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## Old Shoreham Summary of Significance

Old Shoreham is a lower Downland village in Adur between the settlements of Lancing and Brighton south of the A27 bypass. It sits in the valley floor on the east bank of the wide estuary of the river Adur at the ancient crossing point marked still by the Old Shoreham toll bridge, and the sturdy tower of the church of St Nicolas. On the west side is Shoreham airfield, itself of considerable heritage significance. The view south from higher ground is one that epitomises the unique landscape and historic townscape characteristics of the district of Adur.

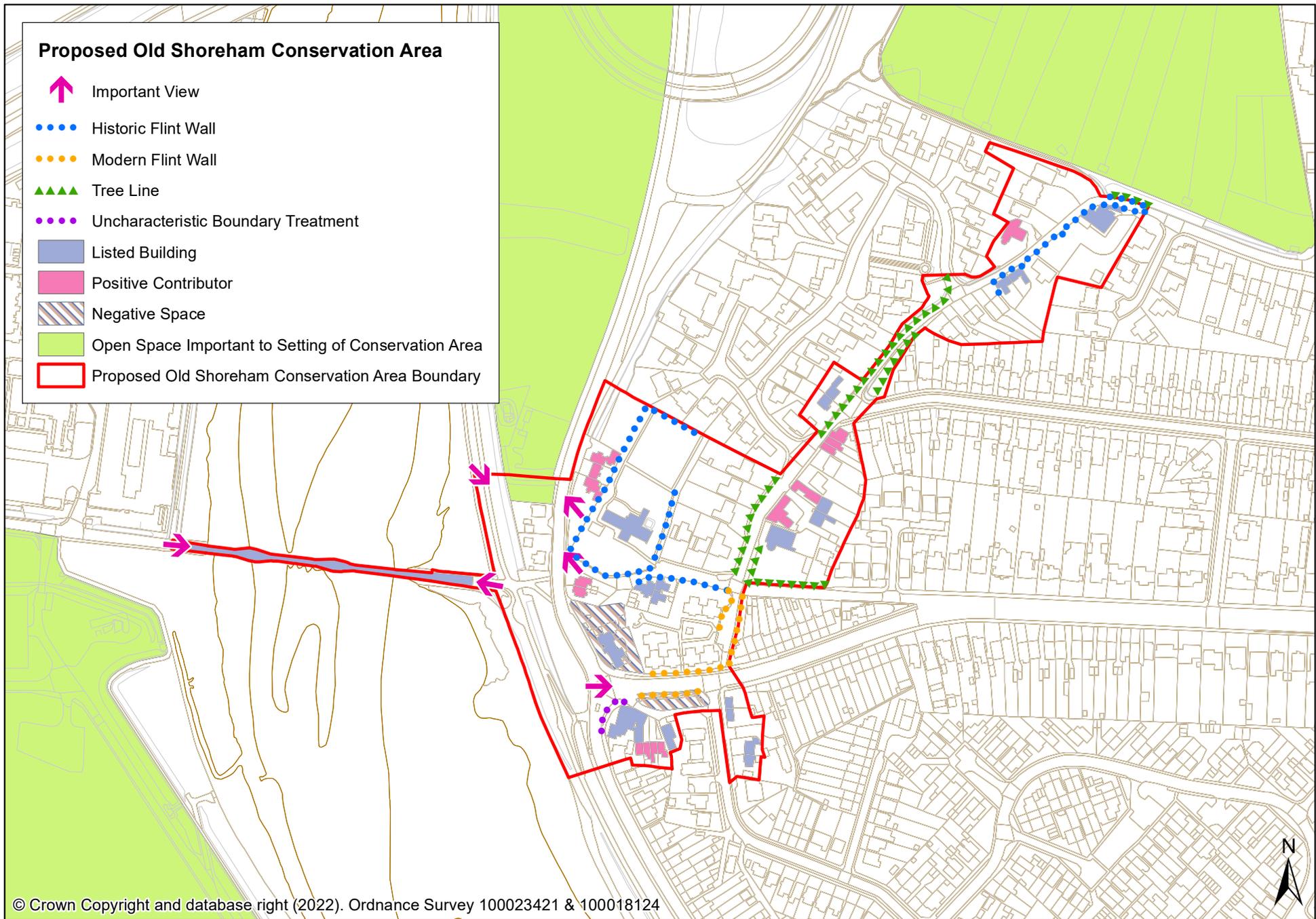
A settlement of agricultural origins, Old Shoreham includes within it a number of post medieval thatched and timber framed buildings, as well as some attractive houses of the 18<sup>th</sup> century built mostly in local flint. During the late 18<sup>th</sup> century and throughout the 19<sup>th</sup> century, the road and rail infrastructure had a significant impact on the shape and growth of the village.

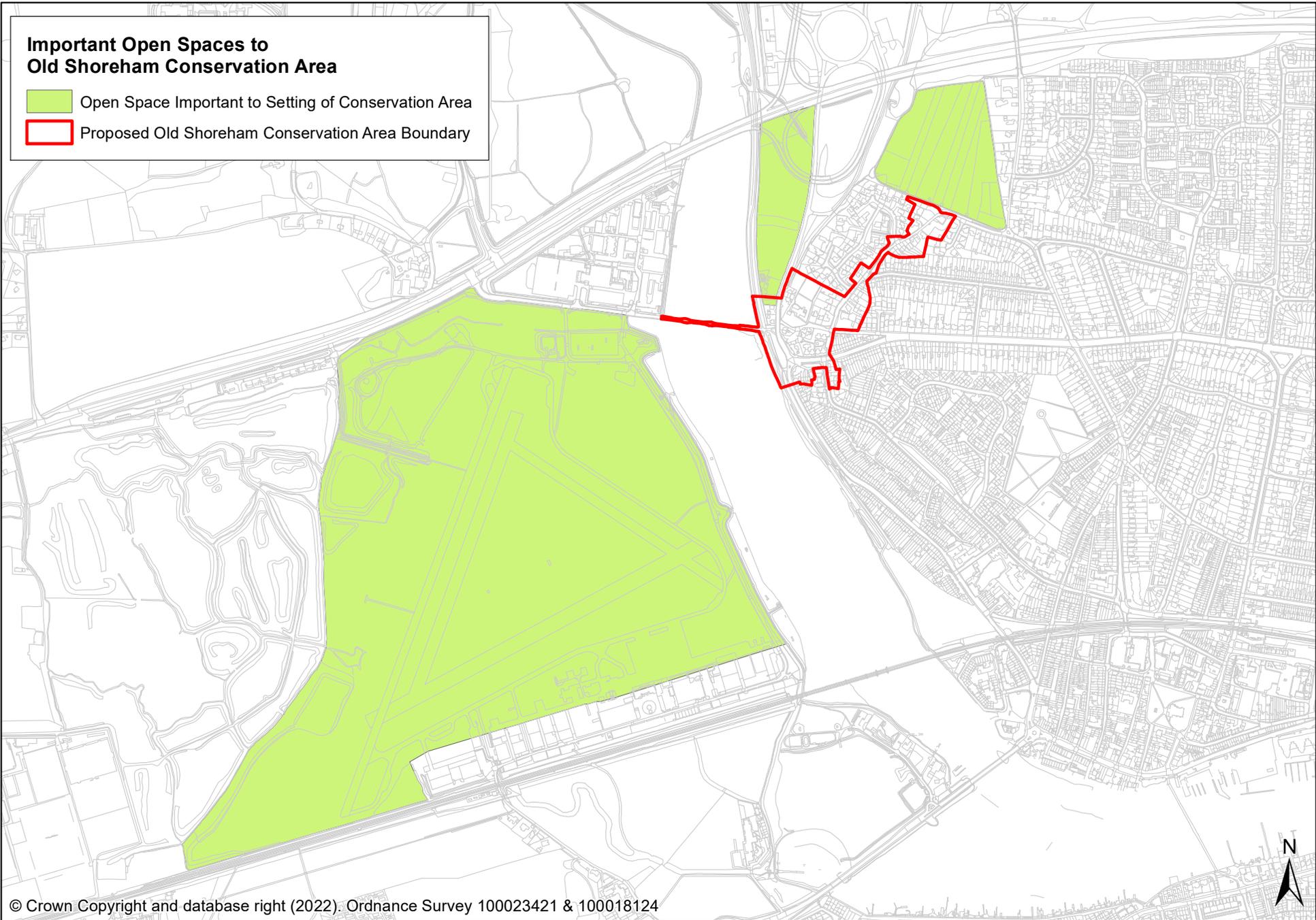
The latter part of the 20<sup>th</sup> century resulted in the rapid suburbanisation of Old Shoreham, and its eventual conflation with neighbouring New Shoreham. Together, the settlements are now known as Shoreham-by-Sea.

Modern infill development has undermined the historic character of the village, which is now in a suburban context and some modern public realm interventions have damaged the integrity of the conservation area.

## I.0 Old Shoreham Conservation Area: An Overview

- I.1 The Anglo-Saxon settlement of Old Shoreham lies on the east bank of the Adur at the foot of the South Downs. An agricultural village, it was held after the Conquest by the de Braose family whose seat was at Bramber Castle. It was supplanted in the 11<sup>th</sup> century by New Shoreham which was established as a busy port. Today, the village is in a suburban context, but within the conservation area boundary is the fine Saxon church and a number of surviving buildings of post-medieval, 18<sup>th</sup> and 19<sup>th</sup> century date, unified by their use of local vernacular materials, particularly the locally sourced flint.
- I.2 The view towards Old Shoreham from the elevated section of the A27 bypass best encapsulates the character of the village, and of Adur more widely. From here the pyramidal cap of the church of St Nicolas is seen in the Adur Gap, and the iconic toll bridge connects the ancient village with the reclaimed land on which the airport now sits. At low tide the mudflats are exposed, evoking a strong sense of the once rural estuarine context of the village.
- I.3 The listed and historic buildings in the village are for the most part well maintained, but the public realm around the two historic public houses is degraded, detracting from the character and appearance of the conservation area. There is a considerable amount of modern development within the conservation area, some of which, located at the fringes of the village, is proposed for removal within this review.





## 2.0 Historical Development

### Early history

- 2.1 The earliest finds relating to the human settlement of this area are found on the chalk slopes of the South Downs north-east and west of Old Shoreham. At Thundersbarrow Hill is the site of a bowl barrow, an Iron Age hillfort, a Romano-British village and an associated field system, now designated as a scheduled monument. Further south at Slonk Hill was an extensive Romano-British settlement, the disappearance of which is consistent with the coastal erosion which continued into the 18<sup>th</sup> century.
- 2.2 The river has had a great impact on the morphology of the district of Adur, and the extent of its settlements. Old Shoreham has Saxon origins, as borne out by the fine church of St Nicolas. In the 11<sup>th</sup> century it sat on the east side of a tidal estuary up to 1.5 miles wide which was crossed by ford or ferry to reach North Lancing on the west side. It is not thought that Old Shoreham was ever a significant port, the economy being based primarily on agriculture. Conversely, New Shoreham was distinguished by its function as a busy port in the 12<sup>th</sup> century, attracting considerable trade with northern France. As the closest channel port to London, the Shorehams became part of a busy trading route running north to the Capital through Upper Beeding.
- 2.3 From its early history, the gradual process of eastward longshore drift created a shingle bar across the mouth of the estuary. The lagoon it created was often silted up by river deposits; or the spit breached by seawaters and with this unstable environment, settlement loss was a recurrent problem, as in 1703 when a great storm destroyed much of Shoreham.
- 2.4 Land was being steadily reclaimed in the estuary by the 16<sup>th</sup> century and the course of the river moved eastwards south of New Shoreham behind a shingle beach. Eventually a new opening was created through the shingle bar in 1821 at Kingston, creating a permanent harbour that remains today.

- 2.5 In 1066, Shoreham was held by Azor, and by 1086, as throughout Adur, Shoreham was controlled by William de Braose from his seat at Bramber Castle. The manorial lands of New Shoreham were held by the 15<sup>th</sup> century by the dukedom of Norfolk; while it seems that the manor of Old Shoreham passed out of the honor of Bramber in the 13<sup>th</sup> century to the Earl of Cornwall forming part of the duchy of Cornwall until it was acquired by the Duke of Norfolk in 1799, after which it descended with New Shoreham.

### 15<sup>th</sup> - 18<sup>th</sup> centuries

- 2.6 The earliest known map of the area dates from 1622 and shows the ferry crossing on the site of the present-day toll bridge and an area of salt marshes on reclaimed land that is now the site of Shoreham airport. The church of St Nicolas is depicted, as is the settlement of New Shoreham. The lost settlement of Pende is also annotated off the coastline, a reminder of the still changeable coastal environment.

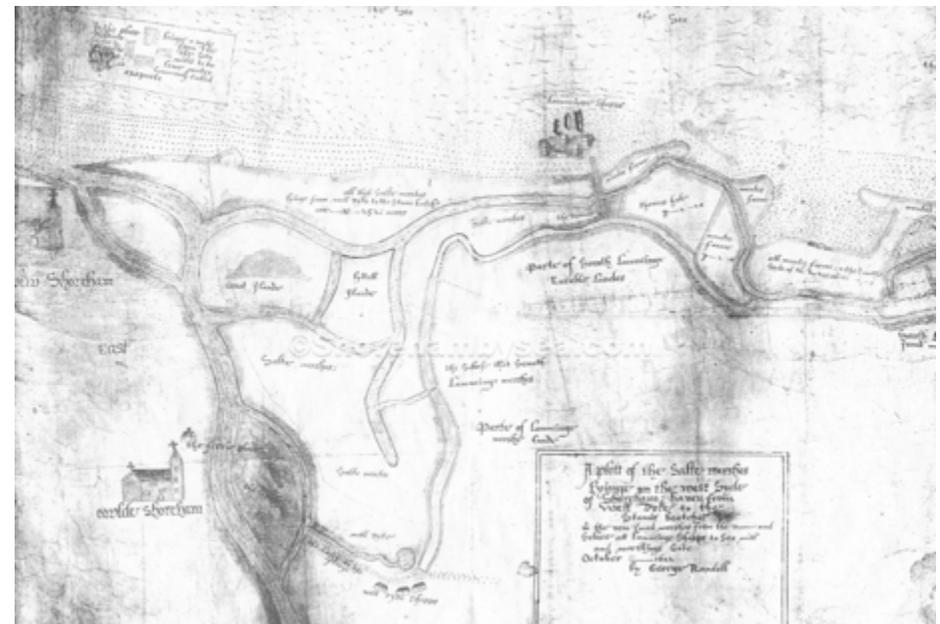


Fig 1: 1622 Map of Shoreham, by George Randall

- 2.7 It remains unclear where the manor house of Old Shoreham was located, but it seems likely that it merged in the 17<sup>th</sup> century with Buckingham House where a manor house of some status was recorded in the late 17<sup>th</sup> century. Buckingham House is located east of Old Shoreham and has now been built over by modern development and only a dovecote belonging to the farm survives, along with the ruins of the early 19<sup>th</sup> century mansion designed by John Biagio Rebecca which replaced the earlier house. The estate was held by the Lewknor family who moved in 1890 to Adur Lodge in the northern part of the present-day conservation area.
- 2.8 Unlike New Shoreham, which was always a settlement based on the trade of its port, medieval Old Shoreham's was an agricultural economy. Predominantly based first on arable farming, as evidenced by the flour mills on land to the north at Mill Hill; much of the land was converted to pasture in the 14<sup>th</sup> century. By the 18<sup>th</sup> century much of the land had been enclosed by the owners of the Buckingham Estate and Erringham Farm to the north.
- 2.9 The village of Shoreham in this period consisted of a curved street, bounded to the south by arable land. The road at the north-east end led to Brighton and from the southern part of the village, lanes ran west towards the river to where the ferry operated. The bridge opened in 1781. The Old Shoreham Road running south to the new Brighton Road and north as the Steyning Road was not constructed until the later 18<sup>th</sup> century.
- 2.10 A number of buildings within the conservation area date from this period including The Red Lion public house, a long, low building facing the riverside; and an 18<sup>th</sup> century house with a distinctive gambrel roof, now The Amsterdam Inn. Three timber framed buildings form a further group south of The Amsterdam Inn and would have been associated with the agricultural activities in the area. They include Tudor Cottage on Upper Shoreham Road, a pair of thatched cottages and a thatched and now converted barn both located on the east side of Connaught Avenue. On The Street, Old Shoreham Farmhouse is another well maintained, but altered building of 18<sup>th</sup> century date.



Fig 2: Yeakall and Gardner Map of Sussex 1778-1783 showing Old and New Shoreham and the Buckingham estate to the east

### 19<sup>th</sup> and 20<sup>th</sup> centuries

- 2.11 The 19<sup>th</sup> century saw considerable change to the road and railway infrastructure which provided impetus for further expansion of Old and New Shoreham. The Shoreham to Horsham branch of the Brighton and South Coast Railway opened in 1861 and ran alongside the Old Shoreham Road adjacent to the river. In the 1920s the Brighton road was moved from the lane under the churchyard wall (now St. Nicholas Lane) to a new position south of the Red Lion Inn. This too has now gone with the new Brighton Road running along the coast; but the trace of the old road remains through a car park, and the southern lane is a footpath leading to the modern Connaught Avenue.



Fig 3: Tithe Map 1851

- 2.12 The Street was in the mid-late 19<sup>th</sup> century characterised by a scattering of cottages of 19<sup>th</sup> century or earlier date. North of the flint-faced house of Old Shoreham Farm is an early 19<sup>th</sup> century barn and farmstead, and together this group was let as part of a gentleman's estate in 1832. The lease also included Adur Lodge which is shown at the north end of the Street in the tithe map and the OS mapping series below. The name Adur Lodge is misleading as it appears this was a residence in its own right, and not connected to Buckingham House.
- 2.13 Founded in 1910, Shoreham Airport is the oldest airport in the UK, and the oldest purpose-built commercial airport in the world still in operation. The airport was in use by the Royal Flying Corps during WWI and in the following years was used both as a municipal airport and as a training base by the Royal Air Force. It was requisitioned again during WW2 and resumed commercial services thereafter. Today it is used by privately owned aircraft, and for air shows. The terminal building is listed grade II\*, and was designed by Stavers Tiltman.
- 2.14 The railway line through Old Shoreham closed in 1966, the track was lifted, and the signal boxes demolished. The railway line became part of the 30-mile Downs Link path in 1984. Parts of the old track remain south of the toll bridge as a tangible piece of the history of the railway.



Fig 3: OS Maps 1879 (top), 1909 (middle) and 1947 (bottom)

## 3.0 Built and Landscape Character

### Landscape context

- 3.1 Old Shoreham sits adjacent to the broad estuary on the east bank of the Adur at the foot of the South Downs. The wide valley bottom here, along with the open space of Shoreham airfield maintains an important strategic green gap between Lancing and Shoreham. Vantage points from the A27 bypass north of Old Shoreham, and from higher ground on the Downs at Mill Hill provide the expansive views across the landscape and south to the sea, for which this part of West Sussex is known.
- 3.2 Old Shoreham is built on the alluvial coastal plains. Land to the west of the Adur, now occupied by the airfield was over many centuries reclaimed from the sea as the broad inlet that once provided the natural harbour at New Shoreham gradually silted up. The ground rises rapidly north of the historic core of village, The Street climbing uphill in a north easterly direction before joining Mill Hill from where the footpaths of the Downs are accessed. The full landscape context of Old Shoreham can from here be appreciated, where the wooded slopes to the east enclose the settlements of Old and New Shoreham, and fields and the airfield provide a green backdrop, with the river threading through the timber structure of the iconic Old Shoreham Toll Bridge.
- 3.3 Old Shoreham is intrinsically connected to its landscape, most tangibly by the toll bridge which crosses the Adur west of the church and allows views back to the village, towards the sea and Downs, and across the historic airfield. The Downs Link path runs along the east bank of the Adur here on the route of the old railway line and the footpath provides attractive views of the old village along this stretch, again providing a strong visual connection of the historic built and natural environments. Views towards the Downs are available within the southern part of the conservation area from the elevated position of the churchyard, and in glimpses from the network of streets south and west of the church.



Fig 4: Views from Mill Hill towards Old Shoreham

### Spatial analysis

- 3.4 The shape and extent of Old Shoreham changed very little until the early part of the 20<sup>th</sup> century when suburbanisation rapidly accelerated across Adur including within and around Shoreham. The heart of the village is centred around the old, and now truncated streets at the south-west end of the conservation area adjacent to the river, and the toll bridge, which is proposed to be fully included within the conservation area. Here, historic buildings are loosely clustered south and east around the 11<sup>th</sup> century church of St Nicolas. The second concentration of historic buildings is along the linear road The Street, which branches north from St Nicolas Lane and travels up the hill in a north-easterly direction terminating at its north end with Adur Lodge.
- 3.5 The buildings in the southern part of the conservation area are arranged around the old roads. These once formed a loose grid, but now provide a circuitous walk along the stretch of the A283 south of the church before

turning east along Upper Shoreham Road, north along a footpath which connects to St Nicolas Lane returning west back to the A283.

- 3.6 The buildings here address the old roads on which they once sat, the Red Lion facing east towards the river, while The Amsterdam and Tudor Cottage face the Upper Shoreham Road and two further listed buildings sit on the modern Connaught Avenue. The road adjacent to the river has always been wide here, and the mini roundabout that now exists allows a single view that captures most of the historic buildings in this part of the conservation area in their varied orientations.



Fig 5: View east along Upper Shoreham Road with Red Lion (left), Amsterdam Inn (right) and thatched cottages behind

- 3.7 The Red Lion Inn sits back from the road on a wide pavement used as a seating area. North-west of the pub is where the old Brighton Road terminated before it became St Nicolas Lane. The junction of this old road and the north-south road has now become a yard to the pub, closed off from the present day A283 by bollards and a modern bus stop. This open space is underused and poorly maintained.



Fig 6: Service yard north of Red Lion Inn

- 3.8 The toll bridge is representative of an important part of the history of Old Shoreham and is now proposed for inclusion in the conservation area. This location was the site of very ancient crossing of the Adur when the river was either forded or crossed by a ferry. The first bridge was built in 1781, and was substantially restored to the same design in the early 20<sup>th</sup> century.



Fig 7: Old Shoreham Toll Bridge

3.9 South of the church the arrangement of buildings and spaces creates a more intimate feel owing to the enclosure of plots with flint walls and mature planting. Views are channelled by these walls either towards landmark buildings such as the church and The Old School House, or out of the settlement where far reaching views of the Downs are glimpsed. The roads here are narrow, and in some instances include pedestrianised sections, which by limiting through traffic, serve to reinforce a quieter environment redolent of an earlier historic rural settlement.



Fig 8: Views around St Nicolas Church

3.10 Historic buildings are mostly of a similar scale of two storeys, but their age and historic functions are varied so there is an architectural diversity within the village which comprises former agricultural buildings, historic dwellings and civic buildings such as the schoolhouse or Red Lion Inn.

3.11 The church of St Nicolas is the most important landmark building in the conservation area with a significant landscape presence in longer views, but also a considerable townscape value owing to its elevated position in a large churchyard bordered by flint walls and incorporating attractive and mature specimen trees. The church, dedicated to the patron saint of seafarers has Saxon origins and possibly incorporates parts of an earlier minster sited at this ancient crossing point on the Adur. The church is noted for its similarities with churches in Normandy, owing possibly to the connections with William de Braose. Architecturally, it is a cruciform plan church with a sturdy central tower and an ornamented bellstage, and an attractive east window of reticulated tracery, which was installed during the extensive 19<sup>th</sup> century restorations.



Fig 9: Church of St Nicolas, and churchyard

3.12 The previously open spaces east of the Red Lion Inn have now been built over by modern development, as has the site of a substantial barn east of the church, where modern detached houses now sit. Branching north of

St Nicolas Lane is The Street, characterised today by a mix of building styles and ages, and mature trees and hedges which soften the appearance of the more modern buildings in the conservation area.

- 3.13 Linear in nature, The Street is a narrow single-track road with no pavements in the northern section. This, and the mature planting imbue it with something of its earlier rural character, in spite of the modern housing on the west side of the street. At the south-east end of the road are a cluster of historic buildings at the site of Old Shoreham Farm. The flint farmhouse is a handsome building of flint and brick with a large plot to the south enclosed by high hedges and fences. A courtyard arrangement farmstead north of the house survives, but in a much-altered state.



Fig 10: Old Shoreham Farm and farmstead

- 3.14 North beyond the farmstead a number of historic buildings are scattered along the road on either side, interspersed by modern development of mainly detached houses in good sized plots with front gardens and off-street parking. The historic buildings, in a range of ages and building styles tend to sit closer to the street, while the modern development is set further back to provide parking and front garden space. At the north end of The Street are the extraordinarily high flint walls enclosing the gardens of the 18<sup>th</sup> century Adur Lodge.



Fig 11: Adur Lodge

### Architectural interest and built character

- 3.15 The historic built form of Old Shoreham is relatively rich, considering the small size of the conservation area, and clearly illustrates the many layers of the history of the village. There are several post-medieval timber framed vernacular houses in Old Shoreham; a selection of early-mid 18<sup>th</sup> century buildings of both 'polite' domestic and vernacular styles; and then a majority of vernacular revival styles dating from the 19<sup>th</sup> and 20<sup>th</sup> centuries. The buildings in the conservation area are generally small-scale domestic buildings, and mostly two storeys in height. Additionally, there are several larger scale buildings including the church and school.
- 3.16 Just five pre-1700 buildings are recorded in Shoreham-by-Sea, four of which are in the Old Shoreham Conservation Area. They are all modest two storey buildings, most built as labourers' cottages, reflecting the agricultural history of the village. Tudor Cottage is tucked behind the more prominent Amsterdam Inn, and has rendered elevations belying its earlier 16<sup>th</sup> century

origins. East of this are a pair of thatched cottages and a barn converted in the 20<sup>th</sup> century into two cottages, also thatched. This group have all suffered erosion of their settings arising from the modern housing development and the parking area of the pub. A further post-medieval cottage survives on the west side of The Street. Now two cottages, Hunter's Moon is a very charming part timber framed, and part cobbled house with a thatched roof and characteristic central stack indicating its early 16<sup>th</sup> century date.



Fig 12: Tudor Cottage (top left); Hunter's Moon Cottages (top right); 108-110 Connaught Avenue (bottom left) and Old Malt Cottage/Walnut Cottage (bottom right)

3.17 There are also a number of cottages of 18<sup>th</sup> century origin, most in flint or brick throughout the conservation area. These include the two public houses, both of which are very prominent in the conservation area on the Old Shoreham Road, because of their position, orientation and appearance. The Red Lion, a rendered building with sliding sash windows was once a dwelling but has been extended creating the long low west facing building. The Amsterdam Inn too was once a house. It has an attractive flint and brick front set back from the Upper Shoreham Road, but it is the gable end

with gambrel roof that provides a foil for the later lower extensions that curve around the arc of the Old Shoreham Road and entice visitors further east along Upper Shoreham Road.



Fig 13: 18<sup>th</sup> century Red Lion Inn (top) and Amsterdam Inn (bottom)

3.18 There are also a number of 18<sup>th</sup> century buildings along The Street including Old Shoreham Farmhouse and Adur Lodge, both built in the domestic Georgian style. Their external appearance reflects the slightly higher status of these buildings as used in the 19<sup>th</sup> century as gentlemen's residences. Old Shoreham Farmhouse is a double pile gambrel roof building of two storeys with end stacks. Its west front has been altered in the 19<sup>th</sup> century

with gault brick bays and dressings. As at The Amsterdam Inn, the unusual roof form and orientation of the building provides attractive views of the building from a variety of vantage points.



Fig 14: Adur Lodge (left) and Old Shoreham Farmhouse (right)

- 3.19 The Old School House is one of the most prominent of the 19<sup>th</sup> century buildings in the conservation area, built in a neo-gothic style with characterful traceried windows and a trefoil garret window on the north elevation. It sits happily as a group with the pair of semi-detached cottages fronting Steyning Road to the west of the school. These cottages are typical vernacular revival cottages with canted bay windows, decorative brick string courses, and painted barge boards. They sit on an island site among the narrow lanes here; and the front, sides and rear of the building successfully address the streets, encircled by flint boundary walls.
- 3.20 Modern residential development has replaced a number of older buildings in the conservation area, or infilled vacant plots, and the compact plan of the historic village has been lost to modern housing estates and cul-de-sacs.



Fig 15: The Old School House and 19<sup>th</sup> century cottages

### Building Materials

- 3.21 There is a generally consistent palette of building materials used throughout the village. The most ancient buildings are timber framed, with thatched roofs. In some instances the framing is exposed, as at Hunter's Moon Cottage on The Street, but more often these buildings have been re-faced in render or flint and brick, as at Tudor Cottage and the buildings on Connaught Avenue.



Fig 16: Thatch, render, brick and flint concealing earlier timber frame at Connaught Avenue

3.22 The most characteristic of the local building materials is flint, found in the chalk beds of the downs, or on the beaches. The most commonly found broken flints are known as field flints, and would have been ploughed up for use in buildings. In higher status buildings there are examples of knapped and coursed flints. Flints are used extensively in both buildings and boundary walls throughout the conservation area.



Fig 17: Flint

3.23 The use of brick in historic buildings in the conservation area is generally restricted to quoins, window dressings and decorative elements, although most of the modern housing is also brick built. Most often bricks are red clays, but there are examples of yellow gault bricks. There are localised uses of weatherboarding, but only to more recently converted buildings. Roof coverings are a variety of materials, most commonly tile and thatch, but there are also examples of slate and Horsham slab roofing.



Fig 18: Various roof materials: thatch, clay tiles, slate, Horsham slab

### Boundaries and streetscape

- 3.24 A unifying feature of the conservation area is the extensive flint boundary walls, particularly south of the church, and at the northern end of The Street. Throughout the rest of the conservation area, there has been a loss of enclosure to boundaries where flint walls have likely been lost.
- 3.25 The flint walls are not homogenous, but vary in terms of their height, intactness, quality and age. Most are built of coursed cobbled flints, while others are made of broken field flints laid in a more random arrangement. 19<sup>th</sup> century examples tend to include brick piers and cappings.



Fig 19: Historic flint walls

- 3.26 Mature hedges, shrubs and trees are a feature of the conservation area, frequently growing behind flint walls. There are also areas where enclosing features are absent (for example at The Red Lion and Amsterdam Inns), or where provision of off-road parking has resulted in the removal of sections of flint walling.



Fig 20: High hedges over flint walls on St Nicolas Lane and The Street

- 3.27 Roads and pavements throughout Old Shoreham are in modern tarmac, and there is no historic street paving. Pavements are inconsistent, but where absent, this contributes to the legibility of a once rural settlement character.

### Heritage Assets

- 3.28 Heritage assets are commonly considered to be buildings or structures, monuments, places or landscapes that have sufficient significance to warrant consideration in the planning process. They include designated assets such as scheduled monuments, conservation areas and listed buildings; and non-designated assets such as locally listed buildings. Many of the listed buildings have been identified elsewhere within this report. Conservation Area Appraisals provide an opportunity for local planning authorities to also identify unlisted buildings that contribute positively to the character or appearance of the conservation area. Similarly, appraisals can also identify buildings that negatively contribute to the conservation area, usually because of inappropriate scale, poor design or incongruous materials.

- 3.29 Those buildings that have been identified as positive contributors within Old Shoreham are identified on the map on page 3. In general, positive

contributors have a degree of architectural and historic integrity, which may be derived from a street-facing elevation, or from another viewpoint; and they therefore illustrate an important part of the history of Old Shoreham. The images below show some of the buildings that contribute positively to the conservation area. Most of the historic flint boundary walls should similarly be considered to contribute positively to the character and appearance of the Old Shoreham Conservation Area.



Fig 21: Positive contributors on The Street



Fig 22: Positive contributors on Upper Shoreham Road

### Detracting elements

- 3.30 The review of this conservation area has also identified a number of buildings and areas that make no positive contribution to the character or appearance of the conservation area, and they have therefore been proposed for exclusion from the conservation area boundary in the recommendations below. These include the modern block of flats, “Tollbridge House” on the west side of Connaught Avenue south of the junction with the Upper Shoreham Road; number 74 Adur Avenue and the two dwellings on the north and south side of the entrance to Lesser Foxholes cul-de-sac.
- 3.31 The Connaught Avenue flats are a regrettable intervention that occurred after the designation of the conservation area, and there is not therefore any merit to their being retained.
- 3.32 While there are other instances of modern buildings of only moderate townscape merit in the conservation area, many are embedded in the historic core of the village, and so only those that are easily capable of exclusion at boundary edges are proposed for removal here.



Fig 23: Modern housing proposed for exclusion from the conservation area

3.33 The area around the Red Lion pub has been identified as a negative space. This is a prominent part of the conservation area at the crossing point to the toll bridge, and at the entry to the historic core of the conservation area through the pedestrianised yard to the north of the pub, and along Upper Shoreham Road. The area to the front of the pub has been paved in unattractive crazy paving. A yard provides a service area for the pub, and is used for storing barrels, and there is a poor-quality outdoor decked area at the north end of the building. The beer garden is poorly maintained, and visible over the low brick walls (themselves uncharacteristic) on Upper Shoreham Road. The modern bus stop, bollards and poor levels of maintenance here all detract from the character of the conservation area, and could easily be addressed by installation of more sensitive street furniture, boundary treatments and street surfaces, and better maintenance of the property.

3.34 The area outside of the Amsterdam Inn has also been identified as negative space owing to surface treatments, boundary walls and poor quality street furniture (see Fig 34).



Fig 24: Negative space around The Red Lion

## 4.0 Setting and Views

- 4.1 Old Shoreham derives considerable significance from its setting, which contributes positively and significantly to the historic and aesthetic values of the village. The landscape context of Old Shoreham within the Adur Valley explains both the agricultural origins of Shoreham, and the seafaring history of its close neighbour, New Shoreham. Long views are available towards Old Shoreham from higher ground, and the green spaces north and west of the village are important not only to the setting of the historic settlement, but also to the special character of Adur.
- 4.2 Two areas of land in particular provide an important green context to Old Shoreham: the land associated with Shoreham airfield, itself an historic open space; and the parcel of land between the east bank of the river and the A283 north-west of St Nicolas Church .
- 4.3 A further open area of land sits north of The Street and west of Mill Hill. A footpath runs along the south, west and north field boundaries, and is believed to have possibly formed part of an historic droveway. The fields provide something of a buffer to the historic settlement.



Fig 25: View towards Old Shoreham from Mill Hill

- 4.4 Fig 25 shows the long view from Mill Hill towards the sea with Old Shoreham Bridge and the pyramidal tower of St Nicolas in the mid-ground which are important landmarks indicating the location of the historic settlement. In the foreground to this view are the lower Downland slopes sweeping down to the valley floor and the wide river which arches eastwards here past New Shoreham. The extensive flyover of the A27 bypass is clearly a dominant feature in this view, but its height provides transparency through to the green spaces on the east side of the river north of Old Shoreham.
- 4.5 The low flat green space of the airfield hints strongly of the geological provenance of this area as reclaimed land from the sea, and maintains the estuarine landscape character, until the point at which the land becomes developed again closer to the sea. The airfield as an open space is of considerable historic significance in its own right.
- 4.6 In nearer views, the importance of the area of land north-west of the church can be appreciated. The land itself is not particularly high quality, and the presence of the flood defences have altered the natural topography of it, but the green character provides an important foreground to the setting of the church, more readily appreciable at closer quarters where it still reads as a rural parish church of some considerable status.
- 4.7 Similarly, the open space of the airfield allows the low timber bridge to still be seen silhouetted against the river, with no intrusions above it. Views of the bridge have been much admired, and recreated historically, and the view continues to encapsulate the best of Adur's historic built and natural environment.



Fig 26: Paintings old and new of Old Shoreham Toll Bridge



Fig 27: View towards Old Shoreham from the A27 bypass

4.8 The importance of these open spaces to the significance of Old Shoreham Conservation Area is recognised on the map on page 4, where they are identified as open spaces that contribute positively to the setting of the conservation area. Recommendations in Section 6 below suggest that development of these spaces should be resisted.



Fig 28: View from west bank of the Adur towards St Nicolas Church (left) and towards Old Shoreham across the green space north-west of the church (right)

- 4.9 The irregular streets in the southern part of the conservation area provide further interesting views of the historic townscape, many of which have been identified elsewhere in this report. The views around the mini-roundabout from where the two historic inns can both be seen are important. The Red Lion interacts with the road and the river beyond, and the gable end of The Amsterdam Inn and the lower buildings that wrap around the edge of the road provide interesting townscape views along the Old Shoreham Road and Upper Shoreham Road.
- 4.10 These townscape views provide a sense of the overall character of the village, and the spatial and architectural qualities of it. The mature trees are important to the conservation area, softening the views, particularly where modern development intrudes on the appreciation of historic townscape qualities.
- 4.11 The streets and spaces around the church also provide glimpse views out to the Downs and to Lancing College. These are pleasant views out of the conservation area, and a further visual connection to the wider landscape.
- 4.12 Along The Street, the views are similarly local with the historic buildings seen in the context of the narrow linear road with mature planting and overhanging trees, and also of modern housing development. At the north end of The Street, there is a significant sense of enclosure from the

towering walled gardens of Adur Lodge on the south-east side of the road (see figure 19 above for images).



Fig 29: Views towards Lancing College from St Nicolas Lane and the churchyard

## 5.0 Assessment of condition

- 5.1 The condition of the conservation area is generally good and individual residential properties, particularly those that benefit from statutory designation are well maintained, many retaining historic features such as windows and doors. Elsewhere, unlisted historic buildings have in some cases undergone inappropriate alterations often resulting in the removal of historic or traditional windows or doors, or loss of or alterations to historic boundary treatments.



Fig 30: Modern uPVC windows to unlisted historic buildings

- 5.2 The most significant impact on the integrity of the historic village has been the incremental loss of historic buildings, features and spaces, and the infilling of plots throughout the conservation area with modern development, including the loss of or alteration to flint boundary walls.
- 5.3 Much change was experienced prior to the designation of the conservation area, for example the demolition of the tithe barn adjacent to the church.

The site of the school playground was built over after the designation of the conservation area. On Upper Shoreham Road the red brick terrace is one and a half storeys and designed almost to mimic the scale and form of historic almshouses. The scale is therefore appropriate, although the design and materials employed have little reference to historic precedent locally.



Fig 31: Modern development on Upper Shoreham Road; poor quality street furniture

- 5.4 East of The Old School House at St Nicolas Court buildings are again of brick and two storeys. They use The Old School House as a design reference with similar geometries employed and in the use of tall pedimented gables. Historic flint walls were partially retained along the pedestrianised section of The Street and along St Nicolas Lane, and where flint walls were presumably lost, modern flint walls were reinstated. While the density of the development might therefore be greater than the surrounding area, the scale of the buildings is not inappropriate, although the materials could have more successfully integrated with the historic village.
- 5.5 The modern flats east of Tudor Cottage are however poorly designed making very little contribution to the historic character or appearance of the conservation area and they are proposed for removal from the conservation area.

- 5.6 Throughout the conservation area, modern housing has caused some harm to the character and appearance of the conservation area, or the setting of listed buildings. The post-medieval buildings in the southern part of the conservation area have in particular suffered a significant suburbanisation of their settings, exacerbated by modern street furniture, the poor-quality parking area at The Amsterdam Inn and modern and badly maintained street surfaces.



Fig 32: poor quality development on Connaught Avenue

- 5.7 Most of the unlisted residential buildings in the conservation area are modern. The usefulness of imposing the kinds of additional controls that Article 4 Directives can achieve is therefore limited, but this tool would allow greater control over alterations to boundary treatments, the further loss of which would continue to erode the character and appearance of the conservation area.

- 5.8 The area around The Red Lion Inn has been identified as an area of negative space owing to the bus stop, bollards and poor management of the yard north of the pub. The site of the pub itself is marred by the area of decking, crazy paving, poor quality picnic benches and lack of maintenance of the pub garden. The pub itself is also now in need of repair externally.



Fig 33: Poor quality public realm at Red Lion Inn



Fig 34: Modern inappropriate brick wall and boundary treatments

- 5.9 The most significant threat to the conservation area going forward is that associated with development pressure within the setting of the conservation area, particularly on the site of the airfield, and on the stretch of land between the river and the A283 Steyning Road to the north-west of the church. As demonstrated above, these two spaces provide an important rural context to the conservation area in both near and far views, and the incremental development of them would be harmful to the significance of the conservation area as derived from its setting. A small amount of land has been allocated for development on the airfield site, but

otherwise the airfield, and the land north-west of the church is designated as countryside. It is recommendation of this report that further development of these sites is resisted.

- 5.10 The land north of The Street at the northern end of the conservation area is also currently an area of open fields, facing some development pressure. While the loss of this area of landscape would be regrettable, the impact on the setting of the conservation area would be less severe, because there are fewer direct views into or out of the conservation area, even along the footpath which runs west from the top of The Street.

## 6.0 Management Plan

6.1 The overall character of the conservation area is compromised by the cumulative effects of the issues outlined above. The following is a set of recommendations to improve the future management of the conservation area.

### Boundary Review

The following buildings should be excluded from the revised boundary of the Old Shoreham Conservation Area:

- Tollbridge House on the west side of Connaught Avenue south of the junction with the Upper Shoreham Road
- 74 Adur Avenue
- Conifers and (house opposite) on Lesser Foxholes cul-de-sac.

6.2 The above buildings make little positive contribution to the character or appearance of the conservation area, and they have therefore been proposed for exclusion from the conservation area boundary in the recommendations below. The Connaught Avenue flats are a regrettable intervention that occurred after the designation of the conservation area, and there is not therefore any merit to their being retained.

6.3 While there are other instances of modern buildings of only moderate townscape merit in the conservation area, many are embedded in the historic core of the village, and so only those that are easily capable of exclusion at boundary edges are proposed for removal here.

## Article 4 Directions

Imposition of an Article 4 should be considered to allow additional planning controls for any works fronting a highway or public right of way and which would involve:

- Any alteration to a roof including roof coverings, rooflights and solar panels.
- Building a porch.
- Enlargement, improvement or alteration such as an extension, removal or changes to architectural features.
- The provision of a hard surface.
- The erection, construction, improvement or alteration (including demolition) of a fence, gate, wall or other means of enclosure.
- Removing totally or partially walls, gates, fences or other means of enclosure.
- Exterior painting of previously unpainted surfaces or changes of external colour schemes, or covering walls by render or like finishes.

And the following whether or not it fronts a highway or open space:

- Removing or altering chimneys.

6.4 Minor developments such as domestic alterations and extensions can normally be carried out without planning permission under the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (GPDO). Article 4 of the GPDO gives local planning authorities the power to limit these 'permitted development rights' where they consider it necessary to protect local amenity or the wellbeing of the

area. An Article 4 Direction is therefore a tool available to a local authority to allow greater control over the types of changes that can cumulatively erode the historic character of a conservation area, for example loss of traditional windows or boundary treatments.

- 6.5 The scope of the Article 4 proposed here does not include further controls affecting buildings, because the majority of unlisted buildings in this conservation area are modern, and those that are historic have often already lost historic windows and doors. However, there is merit in using this planning tool to control other aspects of development, in combination with the use of a Design Guide (to be developed), which could set out advice for homeowners about appropriate alterations, which might over time reverse some of the more harmful alterations.
- 6.6 Elsewhere, planning and listed building legislation will allow alterations to listed buildings or commercial buildings to be more carefully controlled.

### **Infrastructure and public realm**

Public realm improvements should be informed by an understanding of the significance of the conservation area, and respect the character and appearance of historic Old Shoreham.

- 6.7 The conservation area would benefit from a holistic approach to installation of or alteration to road, street, telecommunications and lighting infrastructure. All relevant authorities should be reminded of the designation status to encourage a more thoughtful approach to installation of signage, street markings, telephone and broadband boxes, litter bins and road surfaces. Historic England's Guidance 'Streets for All' provides a framework for managing change to the public realm in historic areas: <https://historicengland.org.uk/images-books/publications/streets-for-all/heag149-sfa-national/>

### **Public awareness**

Local residents and businesses should be made aware of the designation of the village as a conservation area, and what it means for development and change to their properties.

- 6.8 There would be considerable benefit in raising awareness of the conservation area designation and what it means for buildings within Old Shoreham. This could be achieved through circulating this advice to householders and businesses in Old Shoreham, as part of a public consultation process.

### **New development and alterations to existing buildings in the conservation area**

Proposals for new development, and alterations to existing buildings should take into account the heritage values associated with the conservation area as set out in this appraisal. Consideration should be given to the production of a local Design Guide to provide advice about appropriate change within Adur's conservation areas.

- 6.9 Some of the modern development throughout the conservation area is poor quality and makes little reference to local vernacular materials and designs. As proposals come forward for redevelopment, or alteration of buildings in the conservation area, the design guide issued with this appraisal should be used to inform decision taking.
- 6.10 Regrettably, most of the original windows and doors to historic buildings within the conservation area have been lost, and have frequently been exchanged for uPVC or historically inaccurate replacements.
- 6.11 Adur has produced generic design guidance for residential extensions and alterations within the district <https://www.adur-worthing.gov.uk/media/Media,98785,smxx.pdf>. This should be read in

conjunction with a Design Guide recommended for publication to complement this suite of character appraisals.

### **New development within the setting of the conservation area**

The setting of the conservation area is sensitive to change.

Significant development of the areas indicated on the map at page 4 should be resisted to conserve the character and appearance of the Old Shoreham Conservation Area.

- 6.12 The historic Shoreham airfield provides an important green landscape context to the historic settlement of Old Shoreham, and is important to the setting of the grade II\* listed toll bridge, and the grade I listed church. Incremental development of this land would erode the landscape setting of these individual heritage assets, and the designated conservation area in which they are located.
- 6.13 Consideration should be given to the provision of greater protection to Shoreham Airfield. Initially, this should be through recognition of it as a part of the setting of the Old Shoreham Conservation Area but there may also be scope for it to be designated as a conservation area in its own right, or recognised as a non-designated heritage asset (historic designed landscape).
- 6.14 The area of land between the east bank of the river Adur and the A283 Steyning Road north-west of St Nicolas church provides a green landscape buffer which is important to the appreciation of Old Shoreham as an historic rural settlement. Development of this land would have significant implications for the setting of Old Shoreham both in long views from higher ground and near views along the riverside walks.