence for the late medieval town. The buildings are mostly timber framed, two being Wealden houses with recessed halls and jettied two-storey end bays (the former Five Bells, London Road,⁷⁴ and 73-9 Lower Street). The misleadingly named 'The Chapel', 1 London Road, is an exception, being entirely of stone. It has no known ecclesiastical association.



Fig. 9. 73-9 Lower Street: a 15th-century Wealden house.



Fig. 10. The Old House, Church Hill.

The medieval houses are concentrated around the church, except for the house at 73-9 Lower Street. It is likely that systematic study of the buildings of Pulborough will discover more medieval houses outside the church area. Certainly, some of the apparently post-medieval houses had predecessors (e.g. Brookside, 159 Lower Street, from 1426;⁷⁵ and the house that later became the Oddfellows Arms, Lower Street, from 1460⁷⁶). However, such buildings represent isolated farmhouses and cottages, engulfed in later expansion of the village.

4.1.2 Excavations

The unusually enthusiastic garden excavations by the owners of the **Old House**, on the east side of Church Hill, between 1966 and 1976 somewhat inevitably failed to identify many features, but were extensive and have produced a vast number of finds. These include medieval jugs and jars dating from as early as the 13th century, though the excavators argue for occupation beginning in the 15th century.⁷⁷

A small-scale archaeological evaluation at the **Red Lion** also found pottery dating from the 13th century onwards. The sherds from the 13th to 16th centuries were residual and abraded, perhaps suggesting that their presence derived from manuring or midden-spreading on cultivated land. No medieval features were identified, consistent with the suggestion that the site was open until the post-medieval period.⁷⁸

The absence of medieval finds and features at the archaeological evaluation at the **Swan Inn** (Swan Corner),⁷⁹ **41-7 Lower Street**,⁸⁰ and **Old Walls** (Rectory Lane)⁸¹ could result from its small scale and the techniques employed, and certainly cannot be used as negative evidence for the location of medieval settlement.

Excavation at the **Five Bells**, London Road, produced evidence of continuous settlement from the 12th century. The medieval features mostly comprised pits, consistent with the rear of a plot, and imply that the surviving pre-1500 Wealden house had a predecessor.⁸²

4.1.3 Topography (Maps 5-7)

The lack of substantial archaeological, or indeed documentary, study of Pulborough means that any interpretation of the early development of the settlement is based on imperfect evidence. However, the cluster of the surviving medieval houses around the church suggests that this was the only focus for medieval settlement. This is corroborated by the Five Bells excavation, with its evidence for continuous occupation since the 12th century. Such a village core is likely to have been more extensive than the distribution of surviving historic buildings indicates, and it is possible that the undulating ground in the north-west corner of Glebe Field represents the position of former tenement plots. It has been proposed that the settlement at Swan Corner, north of the 18th-century bridge, was also medieval, but this appears to be based on no more than the assumption that, in the early medieval period, the Stopham-Steyping road followed this route and that the line of Stane Street represented an important crossing of the Arun.⁸³ The latter was the case by the late 13th century, but the documented existence of an early ferry crossing at Stopham to the north of the later medieval bridge suggests that the main, even only, east-west route previously followed Church Lane and Rectory Lane (section 3.1.4). Significantly this route would have passed close to the motte-and-bailey castle (probably functioning at some point from the early 12th century to the mid-13th century, though there is a dearth of documentary or archaeological evidence⁸⁴), to Old Place, and to the moated site off Moat Lane. Moreover, Pot Common developed along the Rectory Lane part of this route, like many other small-scale medieval commons in the Weald.

The scale of medieval Pulborough was that of a small village and, thus, it is of little surprise that there is no evidence of a planned layout or regular plots.



Fig. 11. Swan Cottage, Horncroft and Old Timbers, Church Hill: 16th-century timber framing.

4.2 The town c.1500-1800

4.2.1 Buildings

Pulborough has 31 surviving buildings that date from between 1500 and 1800: one from the 16th century, 12 from the 17th century, and 18 from the 18th century.

Most of the 16th and 17th-century buildings are timber framed, although three of the 17th-century houses are of stone construction. 12 of the 18th-century houses are built of stone, reflecting the local availability of Pulborough Sandrock and Folkestone Formation carstone.

None of the buildings is of specifically urban type. While not necessarily purpose-built, several buildings of this period had non-domestic functions. The Red Lion (built 1690-1740, and certainly functioning as an inn by the early 19th century⁸⁵) and the Oddfellows Arms (rebuilt in the 17th century, and an inn by 1757) are survivals of this period that reflect the importance of road traffic to Pulborough. Of the river wharves themselves little survives, but Wharf House appears to have been built in its then comparatively isolated site to serve the emergent wharves along the left bank of the

Arun. The early 18th-century maltings (now represented by Malt House, 17 Lower Street), a warehouse of 1780 (on the north side of the junction of Station Road with the London Road, at 6 Swan Court), and the remains of 18th-century limekilns south of Waterside House, 17 Lower Street, represent tangible evidence of the commercial quayside character of this part of Pulborough in the 18th century.



Fig. 12. 6 Swan Court, Station Road, built as a warehouse in 1780.

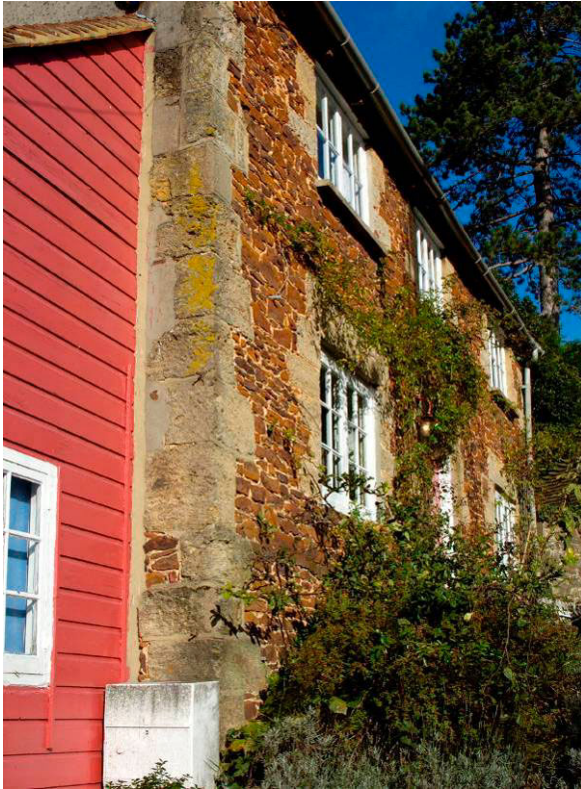


Fig. 13. The Cottage, Potts Lane, showing use of Pulborough Sandrock (for quoins) and carstone.

4.2.2 Excavations

One of the few features identified by the garden excavations at the **Old House**, on the east side of Church Hill, was an 18th-century outhouse, but the site is more notable for its considerable quantity and range of 17th and 18th-century pottery, including lead-glazed vessels, slipware, stoneware and delftware. The last was probably sourced from London, and the stoneware includes German as well as English types.⁸⁶

A small-scale archaeological evaluation at the **Red Lion** found evidence of insubstantial outbuildings of 18th or 19th-century date. Also, substantial quantities of pottery from this period were recovered, consistent with its function as an inn.⁸⁷ The archaeological evaluations at the **Swan Inn** (Swan Corner) located the wall of the 19th-century coach house and walls of a similarly dated but unidentified outbuildings to the south of the main part of the inn. Finds were of broadly post-medieval date.⁸⁸ The archaeological watching brief at **41-7 Lower Street** identified 19th-century post holes.⁸⁹

Excavation at the **Five Bells**, London Road, recovered 15th or 16th-century ditches, probably relating to alteration of property boundaries. Substantial quantities of glass were mostly 19th-century bottles, and, again, relate to use of the property as an inn.⁹⁰

4.2.3 Topography (Maps 8-10)

The distribution of the houses of this period shows that Pulborough had gained its three separate settlement nuclei by 1700 and that by 1800 new building was concentrated on the area south of Pot Common, on Lower Street. This is confirmed by historic cartography (especially the Ordnance Survey surveyors' drafts of 1806-7). Building (and shops) continued near the church, but in the absence of either detailed documentary research or archaeological excavation it is difficult to determine whether there was any shrinkage of this area.

The main east-west route throughout this period was along what we now know as Lower Street and Station Road. The abandonment of the Church Lane route to Stopham would appear to explain the shift to the replacement cross-roads at Swan Corner, but not the larger focus of building to the east. One factor that might have favoured the higher eastern end of Lower Street was the proximity of the river to the west end of the street. Indeed, if the parish boundary (before 20th-century modification) marked the course of the river until it was straightened in the late 16th or 17th centuries, as part of the improvements to navigability,⁹¹ then in the early part of this period the Arun had been located even nearer to the south side of the street than it is today (Map 3).



Fig. 14. Lower Street, looking westwards, in the vicinity of Potts Lane.

Equally, it is possible that houses on the north side of the east end of Lower Street represent piecemeal and private enclosure of Pot Common (as was the case in the 19th century) and that the common had reduced by the time it was recorded on the Ordnance Survey surveyors' drafts. The survival of a piece of Pot Common between Rectory Lane and Lower Street (where Potts Lane links the two today) as late as 1841 (tithe map) suggests that this is likely, as does Richard Budgen's use of a broken line (i.e. unfenced) for the northern edge of Lower Street on his map of 1724.

4.3 Expansion: c.1800-2004 (Maps 3 and 12)

4.3.1 Buildings and topography



Fig. 15. Terrace housing in Stopham Road, from c.1875.

There are 26 buildings dating from the early 19th century, with the majority in the area at the east end of Lower Street. By 1841 (tithe map) these were sufficiently concentrated to form lengths of continuous, and largely commercial, street frontages on both sides of the road. 16 of these buildings are of stone, reflecting continued use of local Pulborough Sandrock and carstone.

The majority of the buildings in Pulborough date from this period, not so much as a result of loss of earlier buildings, but through expansion of the village into its town-like form today. This growth was significant in the early 19th century, but did not accelerate as might be expected after the railway arrived (1859): the majority of buildings

belong to the 20th century and, especially, to the period after 1945.

Obvious, but unusual in their survival, artefacts of the coming of the railway are the main station building of 1858 and signal box of 1878.⁹²

Post-railway fashions in architecture were delayed by the lack of growth, and it was only c.1875 that Pulborough gained terrace housing just west of the station at Railway (or Pinch Plum) Cottage, Stopham Road. This was followed by a more substantial terrace at 25-36 London Road, c.1910. Semi-detached housing was similarly late (e.g. 3-4 London Road and 29-31 Lower Street), but was adopted for the four pairs of early council houses at Alpha Cottages, Lower Street (1912). Purpose-built commercial buildings of the period include the post office, Lower Street (1906), and the National Westminster Bank, Station Road (c.1920).

Post-war development of larger residential estates continued use of semi-detached housing, and introduced widespread use of bungalows (e.g. as built by the council at The Spinney in the 1950s), and, more unusually for a rural village, blocks of flats. The latter have become a feature of the riverside and the floodplain, suggesting that they are a functional response as well as a reflection of a late 20th-century fashion for waterside housing. Amongst the more conventional houses, bungalows and chalet bungalows of the mixed private and council-built estates that dominate the northern part of Pulborough (and which include the new school of 1968-72), Southside is a rare example of a row of more boldly modernist housing.



Fig. 16. Recent riverside development west of Swan Corner.



Fig. 17. Pulborough tithe map, 1841 (copy in West Sussex Record Office): detail of church and bridge areas.

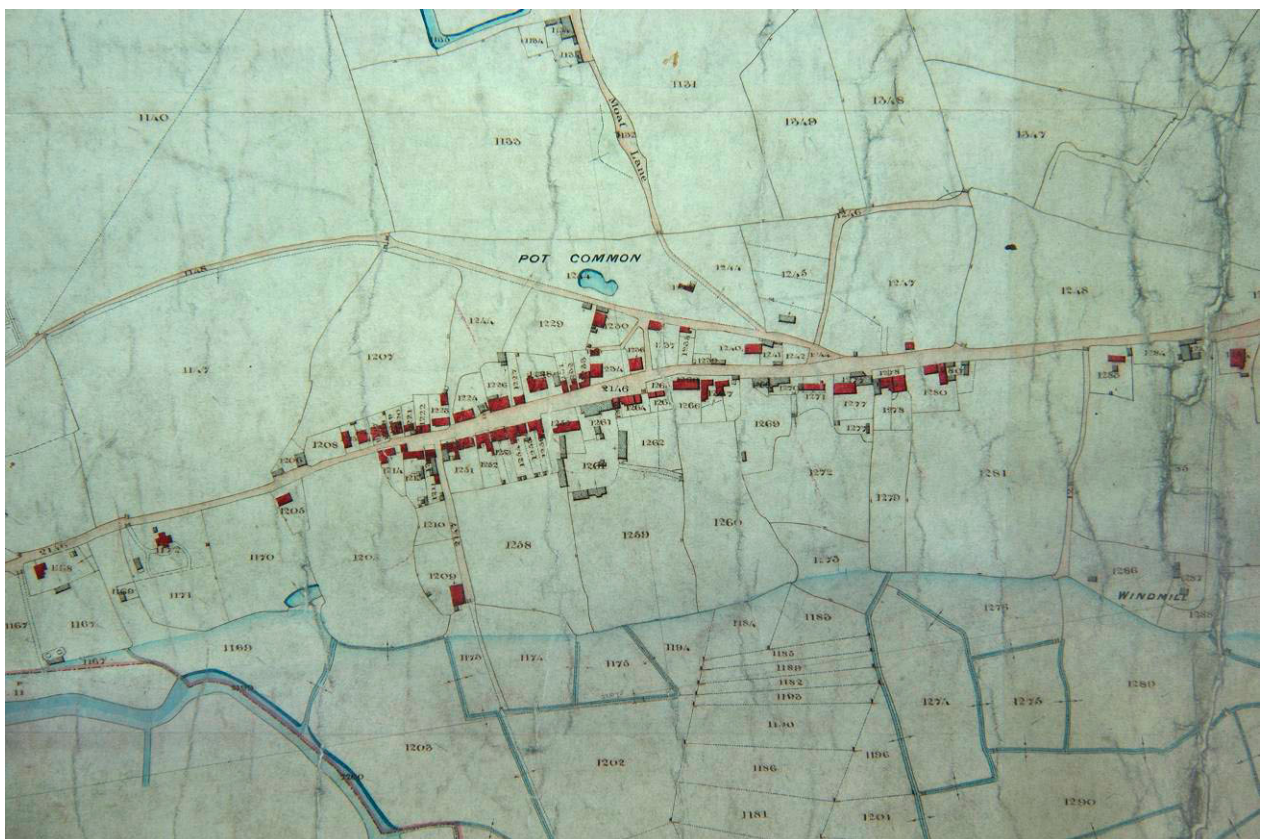


Fig. 18. Pulborough tithe map, 1841 (copy in West Sussex Record Office): detail of east end of Lower Street.

5 STATEMENT OF HISTORIC URBAN CHARACTER

5.1 Town summary

5.1.1 Historic environment overview

Although Pulborough has expanded rapidly from a modest though widely spread village since 1945, it has retained much of its historic fabric: the 20th century has tended to add to rather than destroy the earlier village. Three discrete areas around the church, Swan Corner and the eastern end of Lower Street were a feature of the village by 1700, and remain discernible despite this expansion. The church and Lower Street areas were more significant than Swan Corner, and thus it is at these that the surviving historic buildings are concentrated. Less visible is the archaeological evidence of the earlier village, the pre-Conquest origins of which lie in the ridge on which the church stands. The potential of this archaeology has yet to be realized.

5.1.2 Historic environment designations (Map 4)

There are 49 listed buildings and structures in the EUS study area (one Grade I, two Grade II*, and 46 Grade II). Of these, eight predate 1500; one is 16th century; 12 are 17th century; 17 are 18th century; nine are early 19th century; and two are later 19th century.⁹³

There are an additional 19 important historic buildings recognized in this assessment that have not been listed (typically late 18th to early 19th-century houses and outbuildings).

Pulborough has a Conservation Area. The dry moat off Moat Lane (a likely medieval manorial site) is the only Scheduled Monument within the EUS study area.

5.1.3 Historic building materials

Although 14 of the 21 known pre-1700 buildings are of timber-framed construction, nine are principally or partly built of stone. This reflects the local availability of Pulborough Sandrock and ferruginous carstone (from the Folkestone Formation). The church is the most notable example of the use of Pulborough Sandrock in the village, while many of the houses at the east end of Lower Street are of carstone, possibly sourced on site. That 28 of the 47 post-1700 buildings of identified historic interest should also be wholly or partly of stone reflects the continued

use of this building material into the 19th century. There is no post-1700 timber framing (other than the lych gate, possibly of the 18th century, but which re-uses earlier timbers). Clay tiles are used for roofs and tile hanging (four examples, all on pre-1700 houses). Horsham Stone is a flaggy sandstone used for roofing in the Weald, but here survives on three buildings only.

5.2 Historic Character Types

5.2.1 Historic Character Types and chronology (Maps 5-11)

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

Table 1. Sussex EUS Historic Character Types.

Historic Character Types have been developed in the Sussex EUS to describe areas of common character by reference to generic types found across all 41 towns. Historic function is often the key determinant of character type, hence the term 'Historic Character Types' and the time-depth implicit in many of the types in Table 1 (e.g. *regular burgage plots*). The types also reflect the character of these towns, and, thus, they are different from those that would be applied nationally or to another county.

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

This approach gives time-depth to the map-based character component of the Sussex EUS, and is structured to take account of both upstanding and buried physical evidence of the past. It enables the generation of maps (e.g. Maps 5-11) 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 Pulborough (Maps 11 and 12)

Although Historic Character Types represent county-wide types, modern Pulborough is characterized by its particular concentration of some types and the comparative rarity, or absence, of others. For example, the identification of significant areas of *irregular historic plots* reflects the survival of medieval and post-medieval buildings and plot boundaries, while the absence of *regular burgage plots* reflects the non-urban status of Pulborough in the medieval period.

5.3 Historic Urban Character Areas (Maps 13 and 14)

5.3.1 Defining Historic Urban Character Areas (HUCAs)

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

Thus, HUCA 1 in Pulborough combines 3 Historic Character Types that represent the *church/churchyard* dating from Period 4 (i.e. 950-1065) and its extensions in Period 12 (1841-1880) and Period 13 (1881-1913); *irregular historic plots* that date from Period 5 (1066-1150) or earlier; and *suburbs* that date from Period 12 onwards. Combining this complexity into a single HUCA called *Church* reflects the largely coherent character of the area today, in which houses – many of them historic – are clustered around the ridge-top knoll and its church. This coherence renders HUCAs suitable spatial units for describing the historic environment of the EUS towns, for assessing their **archaeological potential, Historic Environment Value** and for linking to **research questions**.

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

5.3.2 Archaeological potential

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

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

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

5.3.3 Historic Environment Value (Map 14)

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

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

Lesser additional considerations in the assessment comprise:

- Visibility
- Historic association.

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

5.3.4 Vulnerability

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

5.3.5 Research questions

Where relevant, reference is made to questions in the **Research Framework** for Pulborough (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 Pulborough’s Historic Urban Character Areas (Maps 12 and 13)

The following assessments of the Historic Urban Character Areas (HUCAs) of Pulborough commence with those that make up the three historic foci. Inevitably, these assessments are more extensive than those that relate to recent expansion of the town.

HUCA 1 Church (HEV 5)

HUCA 1 encompasses the area of the Domesday Book village, largely west of the cross-roads formed by Church Lane/Rectory Lane and London Road/Church Hill.

Although no longer the commercial centre of Pulborough, the area remains built up. There are 16 listed buildings (14 Grade II; one Grade II*; and one Grade I), of which one is Period 6 (1150-1349), six are Period 7 (1350-1499), and three are Period 9 (17th century). The parish church (Grade I) dates from the 13th century, but is predominantly of the early 15th century. Seven of the other listed buildings are built of stone, but only the church and the lych gate have Horsham Stone roofs. Six of the listed buildings are timber framed, including the 15th-century hall house that is The Old House, Church Hill (Grade II*).

The small scale of this village nucleus precludes the survival of urban features such as burgage

plots, but many of the irregular historic boundaries are preserved and are likely to be medieval.

While 20th-century housing development forms the west and north part of the HUCA, and might have been built over the site of deserted medieval plots, there has been little change to the plots that survived in c.1800. Coupled with the good survival of medieval buildings, and the discovery of Roman remains within the churchyard, this suggests that the **archaeological potential** of much of this HUCA is high.

The survival and condition of plots and, especially, the late medieval and post-medieval buildings; the completeness of historic street-front along Church Lane; the visibility of the historic fabric; and the archaeological potential give this HUCA the very highest **Historic Environment Value (HEV)** of 5.

Other than expansion of the built-up area in the late 20th century, the HUCA has seen no major recent change, with all the buildings now in residential use and many listed. However, the radical conversion of The Five Bells Inn (a medieval Wealden house; Grade II) and the development of housing (since 2000) within its rear plot – with no building recording or archaeological evaluation – shows that **vulnerability** is high.

Research questions especially relevant to this HUCA relate to the church (RQ2, RQ8), and the origins of the village (RQ3, RQ5).

HUCA 2 Lower Street – east (HEV 4)

HUCA 2 represents the distinct settlement nucleus that emerged in the 17th and 18th centuries and that, during the 19th century came to supplant the earlier village core around the church (HUCA 1). Today this length of Lower Street is almost continuously built up, and is the main shopping area. There are 18 listed buildings (all Grade II), of which one is Period 7 (1350-1499), five are Period 9 (17th century), and seven are Period 10 (18th century). The earliest building is 75-9 Lower Street, a 15th-century timber-framed house of Wealden type, built in isolation and only later forming part of a busy street frontage. This is one of only four timber-framed buildings. Seven listed buildings are partly or wholly of stone construction.

There are 15 unlisted 18th and early 19th-century locally important historic buildings. These include outbuildings, but are mostly houses, with The Cedars, 74 Lower Street, standing out as a large

18th-century house set back from the north side of the road.

Redevelopment of parts of the street frontage (e.g. at 83-9 Lower Street), the cutting through of new roads (Rivermead and Brooks Way), and new developments that encroach on the rear of historic plots (e.g. Little Dippers, Moncrieff Cottages and Wildbrooks Close) have been destructive, but even where historic plots and buildings are better preserved (as at the Red Lion, the subject of a recent archaeological evaluation) the late date of the settlement means that **archaeological potential** of nearly all this HUCA is moderate.

The survival of historic buildings and many historic plot boundaries, and the archaeological potential give this HUCA a **Historic Environment Value (HEV)** of 4.

The combination of commercial pressures on Lower Street and significant Historic Environment Value mean that **vulnerability** is high. Internal and shop-front refitting of business premises, minor structural additions, and occasional rebuilding of non-listed buildings are all constant and continuing threats to buildings and archaeology. Additionally, the less protected boundaries and the numerous locally-important historic buildings are vulnerable to neglect and conversion to residential use, the latter also undermining the commercial character, or function, of this part of the town.

Research questions especially relevant to this HUCA relate to settlement shift (RQ6, RQ13).

HUCA 3 Swan Corner (HEV 3)

HUCA 3 lies at the junction of the east-west Station Road/Lower Street and the north-south London Road/Church Hill (i.e. the approximate line of the Roman Chichester-London road, or Stane Street). It developed as a discrete nucleus around this junction and next to the river, along with HUCA 2 supplanting the earlier village core around the church. Although this east-west road appears to have replaced that past the church in the 14th century, and certainly by the 15th century, significant occupation of this area does not appear to have occurred until the 16th/17th century. Today the area is a mixture of commercial premises, larger houses, and flats.

There are nine listed buildings and structures (all Grade II), of which one is Period 8 (16th century), two are Period 9 (17th century) and four are Period 10 (18th century). Two of these are of timber-framed construction (16th-century Swan Cottage/Horncroft/Old Timbers, Church Hill, and Willow Cottage, 19 Lower Street). Five houses

are built of stone, including the coach house and main house of Templemead, a large villa of c.1800 on the south side of Lower Street, and one of the first of many buildings in Pulborough to take advantage of the scenic location. On the north side of the junction of Station Road with the London Road, 6 Swan Court is an almost contemporary (1780) warehouse, a rare survival of the wharves that were located in this part of the town. Malt House, 21 Lower Street is, as its name suggests, a relic of the maltings here. The stone bridge of 1785 still spans the River Arun, although it has been replaced by the adjacent bridge of 1936.

There is one unlisted early 19th-century locally important historic building. This is stone-built Waterside House, 17 Lower Street, a substantial house (and former dairy) on the corner of a narrow lane that led to lime kilns (remains of the 18th-century stone structure still survive), wharves, a dock, and the 'bridge' recorded on Richard Budgen's map of 1724.

Redevelopment of much of the HUCA west of the London Road, most notably and unfortunately at the site of the Swan Inn in 1958 and 2002, has had a considerable impact, but the more open and undeveloped areas along Lower Street and the scope for archaeological remains of wharves, associated industrial archaeology, suggests that the **archaeological potential** of nearly all this HUCA is moderate to high.

The survival of several post-medieval buildings, and many historic plot boundaries, and the archaeological potential give this HUCA a **Historic Environment Value (HEV)** of 3.

The combination of commercial pressures on London Road and the east end of Station Road and significant Historic Environment Value mean that **vulnerability** is high. Internal and shop-front refitting of business premises, minor structural additions, and occasional rebuilding of non-listed buildings are all constant and continuing threats to buildings and archaeology. Additionally, the larger residential properties (especially unlisted Waterside House) along Lower Street are vulnerable to garden landscaping and, above all, infill housing development of the sort seen at Templemead.

Research questions especially relevant to this HUCA relate to settlement shift (RQ6, RQ13) and the river-based economy (RQ14).

HUCA 4 Rectory (HEV 3)

HUCA 4 lies on the east side of the medieval village, near the church, and occupies part of the ridge and its southern slope.

Today the HUCA comprises the shrunken remains of the rectory and its garden, and Glebe Field. The latter is a remarkable, although again slightly shrunken, survival of a field in the middle of the town. There is no record of Glebe Field having been built upon, and the presence of major lynchets at the bottom and midway up the slope are indicative of agricultural use. However, undulating ground in the NW corner of the field could result from abandoned tenement plots. There are only six buildings, or groups of buildings, in the HUCA and two of these are listed: the Old Rectory is Grade II* and The Dovecote (comprising the dovecote and stables formerly belonging to the rectory) is Grade II. Both are 18th century and built of stone. To the east, the Glebe Barn is on the site of the former rectory barn, and other late 20th-century houses are built within what was previously the formal garden of the rectory. There is one unlisted building of local historic importance – a low barn or outbuilding in the grounds of the Glebe Barn, along the Rectory Lane frontage. It is built of stone, and dates from c.1800.

The only archaeological evaluation in the HUCA (at 'Old Walls') was unproductive, but the limited scale of redevelopment, the antiquity of the rectory site, the undeveloped nature of Glebe Field (with possible medieval occupation in the NW corner), and the proximity of the area to the known early medieval village nucleus suggests that **archaeological potential** is moderate to high.

The survival of historic buildings, the archaeological potential, and the preservation of Glebe Field give this HUCA a moderate **Historic Environment Value (HEV)** of 3.

The HUCA has seen significant recent change in the form of building within the former rectory garden and, with significant open areas remaining, it is at risk from further development and thus **vulnerability** is high. Perhaps the greatest threat is to Glebe Field either through such development or from more incremental change of use (which has begun recently with subdivision of the NW part into paddocks, and the erection of a stable) with a suburbanizing effect.

Research questions especially relevant to this HUCA relate to the extent of the medieval village (RQ5) and settlement shift (RQ6, RQ13).

HUCA 5 Old Mill (HEV 2)

HUCA 5 comprises what was a small cluster of houses on Lower Street, with a small lane leading to the low-lying windmill on the edge of the brooks.

Today, the windmill and associated buildings have gone, and the cluster of other old houses has been infilled by pre- and post-war houses, mostly detached and with large gardens. It is now joined to the rest of Pulborough, and forms its eastern limit. There are two listed buildings (both Grade II): 147 Lower Street is a 17th-century timber-framed house, and 155-7 is a stone-built house of the early 19th century. Brookside, 159 Lower Street, is not listed, but the property is recorded from the early 15th century and the house today appears to represent a rebuild of c.1800. The few pre-1800 boundaries and the lane formerly to the mill survive.

The location of this HUCA outside the medieval village is partly counteracted by the site of an isolated medieval property, or farmstead, the site of the windmill, and the low density of development, suggesting that the HUCA has moderate **archaeological potential**.

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

This area has seen considerable change in the 20th century through infill residential development, and the scope offered for further infill by the large gardens suggests that the **vulnerability** of the HUCA remains medium.

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

HUCA 6 Pot Common (HEV 1)

HUCA 6 comprises what was Pot Common and the adjacent fields to the west in c.1800, but which has since been built over.

Today the area mostly comprises 20th-century suburban expansion, largely in the form of detached houses. The former school (1857), Rectory Lane, was converted to houses after closure in 1972. There is only one listed building – Court Cottage, Rectory Lane (Grade II), which is a brick-built 18th-century house that was an early and, for many years, isolated encroachment on the former common. The few pre-1800 (field) boundaries largely survive.

The location of this HUCA outside the pre-1800 town, the absence of any known non-urban

archaeology, and the density of development suggest limited **archaeological potential**.

The dominance of the 20th-century development, the absence of many historic buildings or many historic boundaries, and limited archaeological potential give this HUCA a **Historic Environment Value (HEV)** of 1.

The Historic Environment Value of the area and the lack of opportunity for significant further infill mean that its **vulnerability** is low.

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

HUCA 7 Lower Street – riverside (HEV 1)

HUCA 7 occupies much of the south side of Lower Street, excluding the historic nucleus that is HUCA 2. The western end includes areas that were wharves, while east of this most of the land comprised fields edging the low-lying brooks, until developed in the 20th century.

Today the area mostly comprises late 20th-century suburban expansion. This includes the early post-war council estate of Rivermead, and later and more densely packed development at Swan View, Little Dippers and Barnhouse Close. Public use of this land is found in the car park, village hall, library and surgery (all late 20th century). The western part of the HUCA has seen building of flats on the site of the demolished Skeyne House, with a few pre-war semi-detached and detached houses beyond. There is only one listed building – Greenways, Barnhouse Lane (Grade II), which is a timber-framed 17th-century house that stood in isolation on the edge of the floodplain. Wharf House, Lower Street, is not listed, but is a stone-built early 18th-century house that represents a rare survival of the active wharves of Pulborough at that time. Some of the few pre-1800 (field) boundaries survive.

The location of this HUCA outside the pre-1800 town, the absence of any known non-urban archaeology, and the density of development suggest limited **archaeological potential**, although the south-west area of the HUCA might reveal evidence of wharves and associated industrial archaeology.

The dominance of the 20th-century development, the absence of many historic buildings or many historic boundaries, and limited archaeological potential give this HUCA a **Historic Environment Value (HEV)** of 1.

The Historic Environment Value of the area and the lack of opportunity for significant further infill mean that its **vulnerability** is low.

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

HUCA 8 London Road (HEV 1)

HUCA 7 lies along London Road (the Roman Chichester-London road, or Stane Street) to the north of the area occupied by the medieval village. It represents expansion of the village in the 19th and 20th centuries, although the area covered by Chestnut Walk was previously part of the extensive gardens of the rectory, as developed in the 18th century. The railway forms the western limit of the HUCA and the proximity of the station is likely to have played a part in stimulating this expansion of the village.

Today the area comprises 20th-century suburban and industrial expansion. An early example of housing is 25-36 London Road, built as an isolated terrace north of the village c.1910. The commercial character derives in part from the fact that such use extended along the London Road from the formerly more commercial (but now wholly residential) original village nucleus around the church (HUCA 1), but has developed a more industrial character (including factories, recently closed, on the west side of London Road) since the Second World War. There are no listed buildings or buildings of local historic importance, or historic boundaries.

The location of this HUCA outside the pre-1800 town, and the density of development suggest limited **archaeological potential**, though the presence of the Roman road along the line of London Road means that there is potential for pre-village archaeology.

The dominance of the 20th-century development, the absence of historic buildings or historic boundaries, and the limited archaeological potential give this HUCA a **Historic Environment Value (HEV)** of 1.

The Historic Environment Value of the area and the density of development mean that its **vulnerability** is low. However, the recent closure of the factories, and obvious scope for redevelopment, means that any buried archaeology is threatened.

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

HUCA 9 Station (HEV 1)

HUCA 9 lies to the south-west of the c.1850 village, representing the development of the railway station and subsequent linking up with the existing village.

Today the area comprises the still active railway station, an adjacent industrial estate (built over an early 20th-century brickworks), small groups of terrace housing (from the late 19th and late 20th centuries) and, along the river frontage, recent blocks of flats. There are no listed buildings or buildings of local historic importance, or historic boundaries. The survival of the (1858) railway station itself and the signal box (1878), however, are worthy of note.

The location of this HUCA outside the pre-1800 town, the absence of any known non-urban archaeology, and the density of development suggest limited **archaeological potential**.

The dominance of the 20th-century development, the absence of historic buildings or historic boundaries, and the limited archaeological potential give this HUCA a **Historic Environment Value (HEV)** of 1.

The Historic Environment Value of the area and the lack of opportunity for significant further infill mean that its **vulnerability** is low.

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

HUCA 10 Moat Lane (HEV 1)

HUCA 10 lies north-east of the c.1900 village, and represents suburban expansion built on agricultural land.

Today the area comprises 20th-century housing, the primary school (1968-72), and the recreation ground. Pre-war housing comprised what was built as an isolated group of semi-detached council houses at The Moat. The name refers to the adjacent dry moat, possibly a survival of the manor house re-located in the mid-13th century: this is the only Scheduled Monument in the EUS study area. Late 20th-century housing and new roads dominate the HUCA, and construction is still in progress (at the time of writing, at Spinney North). The modernist houses of 1-16 Southside are a rare breath of modernism in the midst of more standard house and bungalows. There are no listed buildings or other buildings of local historic importance. Only a few of the pre-1800 (field) boundaries survive.

The location of this HUCA outside the pre-1800 town and the density of development, is countered by the presence of the moat, a Bronze Age findspot (of an urn) below Southside, and the discovery of a possible temple site of the Roman period (the latter built over by Glebe Lands), suggesting moderate but perhaps very localized **archaeological potential**.

The dominance of the 20th-century development, the absence of historic buildings or many historic boundaries, and the moderate and localized archaeological potential give this HUCA a **Historic Environment Value (HEV)** of 1.

The Historic Environment Value of the area, the lack of opportunity for significant further infill, and the protection already afforded to the medieval moat by its scheduling mean that the **vulnerability** of the HUCA is low.

Research questions especially relevant to this HUCA are stimulated by the moated site and relate to medieval settlement (RQ5).

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

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 towards 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 Pulborough				
Historic Character Types (HCTs)	Historic Urban Character Area (HUCA)	Archaeological potential	Historic Environment Value (HEV)	Vulnerability
Church/churchyard Irregular historic plots Suburb	1. Church	High	5	High
Irregular historic plots	2. Lower Street – east	Moderate	4	High
Irregular historic plots Harbour/quay/marina Informal parkland Light industry Suburb Vacant	3. Swan Corner	Moderate to high	3	High
Informal parkland Vacant	4. Rectory	Moderate to high	3	High
Irregular historic plots Suburb	5. Old Mill	Moderate	2	Medium
Irregular historic plots Suburb	6. Pot Common	Limited	1	Low
Irregular historic plots Suburb	7. Lower Street – riverside	Limited (though higher around site of wharves)	1	Low
Light industry Suburb	8. London Road	Limited	1	Low
Station, sidings and track Light industry Suburb	9. Station	Limited	1	Low

Summary of assessment of Historic Urban Character Areas (HUCAs) for Pulborough				
<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>
Other fortification School/college Sports field Suburb	10. Moat Lane	Moderate (but localized, esp. with regard to medieval moated site)	1	Low

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

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 Pulborough should address:

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

6.2 Medieval village

There has been a dearth of archaeological and historical analysis of the medieval period. Key questions include:

RQ2: What was the location, form and construction detail (e.g. sculpture) of the pre-13th-century church(es), and what was the nature of the pre-church site?

RQ3: What evidence is there for Anglo-Saxon secular settlement, and to what degree was this focused on the church?

RQ4: What was the road layout, how did this evolve, and how did it relate to east-west routes, river crossings (at both Pulborough and Stopham), and a transhumant Downland-Wealden economy?

RQ5: What was the extent of the village in the 11th to 13th centuries, and to what degree did it change over this period?

RQ6: What evidence is there for the evolution of the street plan during this period, especially in relation to settlement shift and the impact of the new river crossing at Stopham and the apparent abandonment of the E-W ridge-top route in favour of the line of the modern A283?

RQ7: What different zones were there during this period?

RQ8: What was the form of the church during, and as a result of, its 13th-century rebuilding?

RQ9: What was the location and form of the port, or quay, and what was the nature of the waterborne trade?

RQ10: What evidence is there for the economy of the village, especially with regard to its Downland and Wealden hinterland?

6.3 Post-medieval village/town

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

RQ12: How were the medieval and early post-medieval buildings adapted for new functions and changing status (e.g. creation of carriageways, or subdivision of hall houses)?

RQ13: When and why did Pulborough develop three foci (especially examining the reasons for the location of the main post-medieval foci at the east end of Lower Street)?

RQ14: What was the economic basis for post-medieval Pulborough, and, in particular, the value and impact of road and river traffic?

RQ15: Did the apparent depopulation of the parish between 1676 and 1724 actually occur, and, if so, what were its causes and its impact on the town?

7 Notes

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

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

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

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

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

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

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

³ Backhouse, M. V. & A. V., 'The Old House, Pulborough, West Sussex', SAC 116 (1978), 375-92.

⁴ Griffin, N., and Barber, L., *Five Bells, London Road, Pulborough West Sussex: Post-excavation Assessment and project Design* (unpubl. Archaeology South-East report, project no. 1691, 2004).

⁵ James, R. & Martin, D., *An Archaeological Evaluation and Historic Buildings Appraisal at the Red Lion, 145 Lower Street, Pulborough, West Sussex* (unpubl. Archaeology South-East report, project no. 1353, 2001).

⁶ Ritchie, K. (ed.), *The Former Swan Public House, Pulborough, West Sussex: Archaeological Evaluation Report* (unpubl. Wessex Archaeology report, 2002).

⁷ Barber, L. & Kirk, L., *An Archaeological Watching Brief at 41-47 Lower Street, Pulborough, West Sussex* (unpubl. Archaeology South-East report, project no. 1994, 1995).

⁸ Stevenson, J., *An Archaeological Evaluation of land at 'Old Walls', Rectory Lane, Pulborough, West Sussex* (unpubl. Surrey County Archaeological Unit Report, 2001).

⁹ Vine, P. A. L., *West Sussex Waterways* (1985); Vine, P. A. L., Vine, *London's Lost Route to the Sea* (1996), 21-2.

¹⁰ Mitchell, V. & Smith, K., *Branch Lines to Horsham* (1982); Farrant, J., 'Growth of Communications 1840-1914', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 40-1.

¹¹ Griffin, N., and Barber, L., *Five Bells, London Road, Pulborough West Sussex: Post-excavation Assessment and project Design* (unpubl. Archaeology South-East report, project no. 1691, 2004).

¹² See also: Payne, A., *Hardham Camp, Coldwaltham, West Sussex: Report on Geophysical Surveys, October 1997* (unpubl. Ancient Monuments Laboratory Report, 1999).

¹³ Unpublished notes on prehistoric and Roman archaeology of the Pulborough area by Caroline Wells (August 2000: typescript copy, WSCC).

¹⁴ Unpublished notes on prehistoric and Roman archaeology of the Pulborough area by Caroline Wells (August 2000: typescript copy, WSCC).

¹⁵ Griffin, N., and Barber, L., *Five Bells, London Road, Pulborough West Sussex: Post-excavation Assessment and project Design* (unpubl. Archaeology South-East report, project no. 1691, 2004), 1.

¹⁶ Morris, D. (ed.), *The Pulborough Story: Along the Roman Road from Swan Bridge to Brinsbury* (1994), 5.

¹⁷ Gelling, M., & Cole, A., *The Landscape of Place-Names* (2000), 28-9 and 145-51. Other examples of this usage of *beorg* include Flawborough (Nottinghamshire) and Farnborough (Warwickshire). The alternative derivation of Pulborough, as Pulla's hill, is improbable: Mawer, A. & Stenton, F.M., *The Place-names of Sussex* (1929-30; reprinted 2001), 152-3.

¹⁸ Hope-Nicholson, H., 'The Manor of Pulborough', SAC 72 (1931), 261-4; Blaauw, W. H., 'Royal Licenses to Fortify Towns and Houses, in Sussex', SAC 13 (1861), 104-17, at 106.

¹⁹ Morris, D. (ed.), *To the Lord's Place and beyond: from Lower Street to Old Place via Rectory Lane, Pulborough* (1989), 15.

²⁰ Hope-Nicholson, H., 'The Manor of Pulborough', SAC 72 (1931), 261-4, at 262.

²¹ For the confusion see: Aldsworth, F., and Freke, D., *Historic Towns in Sussex: an archaeological survey* (1976), 49, after Beresford, M., *New Towns of the Middle Ages* (1967), 491.

²² Bleach, J., and Gardiner, M., 'Medieval Markets and Ports', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 42-3.

²³ Dennis-Smith, M., *The Story of St Mary's Church, Pulborough, West Sussex* (church guide, 1992), 1-4.

²⁴ Bleach, J., and Gardiner, M., 'Medieval Markets and Ports', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 43, map 1.

²⁵ Dennis-Smith, M., *The Story of St Mary's Church, Pulborough, West Sussex* (church guide, 1992), 4.

²⁶ Morris, D. (ed.), *The Pulborough Story: Along the Roman Road from Swan Bridge to Brinsbury* (1994), 8-9, 11.

²⁷ Morris, D. (ed.), *The Pulborough Story: Along the Roman Road from Swan Bridge to Brinsbury* (1994), 9.

²⁸ Pennington, J., 'Inns and Alehouses in 1686', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 68-9.

²⁹ Morris, D. (ed.), *The Pulborough Story: Along the Roman Road from Swan Bridge to Brinsbury* (1994), 7.

³⁰ Pennington, J., 'Inns and Alehouses in 1686', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 68-9.

³¹ Morris, D. (ed.), *The Pulborough Story: Along the Roman Road from Swan Bridge to Brinsbury* (1994), 30.

³² Morris, D. (ed.), *To the Lord's Place and beyond: from Lower Street to Old Place via Rectory Lane, Pulborough* (1989), 16.

- ³³ Vine, P. A. L., *The Arun Navigation*, 2000, 71.
- ³⁴ Morris, D. (ed.), *Pulborough before the Great War: a brief guide to Lower Street* (1986), 6-7.
- ³⁵ James, R. & Martin, D. *An Archaeological Evaluation and Historic Buildings Appraisal at the Red Lion, 145 Lower Street, Pulborough, West Sussex* (unpubl. Archaeology South-East report, project no. 1353, 2001), 12.
- ³⁶ Morris, D. (ed.), *The Pulborough Story: Along the Roman Road from Swan Bridge to Brinsbury* (1994), 30.
- ³⁷ Morris, D. (ed.), *To the Lord's Place and beyond: from Lower Street to Old Place via Rectory Lane, Pulborough* (1989), 16-17.
- ³⁸ Morris, D. (ed.), *The Pulborough Story: Along the Roman Road from Swan Bridge to Brinsbury* (1994), 7.
- ³⁹ Morris, D. (ed.), *Pulborough before the Great War: a brief guide to Lower Street* (1986), 3-4.
- ⁴⁰ Morris, D. (ed.), *The Pulborough Story: Along the Roman Road from Swan Bridge to Brinsbury* (1994), 19.
- ⁴¹ Cornwall, J., (ed.), 'The Lay Subsidy rolls for the county of Sussex, 1524-25', *SRS* 56 (1957), 48-9; Cooper, J. H., 'A Religious Census of Sussex in 1676', *SAC* 45 (1902), 142-8; Ford, W. K., (ed.), 'Chichester Diocesan Surveys 1686 and 1724', *SRS* 78 (1994), 84. The calculations for total populations are the author's and are necessarily indicative, with the following multipliers used: 490% for taxpayers (1524), 131% for surveys of adults (1676), and 450% for families (1724).
- ⁴² Ford, W. K., (ed.), 'Chichester Diocesan Surveys 1686 and 1724', *SRS* 78 (1994), 84.
- ⁴³ McCann, T., 'Religious Observance in the 17th Century', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 56-7.
- ⁴⁴ Morris, D. (ed.), *Pulborough before the Great War: a brief guide to Lower Street* (1986), 10.
- ⁴⁵ Vine, P. A. L., *The Arun Navigation*, 2000, 72.
- ⁴⁶ Ordnance Survey 2" surveyor's drafts, 1806-7 (British Library).
- ⁴⁷ Johnston, G. D., 'Clements Bridge', *SNQ* 16 (1968), 233-4; Vine, P. A. L., *The Arun Navigation*, 2000, 72.
- ⁴⁸ Vine, P. A. L., *The Arun Navigation*, 2000, 7.
- ⁴⁹ *Ibid.*, 76.
- ⁵⁰ Vine, P. A. L., *The Wey and Arun Junction Canal* (1999), 7-17; Vine, P. A. L., *The Arun Navigation* (2000), 9.
- ⁵¹ Hudson, T. P. (ed.) *Victoria County History* 6:1 (1980), 225.
- ⁵² Morris, D. (ed.), *The Pulborough Story: Along the Roman Road from Swan Bridge to Brinsbury* (1994), 7.
- ⁵³ Vine, P. A. L., *The Arun Navigation*, 2000, 68.
- ⁵⁴ Morris, D. (ed.), *The Pulborough Story: Along the Roman Road from Swan Bridge to Brinsbury* (1994), 17.
- ⁵⁵ *Ibid.*, 17 and 20,
- ⁵⁶ Berry, S., 'Urban Development 1750-1914', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 92-3.
- ⁵⁷ Sheppard, J., 'Population Change 1851-1911', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 90-1.
- ⁵⁸ Morris, D. (ed.), *To the Lord's Place and beyond: from Lower Street to Old Place via Rectory Lane, Pulborough* (1989), 5.
- ⁵⁹ Morris, D. (ed.), *The Pulborough Story: Along the Roman Road from Swan Bridge to Brinsbury* (1994), 9 and 15.
- ⁶⁰ Morris, D. (ed.), *Pulborough before the Great War: a brief guide to Lower Street* (1986), 10; Morris, D. (ed.), *The Pulborough Story: Along the Roman Road from Swan Bridge to Brinsbury* (1994), 34.
- ⁶¹ Beswick, M., *Brickmaking in Sussex: A History and Gazetteer* (revised edn., 2001), 214.
- ⁶² Morris, D. (ed.), *The Pulborough Story: Along the Roman Road from Swan Bridge to Brinsbury* (1994), 20.
- ⁶³ Dennis-Smith, M., *The Story of St Mary's Church, Pulborough, West Sussex* (church guide, 1992), 11-17.
- ⁶⁴ Dennis-Smith, M., *The Story of St Mary's Church, Pulborough, West Sussex* (church guide, 1992), 10.
- ⁶⁵ Morris, D. (ed.), *Pulborough before the Great War: a brief guide to Lower Street* (1986), 1.
- ⁶⁶ Vickers, J., 'Religious Worship in 1851', in Leslie, K. and Short, B. (eds.) *An Historical Atlas of Sussex* (1999), 76-7.
- ⁶⁷ Morris, D. (ed.), *Pulborough before the Great War: a brief guide to Lower Street* (1986), 5.
- ⁶⁸ Morris, D. (ed.), *The Pulborough Story: Along the Roman Road from Swan Bridge to Brinsbury* (1994), 43; Morris, D. (ed.), *To the Lord's Place and beyond: from Lower Street to Old Place via Rectory Lane, Pulborough* (1989), 5-7, 9, 32, 34 and 38.
- ⁶⁹ Morris, D. (ed.), *Pulborough before the Great War: a brief guide to Lower Street* (1986), 10.
- ⁷⁰ Morris, D. (ed.), *The Pulborough Story: Along the Roman Road from Swan Bridge to Brinsbury* (1994), 26.
- ⁷¹ *Ibid.*, 25, 33..
- ⁷² Nairn, I. & Pevsner, N., *The Buildings of England: Sussex* (1965), 309-10.
- ⁷³ Hope-Nicholson, H., 'The Manor of Pulborough', *SAC* 72 (1931), 261-4.
- ⁷⁴ Hughes, A. F., *The Five Bells, Pulborough: An assessment and interpretation* (unpubl. report, 2003).
- ⁷⁵ Morris, D. (ed.), *Pulborough before the Great War: a brief guide to Lower Street* (1986), 11.
- ⁷⁶ *Ibid.*, 7.
- ⁷⁷ Backhouse, M. V. & A. V., 'The Old House, Pulborough, West Sussex', *SAC* 116 (1978), 375-92.
- ⁷⁸ James, R. & Martin, D., *An Archaeological Evaluation and Historic Buildings Appraisal at the Red Lion, 145 Lower Street, Pulborough, West Sussex* (unpubl. Archaeology South-East report, project no. 1353, 2001).
- ⁷⁹ Ritchie, K. (ed.), *The Former Swan Public House, Pulborough, West Sussex: Archaeological Evaluation Report* (unpubl. Wessex Archaeology report, 2002).
- ⁸⁰ Barber, L. & Kirk, L., *An Archaeological Watching Brief at 41-47 Lower Street, Pulborough, West Sussex* (unpubl. Archaeology South-East report, project no. 1994,1995).

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⁸² Griffin, N., and Barber, L., *Five Bells, London Road, Pulborough West Sussex: Post-excavation Assessment and project Design* (unpubl. Archaeology South-East report, project no. 1691, 2004).

⁸³ Aldsworth, F., & Freke, D., *Historic Towns in Sussex: an archaeological survey* (1976), 48-9.

⁸⁴ Jones, R., 'Hastings to Herstmonceux: the Castles of Sussex', in Rudling, D. (ed), *The Archaeology of Sussex to AD 2000* (2003), 171-8.

⁸⁵ James, R. & Martin, D., *An Archaeological Evaluation and Historic Buildings Appraisal at the Red Lion, 145 Lower Street, Pulborough, West Sussex* (unpubl. Archaeology South-East report, project no. 1353, 2001).

⁸⁶ Backhouse, M. V. & A. V., 'The Old House, Pulborough, West Sussex', *SAC 116* (1978), 375-92.

⁸⁷ James, R. & Martin, D., *An Archaeological Evaluation and Historic Buildings Appraisal at the Red Lion, 145 Lower Street, Pulborough, West Sussex* (unpubl. Archaeology South-East report, project no. 1353, 2001).

⁸⁸ Ritchie, K. (ed.), *The Former Swan Public House, Pulborough, West Sussex: Archaeological Evaluation Report* (unpubl. Wessex Archaeology report, 2002).

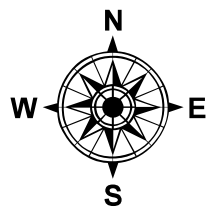
⁸⁹ Barber, L. & Kirk, L., *An Archaeological Watching Brief at 41-47 Lower Street, Pulborough, West Sussex* (unpubl. Archaeology South-East report, project no. 1994,1995).

⁹⁰ Griffin, N., and Barber, L., *Five Bells, London Road, Pulborough West Sussex: Post-excavation Assessment and project Design* (unpubl. Archaeology South-East report, project no. 1691, 2004).

⁹¹ Paul Vine suggests that straightening and provision of wharves are dated to the second half of the 16th century: Vine, P. A. L., *The Arun Navigation*, 2000, 66.

⁹² Morris, D. (ed.), *The Pulborough Story: Along the Roman Road from Swan Bridge to Brinsbury* (1994), 49.

⁹³ 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

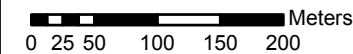
**PULBOROUGH
MAP 1**
Extent of Pulborough
EUS study area

KEY

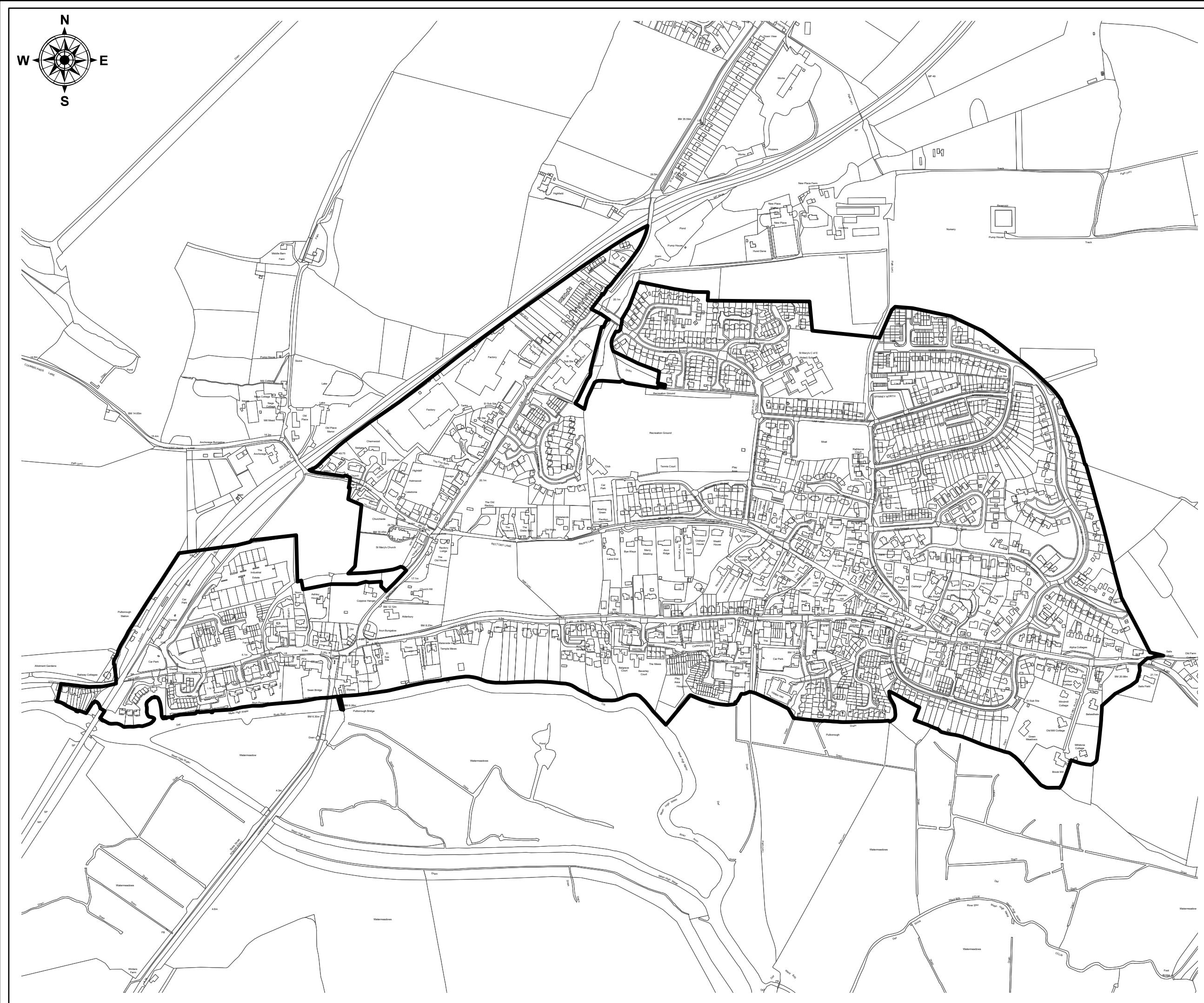
 EUS boundary

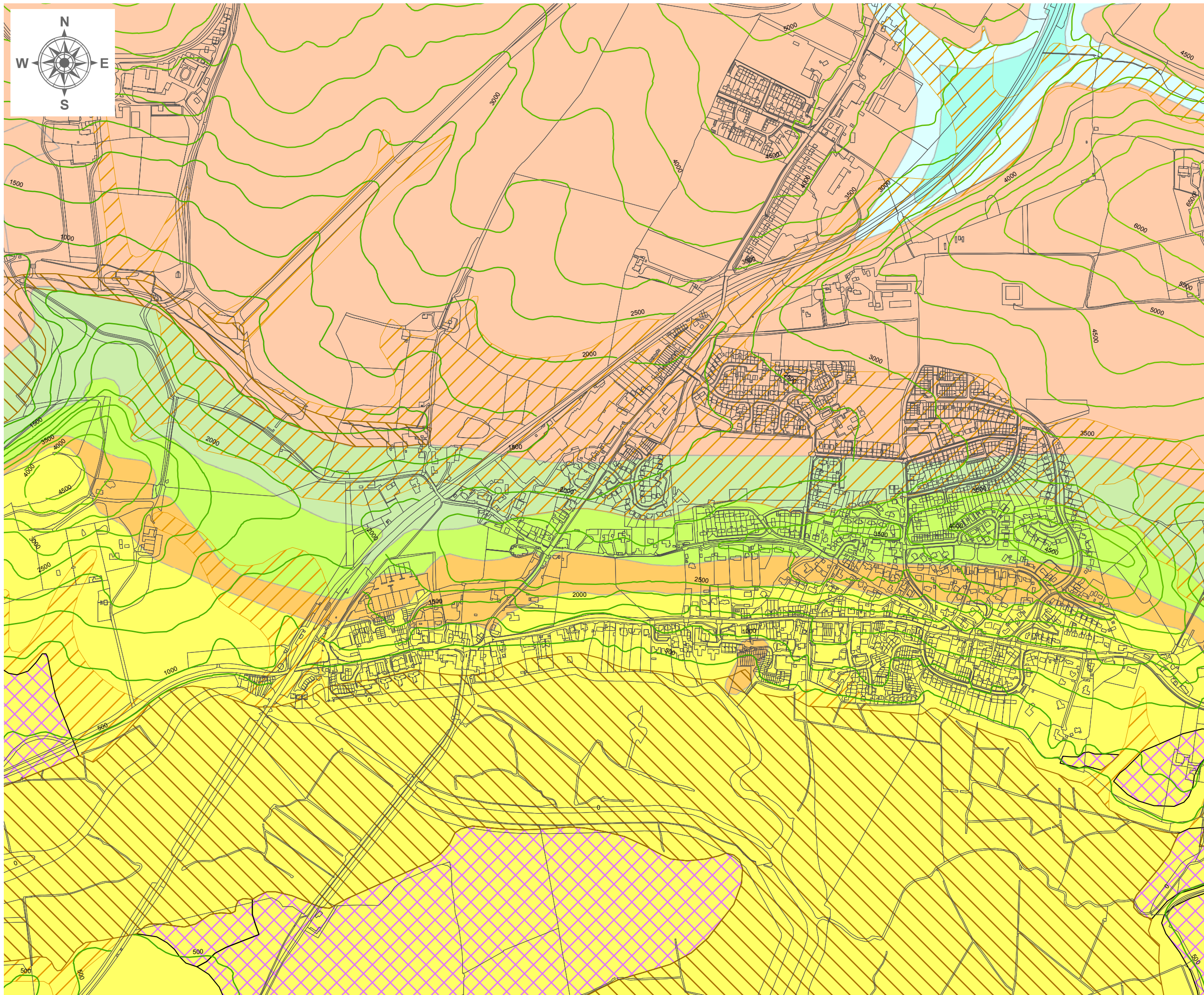
EUS research and mapping:
Dr Roland B Harris BA DPhil MIFA
October 2004

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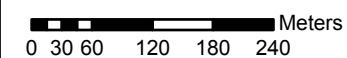


**PULBOROUGH
MAP 2**
Solid and drift geology,
with 5m contours

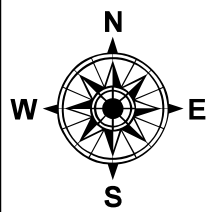
KEY	
Drift geology	
	ALLUVIUM
	HEAD [UNDIFFERENTIATED]
	RIVER TERRACE DEPOSITS, 1 [ARUN]
	RIVER TERRACE DEPOSITS, 2 [ARUN]
	RIVER TERRACE DEPOSITS, 2 [ROTHER]
	RIVER TERRACE DEPOSITS, 3 [ARUN]
Solid geology	
	ATHERFIELD CLAY FORMATION
	FITTLEWORTH MEMBER
	FOLKESTONE FORMATION
	HYTHE FORMATION
	MAREHILL CLAY MEMBER
	PULBOROUGH SANDROCK MEMBER
	WEALD CLAY FORMATION

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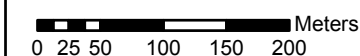


ENGLISH HERITAGE

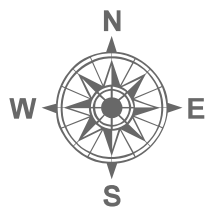
**PULBOROUGH
MAP 3
OS 1st Series 25" (1874)**

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ENGLISH HERITAGE

PULBOROUGH MAP 4

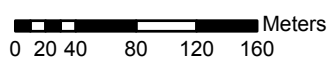
Historic buildings and Scheduled Monuments. NB Grades of listed buildings are shown. No grade means that the building is not listed, but has significant historical value as determined by the Sussex EUS.

KEY

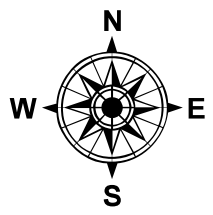
- Scheduled Monument
- Pulborough buildings**
- Listing Grade**
- I
- II
- II*
- None

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ENGLISH HERITAGE

PULBOROUGH MAP 5

Period 5 (1066-1149)

Note: Mapped historic features frequently have inexact or unknown boundaries: refer to report for discussion.

KEY

EUS Pulborough

HCT

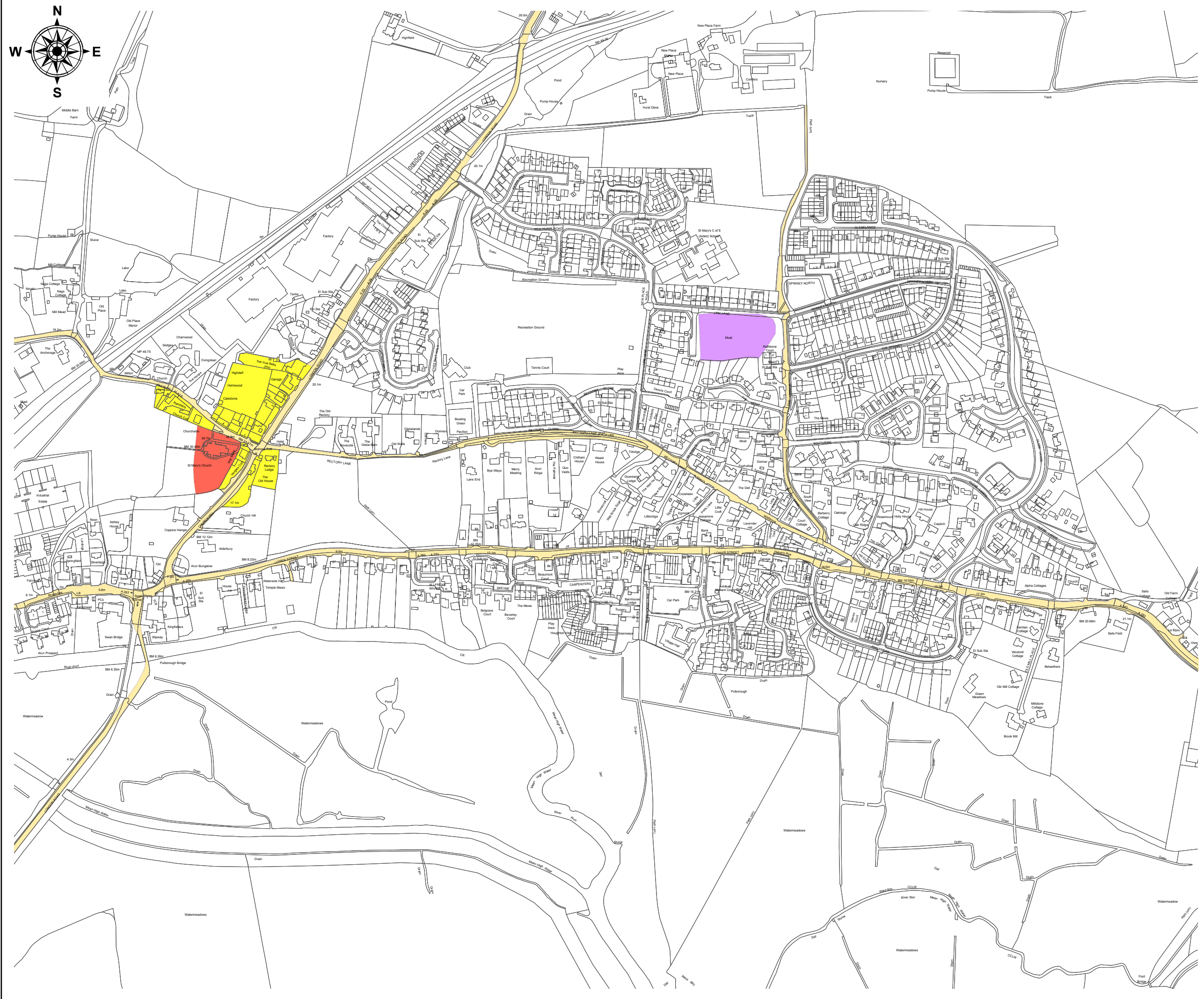
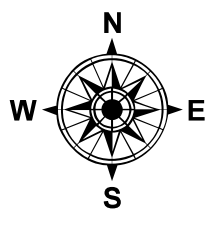
- Church/churchyard
- Irregular historic plots
- Lane/road

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Meters
0 20 40 80 120 160

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Sussex EUS



Brighton & Hove



ENGLISH HERITAGE

PULBOROUGH MAP 6

Period 6 (1150-1349)

Note: Mapped historic features frequently have inexact or unknown boundaries: refer to report for discussion.

KEY

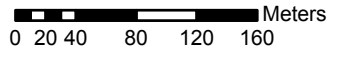
EUS Pulborough

HCT

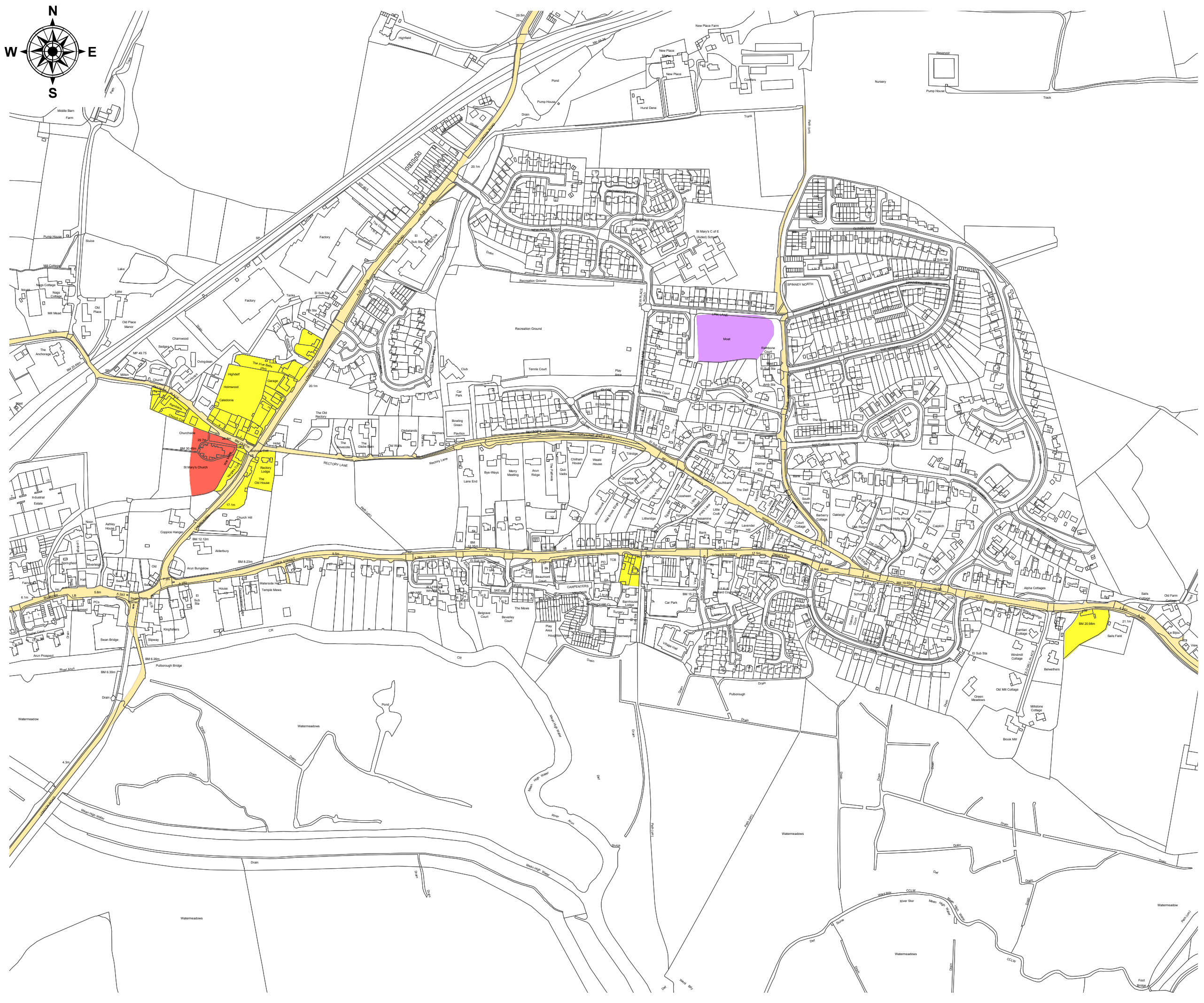
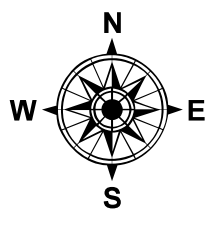
- Church/churchyard
- Irregular historic plots
- Lane/road
- Other fortification

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ENGLISH HERITAGE

PULBOROUGH MAP 7

Period 7 (1350-1499)
NB The moated site off Moat Lane was probably abandoned by the start of this period, though remained a recognizable feature.

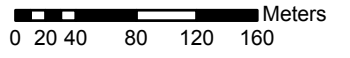
Note: Mapped historic features frequently have inexact or unknown boundaries: refer to report for discussion.

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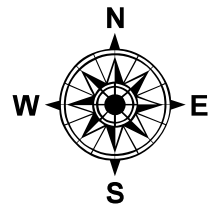
- EUS Pulborough**
- HCT**
- Church/churchyard
- Irregular historic plots
- Lane/road
- Other fortification

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PULBOROUGH MAP 8

Period 8 (1500-99)
NB The moated site was abandoned before this period. Wharves were doubtless present, but their exact location and extent is unknown.

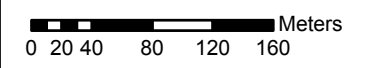
Note: Mapped historic features frequently have inexact or unknown boundaries: refer to report for discussion.

KEY

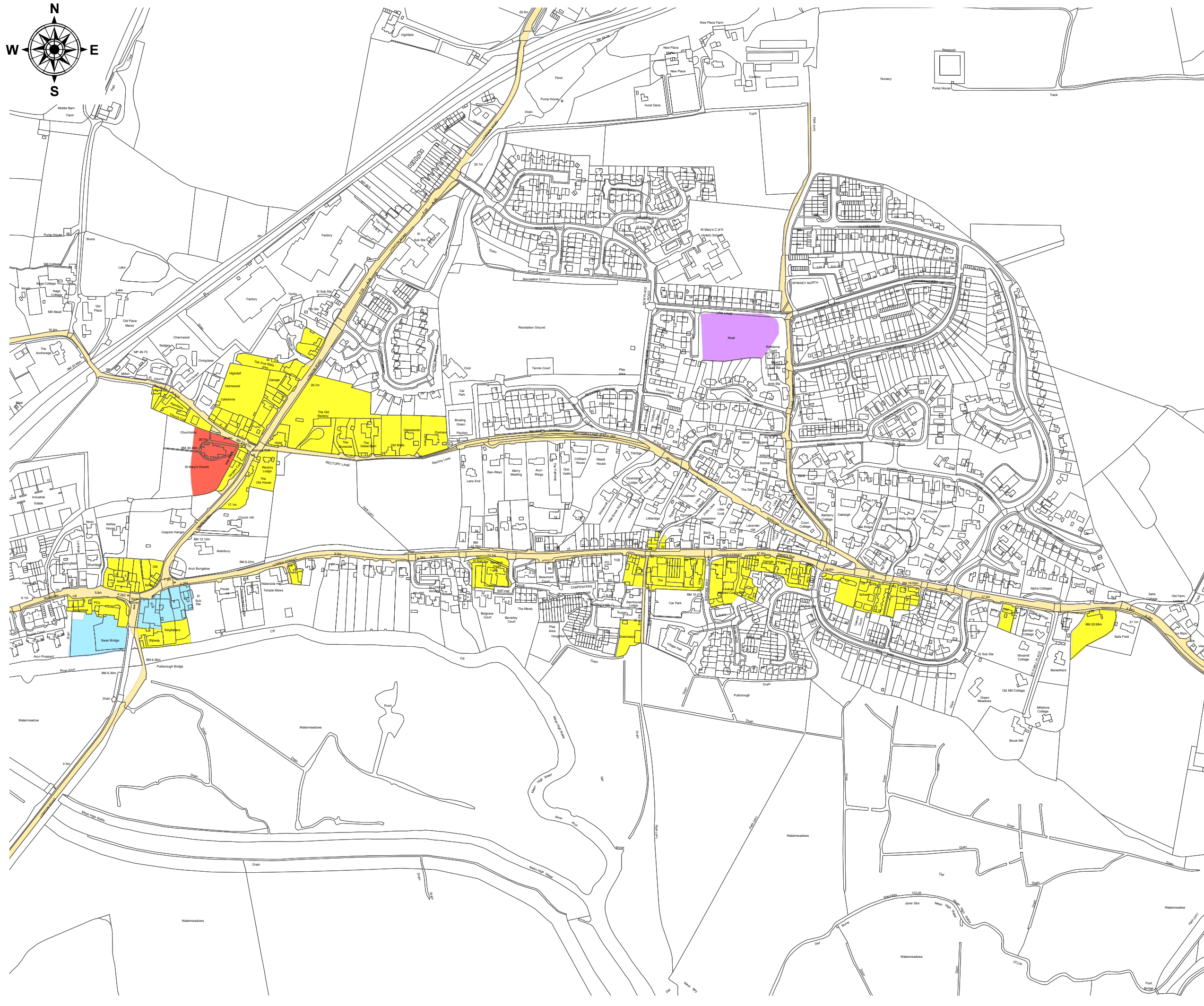
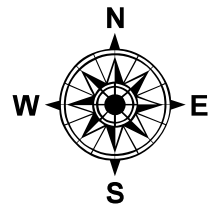
- EUS Pulborough**
- HCT**
- Church/churchyard
- Irregular historic plots
- Lane/road
- Other fortification

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ENGLISH HERITAGE

PULBOROUGH MAP 9

Period 9 (1600-99)
NB The moated site was abandoned before this period. Wharves were doubtless more extensive than shown.

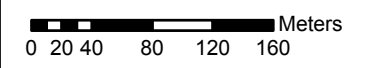
Note: Mapped historic features frequently have inexact or unknown boundaries: refer to report for discussion.

KEY

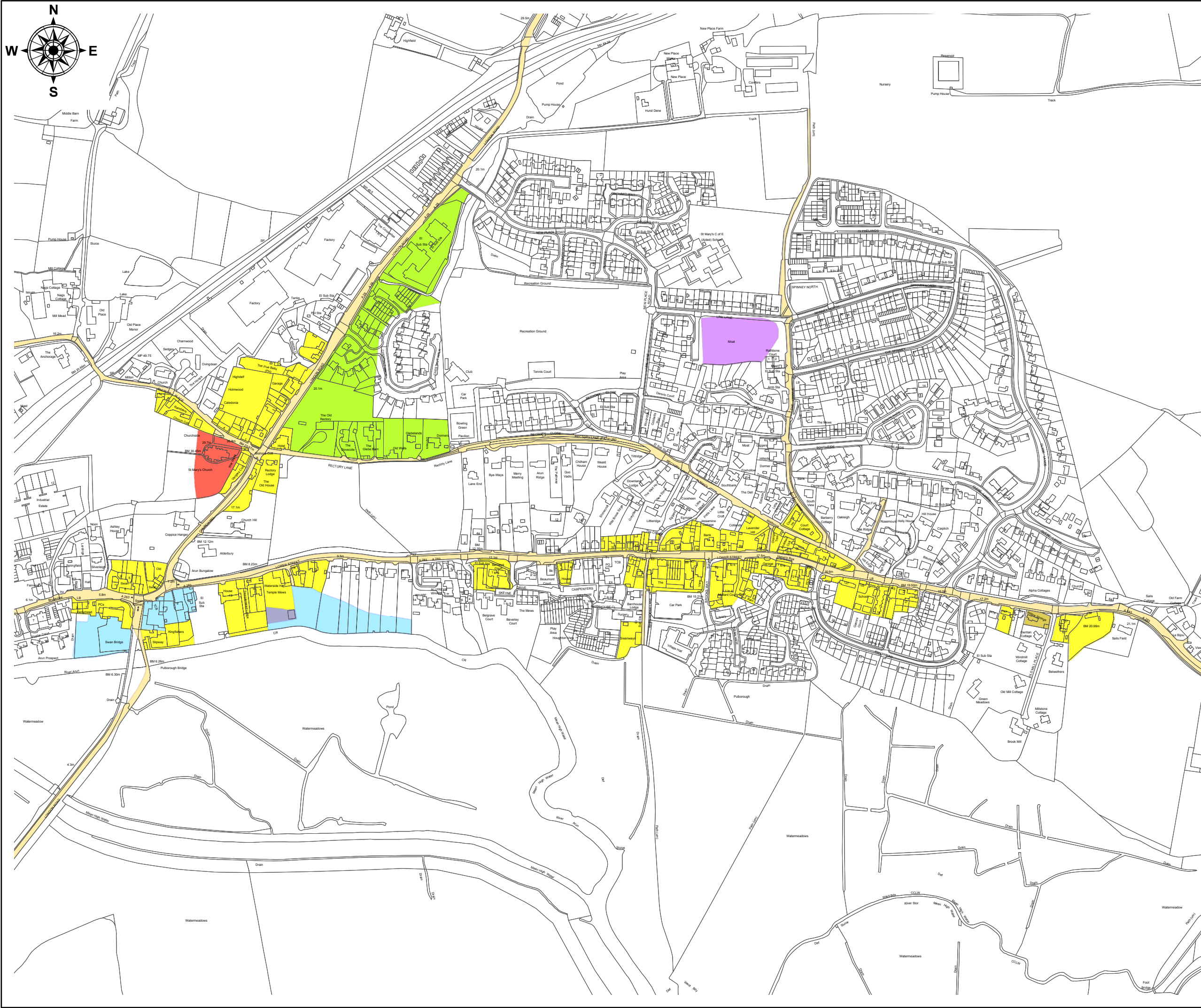
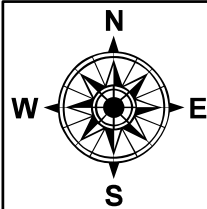
- EUS Pulborough HCT**
- Church/churchyard
- Harbour/quay/marina
- Irregular historic plots
- Lane/road
- Other fortification

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ENGLISH HERITAGE

PULBOROUGH MAP 10

Period 10 (1700-99)
NB The moated site was
abandoned before this
period.

Note: Mapped historic
features frequently have
inexact or unknown
boundaries: refer to
report for discussion.

KEY

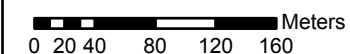
EUS Pulborough

HCT

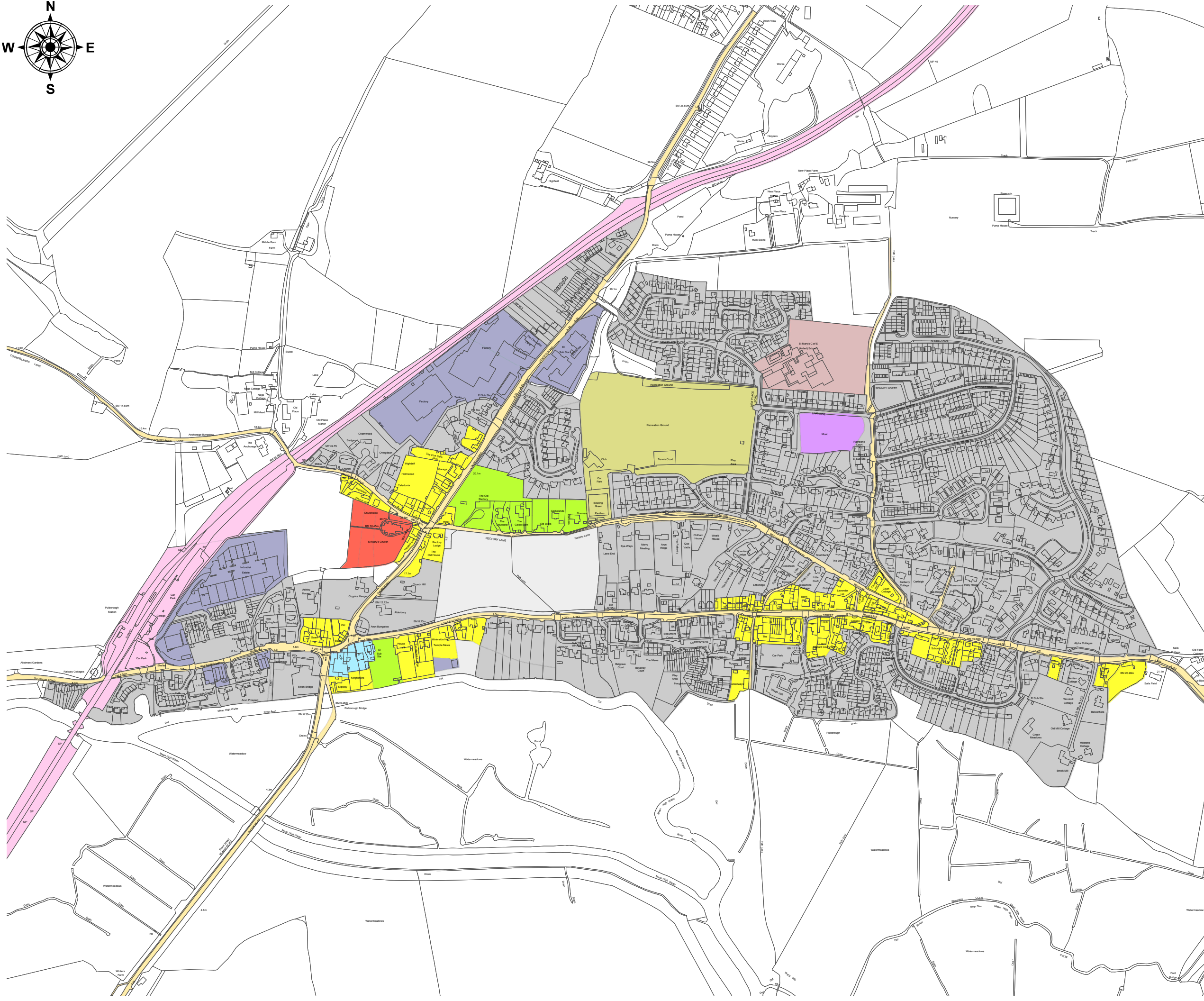
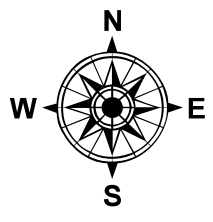
- Church/churchyard
- Farmstead/barn
- Harbour/quay/marina
- Informal parkland
- Irregular historic plots
- Lane/road
- Light industry
- Other fortification

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ENGLISH HERITAGE

PULBOROUGH MAP 11 Historic Character Types (2004)

KEY

EUS Pulborough HCT

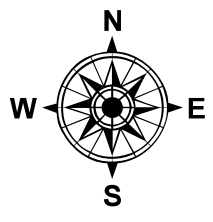
- Church/churchyard
- Harbour/quay/marina
- Informal parkland
- Irregular historic plots
- Lane/road
- Light industry
- Other fortification
- School/college
- Sports field
- Station, sidings and track
- Suburb
- Vacant

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0 25 50 100 150 200 Meters

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PULBOROUGH MAP 12

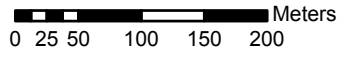
Historic Character
Type areas showing
principal period from
which present character
is derived.

KEY
EUS Pulborough
PERIOD

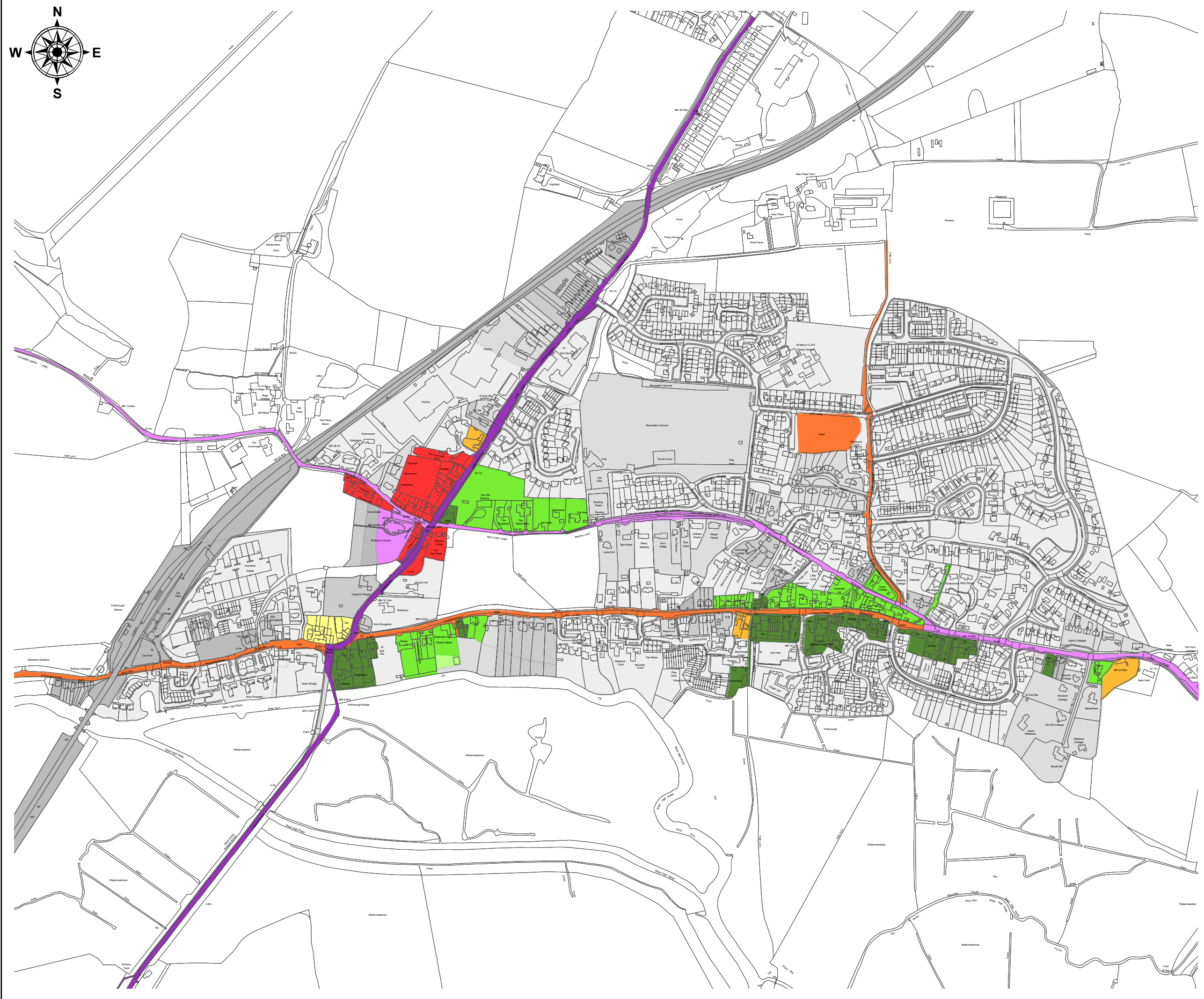
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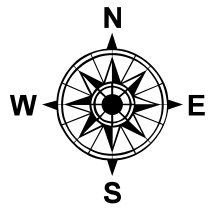
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SCALE 1:6,000



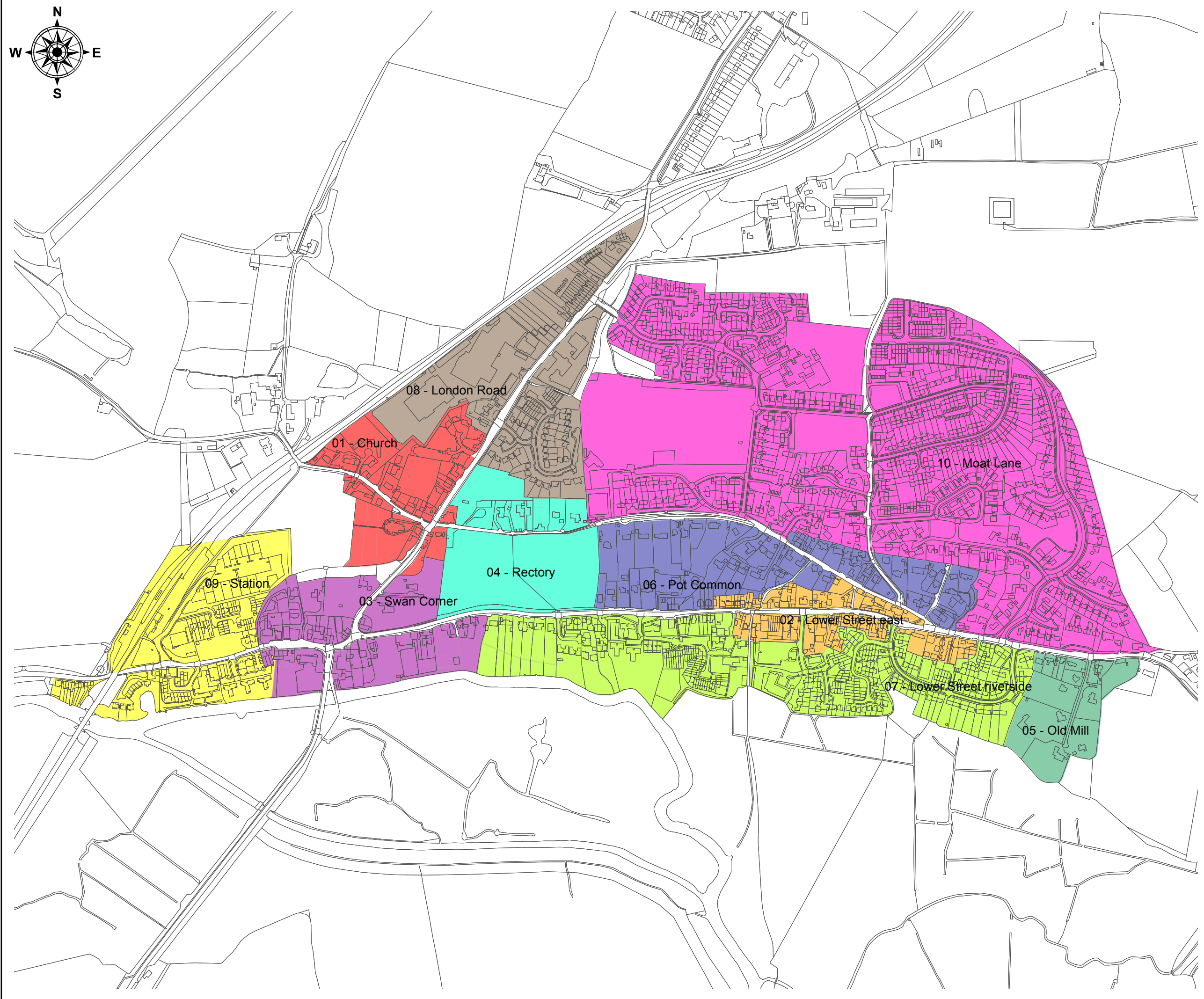
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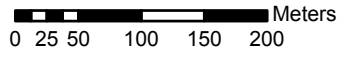
PULBOROUGH MAP 13 Historic Urban Character Areas (HUCAs)

KEY	
HUCA	
	01 - Church
	02 - Lower Street east
	03 - Swan Corner
	04 - Rectory
	05 - Old Mill
	06 - Pot Common
	07 - Lower Street riverside
	08 - London Road
	09 - Station
	10 - Moat Lane

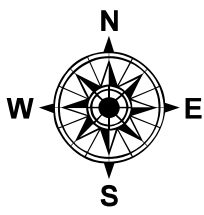


EUS research and mapping:
Dr Roland B Harris BA DPhil MIFA
October 2004

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ENGLISH HERITAGE

PULBOROUGH MAP 14

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

KEY

Pulborough HUCAs

HEV

- 1
- 2
- 3
- 4
- 5

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0 25 50 100 150 200 Meters

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