

ADDRESS

THE TOLL HOUSE, HIGH STREET (S), SHOREHAM BY SEA

Parish SHOREHAM BY SEA
District ADUR
County WEST SUSSEX

Case UID: 170450

Date First Listed: 29-SEP-1972

Formerly Listed As: THE OLD TOLL HOUSE, HIGH STREET (S), SHOREHAM BY SEA, ADUR,
WEST SUSSEX

RECOMMENDATION

Outcome: Yes, de-list

Recommended Grade: DL

01-JUL-2010

BACKGROUND:

After examining all the papers on this file and other relevant information and having carefully considered the architectural and historic interest of this case, the item should be de-listed.

HISTORY:

The Toll House at Shoreham stands on the south side of the eastern approach to Norfolk Bridge, which is recorded in the list description as dating to c1840.

The historic Ordnance Survey maps give some indication of changes that have taken place at the Toll House since its construction. On the map published in 1898 there are pairs of small buildings, square on plan, to either side of both the eastern and western approach roads; they are labelled 'Lodges'. By 1912, the lodge on the site of the Toll House has been extended slightly, but the others remain as before. Further changes had occurred by the time the area was surveyed for the 1931 map. For the first time, a building resembling the current structure in footprint is shown. This is a much larger building than the original lodge, and extends further to the north-east. At this time the other three lodges were demolished. Subsequent maps show essentially the same building, but with an addition to the south-west (appearing in the 1960s).

The first Norfolk Bridge was a suspension bridge, designed by William Tierney Clarke and built in 1833. The suspension bridge was replaced by a girder bridge in 1923, designed by the County Engineer and a London-based engineering practice, and by the present structure in 1987. Each rebuilding retained elements of the bridge it replaced. The lower courses of the eastern approach's retaining walls are in rusticated Portland stone, which formed part of the first bridge 1833; two of the piers of the current bridge also retain masonry from the first suspension bridge. The upper courses of the existing approach abutments date to 1923, as do the iron railings which surmount the approach walls. These elements were reused when the new concrete bridge was built in 1987. Also retained from the interwar bridge are the stone plinths to either side of the eastern approach road, each supporting a decorative iron lamp bracket and lamp.

The plans for the rebuilding of Norfolk Bridge in 1923 are in the West Sussex Record Office. They show that the small lodge or toll house, with the extension that appears between 1898 and 1912, survived at the time plans were being drawn up. The drawings imply that the intention was to retain the toll house building. The OS map of 1931 suggests that this did not transpire, however, and only the Edwardian addition was preserved and considerably extended; the original toll house appears to have been demolished at some point between 1923 and 1931.

DESCRIPTION:

This single-storey house is rendered, so the material with which it was built is not discernable; it is likely to be brick or stone. It has a modillion cornice and a coped parapet concealing its flat roof. It is L-shaped on plan with a porch in the angle of the two parts. This has a panelled door set in a surround with a moulded architrave supported by console brackets. The windows have the same surrounds; some are one-over-one pane sashes, others plastic. There is a two-storey glazed extension to the south-west, dating to the 1960s. It takes in the drop in ground level to the estuary and so its top floor is at the same level as the older house.

Inside, there are very few historic features. The windows and some of the internal doors have moulded timber architraves, and there is a three-panelled door which appears interwar in date. The wall between the kitchen and the sitting room has been largely removed, but its remaining sections are substantial; it is likely that this was the external wall of the Edwardian lodge extension.

ASSESSMENT:**CONTEXT:**

English Heritage has been asked to consider removing The Toll House, Shoreham from the List of Buildings of Special Architectural or Historic Interest.

CONSULTATION:

We consulted the owner, the local planning authority and the Ancient Monuments Society and invited comments on our initial report. The planning authority took advice from the County Council's Conservation Architect who reported that all elements of the list description were intact and that he saw no grounds for the building being delisted; his comments have been endorsed by the local planning authority. The Conservation Architect is right that the building has not changed much since the list description was written in 1972, but this does not necessarily mean there are no grounds for the building to be delisted, as the assessment below explains.

The owner responded that there were factual errors in our initial report. The owner claims that the Portland stone piers of the bridge do not exist, the ironwork is 1960s, and the new wings to the house are 1967, for example. No documentary evidence has been submitted to support these comments, however. Our initial report was based on archival material in the local studies library and a thorough site inspection and we are satisfied it gives a plausible account of the history of the building based on the evidence available. We have not amended the history and description sections of this advice in response to the consultation.

ASSESSMENT:

The Toll House was listed in 1972 and described as a building of c1840 in the list description, which also gave a summary of its external appearance. The 1972 listing was erroneous in dating the building to c1840. Map evidence and the plans for a new bridge dated 1922 in the local records office show that the early part of the building, the small, square 'lodge', was demolished along with its northern counterpart at some point between 1923 and 1931. The only pre-WWI element of the Toll House to survive the bridge rebuilding was the extension to the rear of the lodge, which had been added between 1898 and 1912. This was subsequently extended, and forms only a small part of the building which survives today. The Toll House is thus a fragmentary survival of a building of the late C19, with additions of the interwar period and of the 1960s.

When the remains of the old Toll House were extended in the interwar period, care was taken to match the new work to the original. For that reason, the building has the appearance of a Victorian toll house, and this lends it historic value as an approximation of what the approach to Norfolk

Bridge would have looked like when the crossing was a grand suspension bridge. This local interest does not translate to special interest in a national context, however. If the building were older, i.e. constructed in the 1830s or 1840s, the level of alteration it has undergone would not necessarily result in its delisting; its historic interest and the architecture of the roadside elevations might mitigate these changes. The building is late C19 in its oldest parts, however, and interwar or 1960s elsewhere, and the interior has no features of interest. A greater degree of architectural interest and surviving original fabric is required for buildings of this date to merit listing.

CONCLUSION:

The historic interest of the Toll House is undermined by map evidence and plans in the local records office that show it to be of much more recent date than was thought when it was listed in 1972. Therefore the recommendation is to remove the Toll House, Shoreham from the list.

REASONS FOR DESIGNATION DECISION:

It is recommended that the Toll House, Shoreham, originally listed as a building of c1840, is removed from the list for the following principal reasons:

- * date: map evidence and plans in the local records office that show the Toll House to be of more recent date (late C19) than was thought when it was listed in 1972;
- * alterations: the building was part demolished and extended in the interwar years and in the 1960s, and has no interior features of interest.

VISITS

15-JUN-2010 Full inspection

COUNTERSIGNING

Countersigning Comments: Agreed. We never recommend de-listing lightly, but it is clear from our adviser's research and site visit that very little C19 fabric survives and the ensemble is of local interest for its classical detailing and relationship with the bridge, but not special in a national context. It should, therefore, be delisted. 21 July 2010

Second Countersigning Comments:

HP Director Comments:

