

**HARRIS BROS. GARAGE, BOREHAM HILL, HAILSHAM,  
EAST SUSSEX, BN27 4SQ**

**HISTORIC BUILDINGS RECORD**



**Commissioned by Baker Architectural  
on behalf of Mr Michael Southouse**

**HARRIS BROS. GARAGE, BOREHAM HILL, HAILSHAM,  
EAST SUSSEX, BN27 4SQ**

**HISTORIC BUILDINGS RECORD**

**NGR: 566659 111289**



**Planning Ref: WD/2013/2079/O**

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## **SUMMARY**

*In July 2017 Archaeology South-East (a division of the Centre for Applied Archaeology, UCL) carried out a historic buildings record of Harris Bros. Garage, Boreham Hill, Hailsham, East Sussex, BN27 4SQ. The work was commissioned by Baker Architectural on behalf of Mr Michael Southouse and requested by Wealden District Council, to be addressed as a condition placed on planning consent relating to the demolition of the existing buildings on the site and the construction of six residential units, together with associated parking and landscaping (planning ref: WD/2013/2079/O).*

*The Harris Bros. Garage is an example of an early 20<sup>th</sup> century motor car garage, which utilised pre-existing structures of an agricultural nature, originally forming part of a farmstead located to the east along Boreham Street. The garage was subsequently extended during the mid-/late 20<sup>th</sup> century to accommodate additional open-fronted workshops, framing a rear yard. All structures have been subjected to additions and alterations of a piecemeal nature, dating to both the late 20<sup>th</sup> century and modern day. Before the building became redundant of use, its northern structures served as classic car showrooms, whereas the southern areas maintained their use as a garage and car maintenance service, accompanied by petrol filling stations.*

*Ranges 1 and 2, comprise the earliest structures within the site. The earliest of which is Range 1, which dates to between 1838 and 1874. Range 2 is first shown on historic mapping dating to 1899. Both ranges comprise ancillary agricultural structures, once fronting a yard to the east side. Range 1 was constructed as an animal shelter shed, while Range 2 may have provided stabling. Range 3 comprises two main phases of construction. Its earliest components are commensurate with an early 20<sup>th</sup> century date and it is first identifiable on historic mapping dating to 1961. The fabric of the construction is consistent with a c.1930s date. During the mid-/late 20<sup>th</sup> century the original construction was extensively enlarged to the south and west, as is seen on historic mapping dating to 1978-9. Range 4, forms part of the site's latest phase of expansion, comprising a series of steel-framed workshops along the western side of the rear yard. Initially open-fronted, they have been subject to various alteration and infilling during the late 20<sup>th</sup> and early 21<sup>st</sup> centuries, and most recently served as shared workshop and warehouse use.*

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## **1.0 INTRODUCTION**

1.1 In July 2017 Archaeology South-East (a division of the Centre for Applied Archaeology, UCL) carried out a historic buildings record of Harris Bros. Garage, Boreham Hill, Hailsham, East Sussex, BN27 4SQ (NGR 566659 111289; Figures 1 and 2).

1.2 The work was commissioned by Baker Architectural on behalf of Mr Michael Southouse and requested by Wealden District Council, to be addressed as a condition placed on planning consent relating to the demolition of the existing buildings on the site and the construction of six residential units, together with associated parking and landscaping (planning ref: WD/2013/2079/O). Condition 7 states that:

*No development shall take place until the applicant has secured the implementation of a programme of archaeological works in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority. A written record of any archaeological works undertaken shall be submitted to the Local Planning Authority within 3 months of the completion of any archaeological investigation unless an alternative timescale for submission of the report is first agreed in writing with the Local Planning Authority. AR01*

*Reason: To enable the recording of any items of historical or archaeological interest, in accordance with the requirements of paragraphs 129, 131 and 132 of the National Planning Policy Framework 2012.*

## **2.0 SCOPE & METHODOLOGY**

2.1 The recording involved the survey of the buildings to Level 2 as defined by Historic England (2016) and as set out in the written scheme of investigation (ASE 2017).

2.2 The initial record was made by Hannah Green and Michael Shapland on 30<sup>th</sup> June 2017. A subsequent visit was made on 14<sup>th</sup> July 2017 by Michael Shapland, following the removal of modern materials within Ranges 1 and 2. Subject to accessibility, a written and photographic record was made of the exterior and interior of the buildings. The buildings and their immediate environs were digitally photographed, including general external and internal elevations, setting, street frontages, surviving architectural detail, fixtures and fittings. An index of the digital photography is included as an appendix to this report.

2.3 The written description and photographic record is supplemented by a drawn record of the site, comprising sketch floor plans of all buildings produced on-site. These were produced on base plans provided by the client, which were augmented with additional features where necessary (Figure 2).

2.4 As part of the record, an assessment of modern past impacts on potential below-ground archaeological remains was carried out. This entailed a historic map regression and walkover survey. The results of the assessment are presented as a written report, illustrated with historic mapping and a plan identifying past/current impacts (Figure 10).

- 2.5 The site has been subject to a design, access and heritage statement (Baker Architectural 2013). Together with the other published sources, including an assessment of the site's past planning history (Wealden District Council 2013) these have been used to inform the background history of the site.

### **3.0 SITE LOCATION AND SETTING**

- 3.1 The site is located approximately 1.4 miles north-east of Wartling parish church of St Mary Magdalene. It is situated to the east side of the junction between Boreham Lane and Boreham Hill (A271). The surrounding development is predominantly residential. The site is situated at a height of 40.4m OD, with a gradual slope down towards the southern half of the site.
- 3.2 The site comprises a collection of ranges, joined to create the former Harris Bros. Garage, most recently in use as a retail unit for the sale of petroleum spirits, the servicing and repair of automobiles and a showroom for classic cars. The site is now redundant of use and ready for redevelopment.
- 3.3 Historical records show that a house and barn existed on this site in the 16<sup>th</sup> century, through to at least the 18<sup>th</sup> century (Chuter 2013). By the mid-19<sup>th</sup> century the buildings had been cleared and the site subsequently redeveloped with the current garage showroom buildings, identifiable in their present arrangement by 1899. The site's development continued throughout the 20<sup>th</sup> century, with the present arrangement shown on historic mapping dating to 1978.
- 3.4 The building itself is not statutorily listed and does not lie within a Conservation Area. The site is situated within an Archaeological Notification Area defining the medieval and post-medieval hamlet of Boreham, first mentioned in the 12<sup>th</sup> century.

### **4.0 HISTORIC BACKGROUND AND CARTOGRAPHIC EVIDENCE**

- 4.1 Yeakell and Gardner's map of Sussex, 1778-83 (Figure 3), is the earliest map to show the area of the site. This map identifies a rectangular range located at the junction of the north – south aligned Boreham Hill, and east – west aligned Boreham Street. The structure forms part of a series of development bordering Boreham Street to the north and south sides, and is typical of the ribbon development commonly found within the Weald following the geographical strata. Historical records identify that the development within the site at this time comprised a house and barn, which existed in this location from the 16<sup>th</sup> century, through to at least the 18<sup>th</sup> century (Chuter 2013).
- 4.2 The Wartling tithe map, dated 1838 (Figure 4), shows a greater degree of detail than the previous map. Interestingly, the map shows that by this date, the former development on the site had been cleared. The accompanying apportionment (ESRO ref. TDE 88/2) details the site plots (1883 and 1900) as belonging to Lord Ashburnham and occupied by Thomas Jenner. The northern plot is labelled as 'buildings and yard', associated with the farmstead located to the east. The adjacent field to the south-east of the site is identified as a rick field, and the undeveloped land within the southern end of the site was in use as an orchard.
- 4.3 The Ordnance Survey map of 1874 (Figure 5) shows that site had been redeveloped and now contained a single range within its north-west corner, accompanied by a

smaller enclosure along the western boundary. The remainder of the site was undeveloped and the southern end remained as an orchard. The map labels a guide post (signpost) which was located just outside the site boundary to the north, and a post office to the west on the opposite side of the road. The site still seems to have been associated with the farmstead to the east, so the building presumably served an ancillary function.

- 4.4 By the completion of the Ordnance Survey map, dated 1899 (Figure 6), a north – south aligned range had been added just to the south of the existing structure, while the latter is shown with an internal partition towards its north end. Both buildings are set within the separate field division previously mentioned. The land to the south of the site remained undeveloped. The Ordnance Survey map of 1909 (Figure 7), does not appear to show any changes to the site.
- 4.5 The northern half of the site was extensively developed during the 20<sup>th</sup> century with the construction of a large east – west aligned rectangular range between the eastern development (outside the site boundary) and the earliest surviving structure on the site. The range is first identifiable on the one-inch historic map of the area dating to 1945-7 (not reproduced) and is shown more clearly on the Ordnance Survey map of 1961 (Figure 8). No other changes to the site are shown.
- 4.6 By the completion of the Ordnance Survey map, dated 1978-9 (Figure 9), the site layout reflects that of the modern day arrangement. The east – west aligned northern range had been extended southwards and two additional rectangular ranges had been constructed to the rear, along the eastern boundary. The southern end of the site by then formed a single plot with that to the north and had been landscaped to accommodate an entrance from Boreham Hill and a rear yard. The site's function as a garage, is clearly labelled by this date.

## **5.0 DESCRIPTION OF THE BUILDINGS**

### *Overview*

- 5.1 The site (Plate 1; Figure 2) is defined by four individual ranges set to the north, east and west sides; to the south is a rear yard and access from Boreham Lane which passes the site to the west. Ranges 1 (north-west) and 2 (south-west) comprise the earliest structures within the site and date to the mid-/late 19<sup>th</sup> century. Range 3, situated along the north site boundary, comprises two main phases of construction. Its earliest components are commensurate with an early 20<sup>th</sup> century date but during the mid-/late 20<sup>th</sup> century the original construction was extensively enlarged with a large southern extension. Range 4, comprises a collection of steel-framed warehouses, all of modern construction, along the western site boundary.

### **5.2 Range 1 (North-West)**

#### *Overview*

- 5.2.1 This range represents the oldest building within the site, both the fabric and historic mapping date the structure to the 19<sup>th</sup> century, constructed at some point between the completion of the Wartling tithe map of 1838 (Figure 4) and the Ordnance Survey map of 1874 (Figure 5). Originally the building comprised a timber-framed, five-bay, shelter shed. The extant framing identifies that the structure was open-fronted on its

east side, with evidence of flooring above at least one of the bays, presumably for hay storage.

#### *Exterior*

- 5.2.2 The structure (Plate 2), which is rectangular on plan is orientated north – south. It is situated adjacent to the western site boundary and adjoins Range 3 on its east side. The range is constructed in a combination of orange brick, concrete blockwork and timber-framing, all of which has been cement-rendered externally. The roof is hipped with overhanging eaves and is covered with tile. The timber-framing and sole plates, which would have originally formed the north, south and west elevations, have been replaced with concrete blockwork. The only original wall components to remain, include, an orange brick dwarf wall around the perimeter, and the wall plates on each side. Redundant mortices and peg holes, visible within the wall plates that frame the west and north elevations, identify that these sides of the structure were originally closed. The majority of the north end of the west elevation, and the entirety of the north elevation, are dominated by modern full-height, timber-framed glazing, which form the display windows that served the building's most recent function as a classic car showroom. The south elevation is plain, with no openings. Carpentry marking on the external face of the west wall plate, identifies that the bays were numbered from north to south.

#### *Interior*

- 5.2.3 Internally, the structure's original open character has been diluted by modern finishes and the insertion of a lightweight stud wall, dividing the building in two between Bays 2 and 3 (Plate 3). The partition wall articulates southwards, creating an ephemeral office space on the western side of Bay 3. Despite this modern addition, the original five bay arrangement has been visually retained by the retention of the posts which support the east wall (Plate 4). All remain *in situ* except for the post dividing Bays 1 and 2; presumably this was removed to enable cars into the interior in more recent years. The location of the post is evidenced by a redundant mortice on the underside of the wall plate, in line with the tie beam in this location. A steel joist has since been inserted below the wall plate on this side (Plate 5), to provide steel support originally afforded by the missing post. The east wall of the building has been infilled at its southern end, between Bays 3 to 5, with modern plasterboard partition walls, clad on its eastern face with vertical softwood weatherboarding. Presumably this infill was added to separate the interior from that of the adjacent range. Due to the infill, the southern end of the structure is now accessed through two inserted modern doorways, set within Bays 3 and 5.
- 5.2.4 The spacing of each post, indicates a regular bay length of approximately 3m. Each post rests upon a timber sill and low brick plinth (Plate 6). The regularly-spaced posts have rounded jowls, commonly found in agricultural buildings from the 18<sup>th</sup> century and into the early 19<sup>th</sup> century (Martin & Martin 2006, 60). The remaining three posts all display redundant mortices on their west face for a horizontal beam, indicating internal partitioning within the building's interior, which has since been removed. Evidence of internal bay divisions provides physical evidence that the structure was used as a shelter shed, as opposed to a cart shed, which would have typically had a similar open-fronted arrangement but would often, though not always, face away from the farmyard and onto access routes.
- 5.2.5 The walls are now constructed largely of painted concrete blockwork, and little else survives of the original timber framing. Redundant mortices and peg holes within the

north (Plate 7) and west wall plates indicate these walls were filled with timber framing, which is likely to have been weatherboarded. The east wall plate shows no such signs of reworking and the absence of redundant mortices highlight that this side was open-fronted.

- 5.2.6 The roof is of side-purlin construction, with jointed and pegged collars above each bay division, and paired raking struts which are inclined towards the hip, supporting each roof terminal to the north and south (Plate 8). The common rafters meet at a slim ridge board, a construction feature commensurate with the supposed mid-19<sup>th</sup> century date. The roof construction is formed by a combination of reused and hedgerow timbers. Reused timbers comprise, square-section rafters and fairly substantial tie beams. Redundant mortices and stapling visible on both the earlier rafters and tie beams are indicative of their reuse and additionally provides evidence that they are not original to this structure. The removal of modern materials revealed that the tie-beams had been reused from an earlier structure. All have chamfering to a greater or lesser degree to their arrises (Plate 9), whereas those separating Bays 3 and 4, and 5 and 6 also have redundant mortices for floor joists (Plate 10). The remaining rafters comprise both nailed slender sawn and hedgerow timbers, both the material and method of construction being typical of a 19<sup>th</sup> century date. Iron strapwork securing the tie beam and wall plate, above Bays 1 and 2, is also common in timber frame construction in the late 18<sup>th</sup> and 19<sup>th</sup> centuries.
- 5.2.7 A modern ceiling, clad with plasterboard, has been added above Bays 3 to 5. The studwork of a modern ceiling is also visible above Bay 1. Although both ceilings are of modern construction, it appears parts of the building were originally floored at roof level. This is evidenced by a series of redundant slender floor joist sections (Plate 11), lain over the top of the tie beam separating Bays 1 and 2. It is unclear how far these joists extended to the north and south and so it is not possible to indicate if the floor extended across the entire structure. It is likely that the floored roof space served as a loft for hay storage, as was common in shelter sheds. A pair of chains, secured to the east and west ends of the tie beam dividing Bays 1 and 2, are possible remains of a pulley system used to lift hay to the loft.
- 5.2.8 The floor within the structure comprises modern concrete hardstanding.

### **5.3 Range 2 (South-West)**

#### *Overview*

- 5.3.1 The building lies on a north – south alignment to the south of Range 1. Its principal elevation faces east onto the yard, and at its north-east end it adjoins Range 3 (Plate 12). It is built in soft-textured orange-red brick, set in a hard lime mortar in English garden wall bond. A low brick plinth extends around the building. The roof, which is tiled, has half-hipped terminals. Historic mapping dates this structure to between 1874 (Figure 5) and 1899 (Figure 6). This is consistent with the building's fabric and techniques employed in its construction.

#### *Exterior*

- 5.3.2 The northern end of the east elevation has been internalised with its joining to Range 3 during the mid-/late 20<sup>th</sup> century, and is now constructed in stretcher-bonded pink-orange brickwork. The remainder of the elevation is dominated by three regularly-spaced double doors, all of modern construction. Each doorway has utilised and truncated an original openings in the same location. The original arrangement, from

south to north, comprised a window, door, window, and a further door. Each of the original openings has a segmental arched head of overfired headers; the arched head of the doorway had a double course of headers, whereas the windows had only a single course. The doorway within the northern end of the elevation has lost its arched head. The southern end of the elevation is framed by queen closers, indicating that the present length of the structure is that of the original design. However, immediately adjacent to the southern end of the elevation, is a length of brick footing at ground level, which extends southwards by c.2m. This feature is constructed in the same brickwork as that of the range, and indicates the location of an ancillary structure in this location, or perhaps the remains of a former yard wall.

5.3.3 The rear (west) elevation (Plate 13) contains a single blocked window at its north end. The arched head matches those to the east, and unlike its eastern counterparts, this window has retained its original proportions. This elevation contains a number of red bricks displaying grey 'kiss' marks resulting from the firing process, a feature characteristic of 19<sup>th</sup> century brickwork.

5.3.4 The north and south elevations are plain.

#### *Interior*

5.3.5 Internally, the building has a concrete screed floor and the outer walls have been painted in modern acrylic paint. Until most recently the interior had been ceiled with modern softwood boarding prohibiting access to the roof. The roof was subsequently recorded following the removal of this boarding. The roof is divided into four equal bays by straight tie-beams. From the tie-beams, raking queen struts extend to support a purlin in each roof pitch (Plate 14). The common rafters, which ride over the backs of the purlins, meet a slim ridge board. The ridge board is interrupted at its centre by framing for a roof vent (Plate 15), consistent with its supposed function as an animal shelter. Unlike Range 1, the roof timbers show no signs of reuse. The rafters comprise regular nailed slender sawn timbers, both the material and method of construction being typical of a 19<sup>th</sup> century date.

5.3.6 The interior is presently divided into three areas using a combination of nailed softwood boarding and plasterboard panelling (Plates 16 and 17), all of a relatively recent date. It was not possible to discern with certainty whether the building was originally partitioned due to the covering of original fabric. However, the window and door arrangement would indicate a single central partition, evidence of which can no longer be seen. The general construction is typical of a 19<sup>th</sup> century ancillary building, perhaps originally serving as stabling.

## **5.4 Range 3 (North)**

### *Overview*

5.4.1 Range 3 is made up of two distinct phases of construction; the initial phase comprises an east – west aligned building set back from the northern site boundary which was constructed between 1909 and 1945-7. The 1961 map (Figure 8) shows that this range originally terminated short of Range 1 to the west. The fabric of this original building is consistent with an early 20<sup>th</sup> century date, and appears to have been constructed to serve as a motor car garage. The secondary phase of construction occurred between 1961 and 1978-9 (Figures 8 & 9). This phase significantly enlarged the initial building footprint to both the west and south, forming a combined substantial rectangular range, filling the northern end of the site.



*Exterior*

- 5.4.2 The principal elevation (Plate 18) faces north onto the forecourt and Boreham Street. This elevation is constructed in large stretcher-bonded bricks, painted with modern acrylic paint. The roof is pitched and covered with tiles. The northern roof pitch is interrupted by two gabled dormer windows between which is a gable with attic door opening, set off-centre to the east. Each dormer window has rendered sides and a tile-hung gable. The central doorway contains a redundant signage bracket. The eaves are boxed-in with plyboard, the west end of which is fixed with a wooden sign reading 'Harris Bros'. The elevation is punctuated by a pair of modern full-height openings and a pair of pedestrian doors at its west end. All are of modern construction, except for the far western door which contains a shallow arched brick head, consistent with an early 20<sup>th</sup> century date. The eastern end contains two original arched openings (Plate 19), comprising a window and large vehicle entrance. The windows is fitting with timber-framed glazing and topped with a two tiered brick header. The doorway is treated in a similar manner, although the glazed door and window arrangement comprise modern insertions.
- 5.4.3 The south elevation, belonging to the secondary phase of development, is constructed in a combination of pink-orange brickwork, laid in stretcher bond, clad with corrugated steel and asbestos cement sheeting (Plate 20). The western end contains three modern large windows. The eastern end contains a substantial opening for vehicles and pedestrians. The roof is pitched, gabled to the east and west and covered with corrugated asbestos cement sheeting.
- 5.4.4 The east elevation is constructed in orange brickwork, laid in stretcher bond. The elevation is plain.

*Interior*

- 5.4.5 Internally the building is divided into the original north range and the large southern extension, by a stretcher-bonded brick wall. The north range, constructed as an early 20<sup>th</sup> century garage, continued in use until recently as a car showroom. The narrow rectangular structure includes accommodation at ground level and within the roof. The ground floor is predominantly open-plan (Plate 21), except for the east end which has been infilled with brick and plasterboard partitions. This is all of modern construction and inserted to provide toilet and office facilities. The dividing wall to the south has been rendered, and as such it was not possible to discern the location of any original room partitions. The floor comprises a continuous cement screed. The absence of brick footings within the floor indicates that the range is likely to have been open originally. The floor joists have been made visible at attic level, due to the stripping of modern materials (completed as part of asbestos removal works).
- 5.4.6 The attic (Plate 22) is accessed through a small hatch at the west end. The small entrance indicates that this area was predominantly used for storage, with large items transported through the external doorway to the north. The attic space is open, partitioned only around the west dormer windows by lightweight timber boarding. The dormer windows (Plate 23) retain an original arrangement of three, six-pane, timber-framed opening casements, with scrolled catches and stays. The central two-leaf loading door contains 12 upper glazed lights and is boarded at its lower level (Plate 24). The roof is made up of softwood timbers and is of a nailed construction; typical of an early to mid-20<sup>th</sup> century date. The roof is of common-rafter type with a single purlin in each roof pitch supported by struts which extend from the front and

back walls. There is a nailed collar to each pair of rafters, which is set at a high level to allow the roof-space to be used. A timber shelving unit is located at the western end of the structure which retains labelling relating to car maintenance equipment.

5.4.7 The southern range, comprising a mid-/late 20<sup>th</sup> century extension, extends over a single level and is predominantly open-plan (Plate 25). The far eastern end of the appears to pre-date the remainder of the extension, formerly comprising an open-fronted workshop (open to the west) (Plate 26). The interior is divided into three bays by a series of brick piers and I-section steel joists. The underside of the roof above this end is clad with asbestos cement sheeting, which joins awkwardly with the timber boarding above the remainder of the western half of the structure. A flat-roofed, stretcher-bonded brick structure, fills its south-east corner. The block contains two separate toilets. The northern opening is a later insertion, whereas the southern doorway is a modern opening within an original wider opening, the dimensions of which can be seen in the soldier head lintel. The remainder of the original opening has been filled with concrete blocks. The opposing north-east corner has been infilled with a concrete block construction, containing an office. The east wall is constructed in concrete blockwork, filled with a modern high-set window, suggesting this end was originally open. A single personnel door and window has been inserted into the south dividing wall, although the window has been latterly blocked. The south wall is constructed in brown-orange bricks, laid in English bond, and is of early 20<sup>th</sup> century date, indicating that this wall predates those surrounding it. The southern bay contains a sunken inspection pit within a concrete screed floor, which extends throughout. A metal pulley crane mechanism is suspended between the southern wall and central steel joist above the pit; the style of this is consistent with an early/mid-20<sup>th</sup> century date.

5.4.8 The western end (Plate 27) is filled on its north side by an inserted office, which is constructed of concrete blocks with a flat plyboard roof, and accessed from an inserted opening within the northern range. The remainder of this end is filled with workstation concrete platforms and sunken vehicle inspection pits within a cement screed floor. The central area is accessed via an early 20<sup>th</sup> century opening, set within the division wall to the north, likely to be original to the northern range. The doorway comprises a large vehicle entrance, served by a sliding two-leaf timber boarded door, inset with a narrow personnel door with glazed upper pane (Plate 28). An opposing doorway, set within the south wall, provides access to the rear yard, this opening is of modern construction. The interior of the pitched roof above this end is mainly obscured from view with timber boarding. Where these have failed, a simple steel truss frame supports the external asbestos cement sheeting.

## **5.5 Range 4 (West)**

### *Overview*

5.5.1 Range 4 comprises an irregular shaped range which extends down the east site boundary. Combined, the range presently comprises an L-shaped building to the north, and a rectangular, east – west aligned structure to the south (Plate 29). The range faces west onto the rear yard. It forms the most recent addition to the structures within the site, with historic mapping dating its construction to between 1961 and 1978-9 (Figures 8 & 9). It appears that the range originally comprised a narrow north – south aligned structure, fronted on its west side, at its centre, by an open fronted structure and an adjoining east – west aligned building to the north end. Since the building's depiction in 1978, the range has undergone extensive alteration. The open-fronted structure has been extended westwards to match the

projection of the northern east – west aligned building, and the original north – south aligned range appears to have been extended westwards at its southern end. A series of redundant I-section steel uprights and an area of raised cement hardstanding, define the range's former extent, prior to its extension. Two planning applications relating to alterations to this range date firstly to 1977, with the extension of the steel framed building (ref. WD/1977/2695/F) and in 1978 when the workshops were extended (ref. WD/1977/3260/F). The site had been in use as a motor car garage for a number of years prior to the construction of this range, and so it is likely the building served as an open workshop for car maintenance / storage purposes.

#### *Exterior*

5.5.2 The exterior of the L-shaped, northern half of the range comprises a double-height single storey structure. The external elevations are constructed with a modern steel frame, clad with corrugated steel sheeting. The east and west elevations are predominantly plain, with the north and south elevations obscured by the southern side of Range 3 and the adjoining southern half of Range 4. The west elevation is broken only by a rudimentary single-leaf wooden boarded door. The roof is flat and made of the same corrugated steel sheeting as the walls. The structure sits on a raised concrete platform, which forms a concrete plinth around the perimeter. The doorway is accessed via a cement ramp.

5.5.3 The southern half of Range 4 comprises a double-height single-storey, rectangular structure, following an east – west alignment. It is constructed with a steel frame, clad with corrugated asbestos cement sheeting to the walls and roof. The external elevations are featureless, except for the west elevation which contains a full height sliding door, with inset timber-boarded personnel door. The door is constructed using a series of bolted corrugated iron panels. As with the northern half, the building is set upon a raised concrete plinth and its entrance is served by a ramp. The roof forms a lean-to construction, sloping eastwards to the rear elevation.

#### *Interior*

5.5.4 Access to the interior was restricted due to ongoing asbestos removal work being undertaken during the site visit. However, inspection made from safe external areas, confirmed that the interior of all elements of the range were modern. The northern and southern elements of the range comprise large, open spaces. The north and south halves of the range are divided internally by T-section steel framing, clad with corrugated asbestos cement sheet cladding. The base of the dividing wall is constructed with concrete blockwork, set on a raised concrete plinth. All internal floors are made up of a continuous cement screed.

## **6.0 PAST IMPACT ASSESSMENT**

6.1 As part of the work a walkover survey of the site was undertaken to assess the existence of constraints or areas of disturbance that may have impacted upon the predicted archaeological resource. The weather at the time of the survey was dry and overcast. The walkover survey was rapid and was not intended as a detailed survey. Photographs relating to the site walkover are located at the end of this report. A sketch plan of the site's below-ground archaeological potential accompanies this description (see Figure 10), along with a proposed redevelopment site plan (Figure 11).

- 6.2 Historic mapping identifies that the site was occupied by structures at the end of the 18<sup>th</sup> century; this development was later cleared by 1839, so the precise locations of any earlier buildings are now unknown, however, any buildings are likely have been located towards the street frontages. The earliest extant structures on the site date to the mid-/late 19<sup>th</sup> century. The site underwent a subsequent phase of development during the 20<sup>th</sup> century, with the addition and enlargement of existing structures continuing well into the last quarter of the 20<sup>th</sup> century. The north and west site boundaries are predominantly occupied by brick-built structures, while those along the eastern boundary are of steel frame construction, set upon concrete blockwork (Plate 30). All the structures are surrounded by cement hardstanding, set at a slightly higher level than the surrounding natural ground level. The installation of the concrete hardstanding and the construction of foundations for the buildings are likely to have truncated the ground beneath their foundations to a moderate extent. In addition, the floors within the buildings are flat, contrasting with the natural slope of the site, which may have involved some degree of terracing and thereby affected the archaeological potential in these areas. The archaeological potential of the site areas within the footprints of the existing structures has therefore been identified as low, although it is acknowledged there could be some potential for the survival of deeper deposits.
- 6.3 The Design, Access and Heritage Statement produced by Baker Architectural (Baker Architectural 2013), identified 'the installation of a mains utility suppliers subterranean electricity cable' within the ground of the site. This could not be located during the walkover survey, but it is likely that the level of disturbance caused by its insertion would be high and any potential for archaeological potential along its path has been classified as low. This feature would need to be located before any future below-ground archaeological works.
- 6.4 The planning history of the site identifies the insertion of two underground petrol storage tanks in 1966 and 1969. These are located within the northern and western sides of the site. The northern area of disturbance is situated within the garage forecourt fronting Range 3 (Plate 31). The former petrol pump islands were located adjacent to the arched window opening at the eastern end of the principal (north) elevation and terminated in-line with the present eastern double door jamb. The western tank is situated adjacent to Range 1 and occupies the area of land along the entirety of the west elevation, in addition to affecting the adjoining narrow strip of land separating Ranges 1 and 2. The northern area contains two service inspection covers and that to the west contains four service covers, in addition to a drainage cover within the site's north-west corner (Plate 32). Any archaeological potential within these identified areas is likely to be have significantly truncated and negatively affected by the insertion of the petrol tanks. As such, the archaeological potential for these areas has been classified as low.
- 6.5 The concrete access road from Boreham Lane (Plate 33) enters the site at its south-west corner, providing access to the south-east corner of the site and the rear yard. The south-east corner of the site contains a series of ground-anchored steel uprights and an area of concrete hardstanding (Plate 34), relating to a former (modern) building range in this location. Both the road and the development within the south-east corner may have impacted on any potential below-ground archaeology to some extent; however, the area generally retains its natural slope and does not appear to have been terraced to any great extent. As such, the archaeological potential is considered to be moderate.

- 6.6 The concrete yard at the centre of the site (Plate 35), follows the natural southwards slope in the site ground levels. The introduction of its surface material has the potential to have disturbed any shallower archaeological deposits; however, since the area generally retains its natural slope and does not appear to have been terraced to any great extent the archaeological potential is considered to be moderate.
- 6.7 The western half of the northern forecourt has been treated with a concrete hardstanding, similar to that recorded in the central rear yard. This area has remained predominantly undeveloped since 1838 (Figure 4), although the Yeakell & Gardner's map of Sussex dating to 1778-83 (Figure 3), identifies a structure within this vicinity. There is therefore potential for archaeological material / features relating to this structure, to be retained within this area. Although the introduction of the concrete hardstanding may have impacted any shallower archaeological deposits, the archaeological potential of this area is nevertheless marked as high.
- 6.8 The south-west corner of the site has been developed with a ramped vehicle entrance (Plate 36). Up to its join with the concrete petrol tank platform to the north, it is likely that its construction has preserved any potential archaeology beneath. Its construction is predominantly above ground level, resting on the natural sloping ground level, rather than truncating it. Given the lack of known impacts, and its position bordering the street frontage, this area has been classified as having high archaeological potential.
- 6.9 Similarly, the grassy area of land, immediately to the south of Range 2, between the ramped entrance to the west and the rear central yard, has been least affected by development. Historic mapping identifies that this area of the site has remained undeveloped from at least 1838 (Figure 4), as a result it has been subject to the least modern impact. Considering these factors, this area has been identified as having a high archaeological potential.

## **7.0 DISCUSSION**

- 7.1 The Harris Bros. Garage is an example of an early 20<sup>th</sup> century motor car garage, which utilised pre-existing structures of an agricultural nature, originally forming part of the farmstead located to the east along Boreham Street. The garage was subsequently extended during the mid-/late 20<sup>th</sup> century to accommodate additional open-fronted workshops, framing a rear yard. All structures have been subjected to additions and alterations of a piecemeal nature, dating to both the late 20<sup>th</sup> century and modern day. Before the building became redundant of use, its northern structures served as classic car showrooms, whereas the southern areas maintained their use as a garage and car maintenance service, accompanied by petrol filling stations.
- 7.2 Ranges 1 and 2, comprise the earliest structures within the site. The earliest of which is Range 1, which dates to between 1838 and 1874. Range 2 is first shown on historic mapping dating to 1899. Both ranges comprise ancillary agricultural structures, once fronting a yard to the east side. Range 1 was constructed as an animal shelter shed, whereas Range 2 may have provided stabling. Range 3 encompasses two main phases of construction. Its earliest components are commensurate with an early 20<sup>th</sup> century date and is first identifiable on historic mapping dating to 1961. The fabric of the construction is consistent with a c.1930s date although few notable features relating to its use as a motor garage now survive.

During the mid-/late 20<sup>th</sup> century the original construction was extensively enlarged to the south and west, as is seen on historic mapping dating to 1978-9. Range 4, forms part of the site's latest phase of expansion, comprising a series of steel-framed workshops along the western side of the rear yard. Initially open-fronted, they have been subject to various alteration and infilling during the late 20<sup>th</sup> and early 21<sup>st</sup> century, and most recently served as shared workshop and warehouse use.

- 7.3 Arriving from the continent in 1895, the motor vehicle had ousted horses as the main form of goods transportation in England by World War I. During the inter-war years many middle-class families acquired cars, and by the 1960s car ownership was commonplace. The emergence of petrol stations, car showrooms and maintenance and repair garages all helped to facilitate this transport revolution (Historic England 2013). From 1896 until around 1906, little change was made to the infrastructure of towns, cities and roads to accommodate motor cars and many existing buildings were adapted to the needs of cars. England's first purpose-built commercial garages and car showrooms date from c.1900. After 1920, petrol stations began to be built along new bypasses and arterial roads.
- 7.4 A design for maintenance and repair garages emerged by the mid-1900s that was to prove ubiquitous until the early 1930s. It comprised a large brick-built shed with a broad entrance in the centre, with the roof often hidden by lit ornamental gables. Showrooms and offices frequently accompanied these structures to either side of the main entrance. The open interior would be used partly for servicing and repairs and partly for car parking. Examples of these garages, much altered, can still be found in many towns (Historic England 2013), including the subject of this study (Range 3). On occasion, agricultural buildings were employed as workshops, as with the reuse of Ranges 1 and 2 within the site. Many of the rural garages that emerged after World War II, tended to be more conservative, with a move towards big box buildings with extensive use of metal cladding. An example of which can be clearly seen in the treatment of the southern extension to Range 3, and in the general design of Range 4.
- 7.5 Many of the first car showrooms represented expansions of existing businesses, as was the case with Harris Bros. Garage. In the 1930s, showrooms began to relocate from cities to suburban locations, where they adopted a modern style. Particularly notable features include the use of sliding or folding doors and large glazed frontages, which linked the interior with the forecourt (Historic England 2013).
- 7.6 The first filling stations were opened by the Automobile Association in 1919-21 to sell British-made benzole. Others, commercially run, followed within a year and by the mid-1920s they were commonplace. English filling stations were not run by the oil companies and none were built to corporate designs before the 1950s. After 1945, the solus agreements introduced by the major oil companies tied filling station operators to selling only one make of petrol; in return they got financial support to remodel their premises. Branding became much stronger, and in the mid-1950s standardised designs of filling stations began to appear. The site gained its underground petrol tanks during the late 1960s, by which date the garage sold Blue Star Petrol. Historic England identifies that filling stations tend to be subject to frequent rebuilding or alteration (Historic England 2013), which is clearly demonstrated by the subject of this report.
- 7.7 The structures predominantly reflect the site's early, to mid-/late 20<sup>th</sup> century development as a maintenance and repair garage. Despite this, the site's late 19<sup>th</sup> century agricultural development, has been retained and adapted to serve modern

maintenance and showroom purposes. The development of the site post-1838 is typical of the ribbon development associated within the region, found principally along arterial roads. The building types employed for both the purpose-built garage and the structures forming the later site expansion, are consistent with national rural design trends. The rise in the use of metal and asbestos sheet cladding, is also reflective of material advancements in the mid-/late 20<sup>th</sup> century. The expansion of the site, in addition to its adopted diversity as a showroom and filling station, are both typical and reflective of the rise in car ownership in England by the 1960s.

## **8.0 DEPOSITION OF THE ARCHIVE**

- 8.1 The project archive will be deposited with a suitable local museum/East Sussex Record Office (pending discussion), under the site code HAH17. The archive will comprise all survey material collected and produced in undertaking the project.

## **9.0 ACKNOWLEDGEMENTS**

- 9.1 Archaeology South-East would like to thank Baker Architects for commissioning this record, and Phil Crocomb for his assistance during the site visit.

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MAGIC

<http://magic.defra.gov.uk/home.htm>

Accessed: 27<sup>th</sup> June 2017

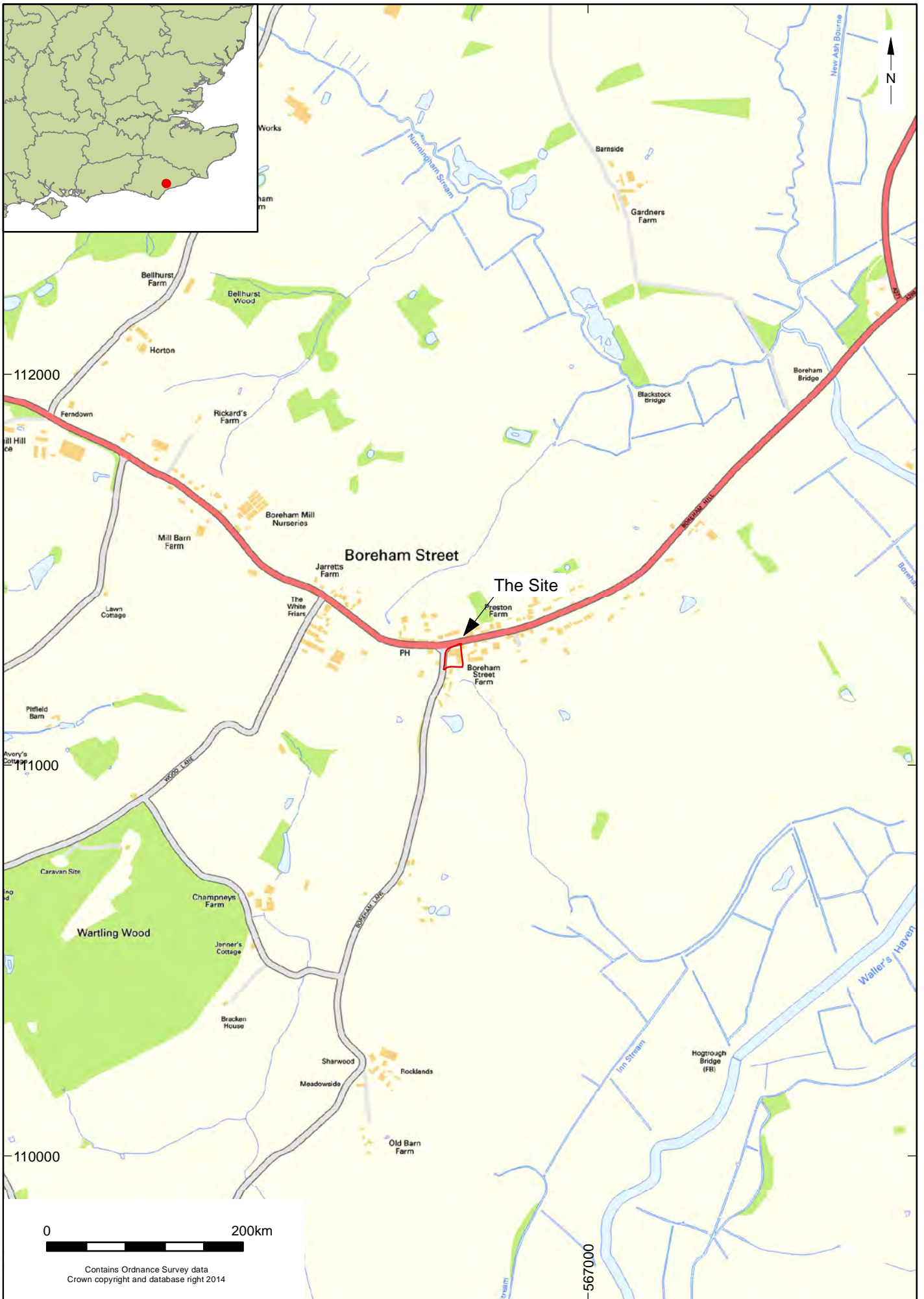
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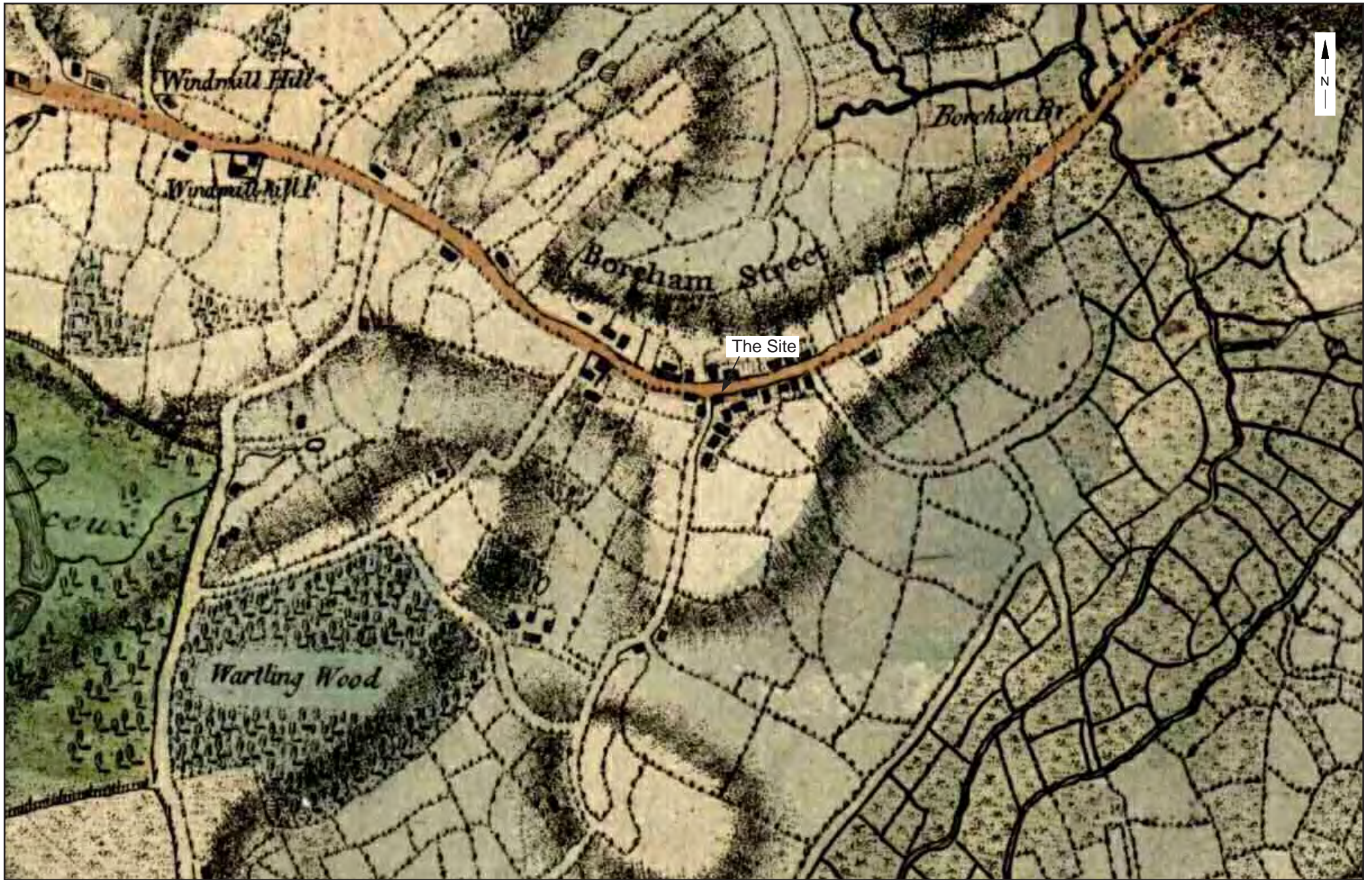
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Project Ref: 6758	July 2017	Site location	
Report Ref: 2017299	Drawn by: HG		



© Archaeology South-East		Harris Bros. Garage, Boreham Hill, Hailsham	Fig. 2
Project Ref: 6758	July 2017	Existing site plan with photo locations	
Report Ref: 2017299	Drawn by: HG	(Base map source - Baker Architectural)	





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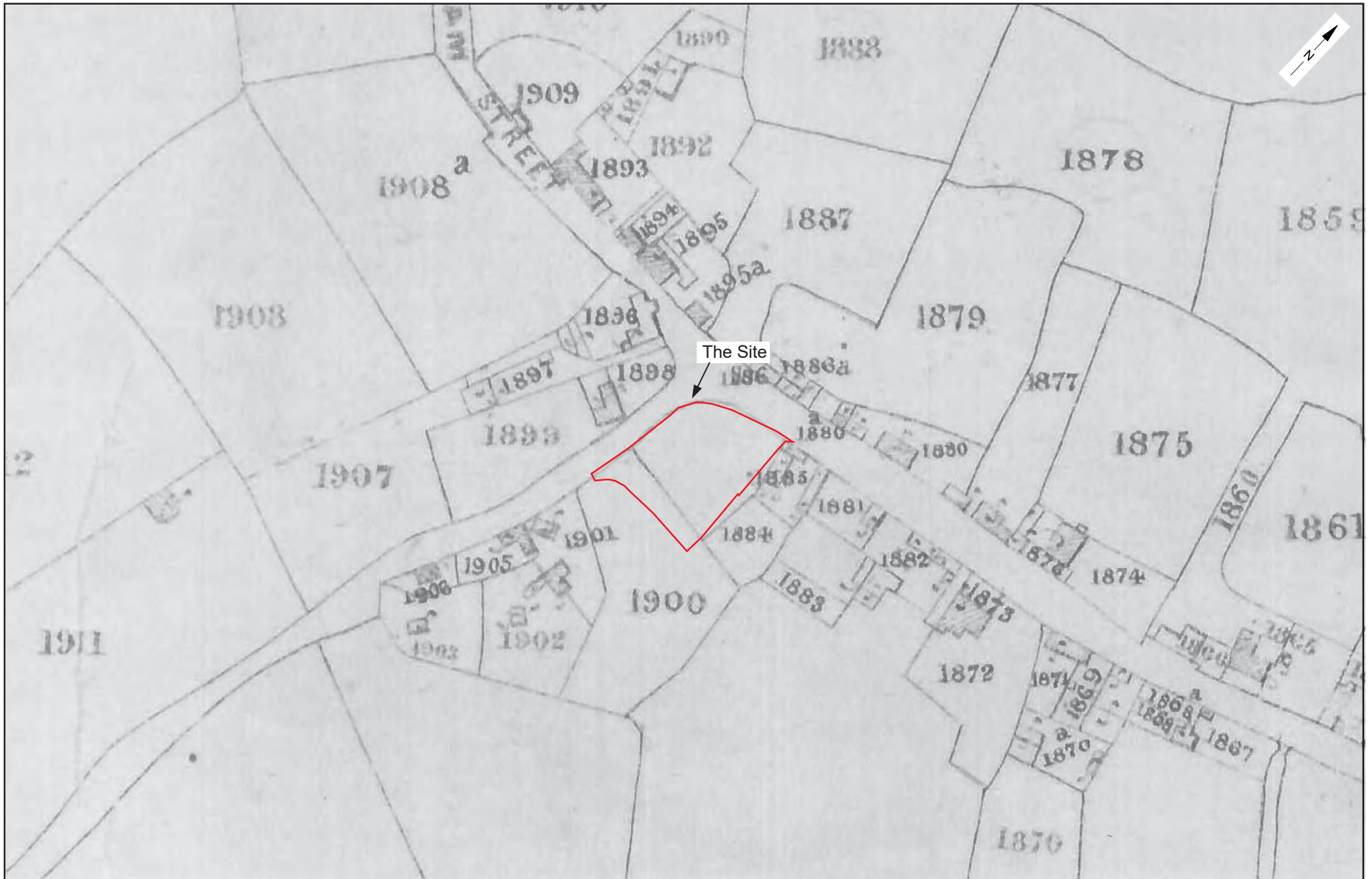
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Harris Bros. Garage, Boreham Hill, Hailsham

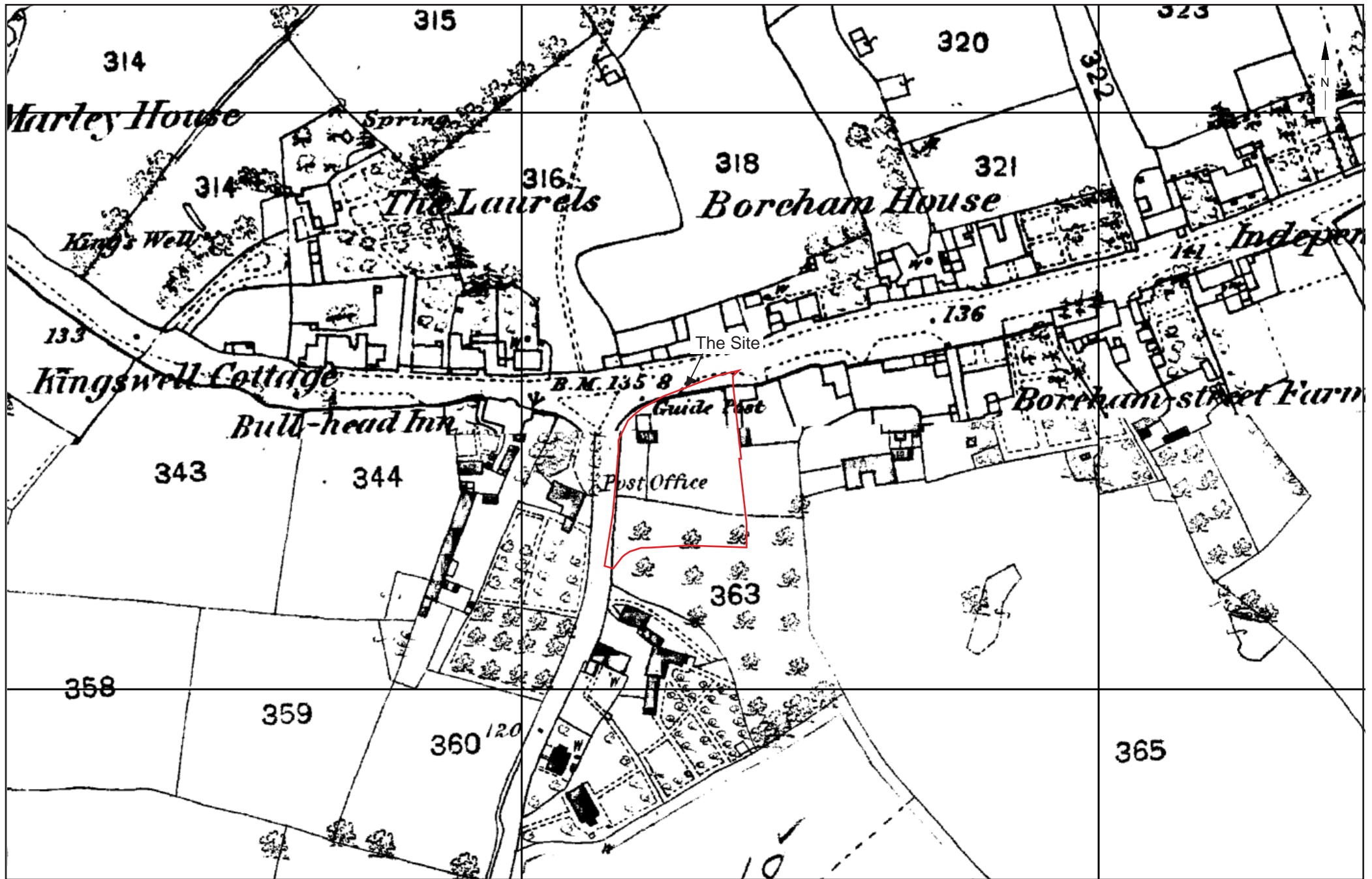
Yeakell and Gardner's Map of Sussex, 1778-83

Fig. 3





© Archaeology South-East		Harris Bros. Garage, Boreham Hill, Hailsham	Fig. 4
Project Ref: 6758	July 2017	Wartling Tithe map (East Sussex County Council), 1839	
Report Ref: 2017299	Drawn by: HG		



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Harris Bros. Garage, Boreham Hill, Hailsham

Project Ref: 6758

July 2017

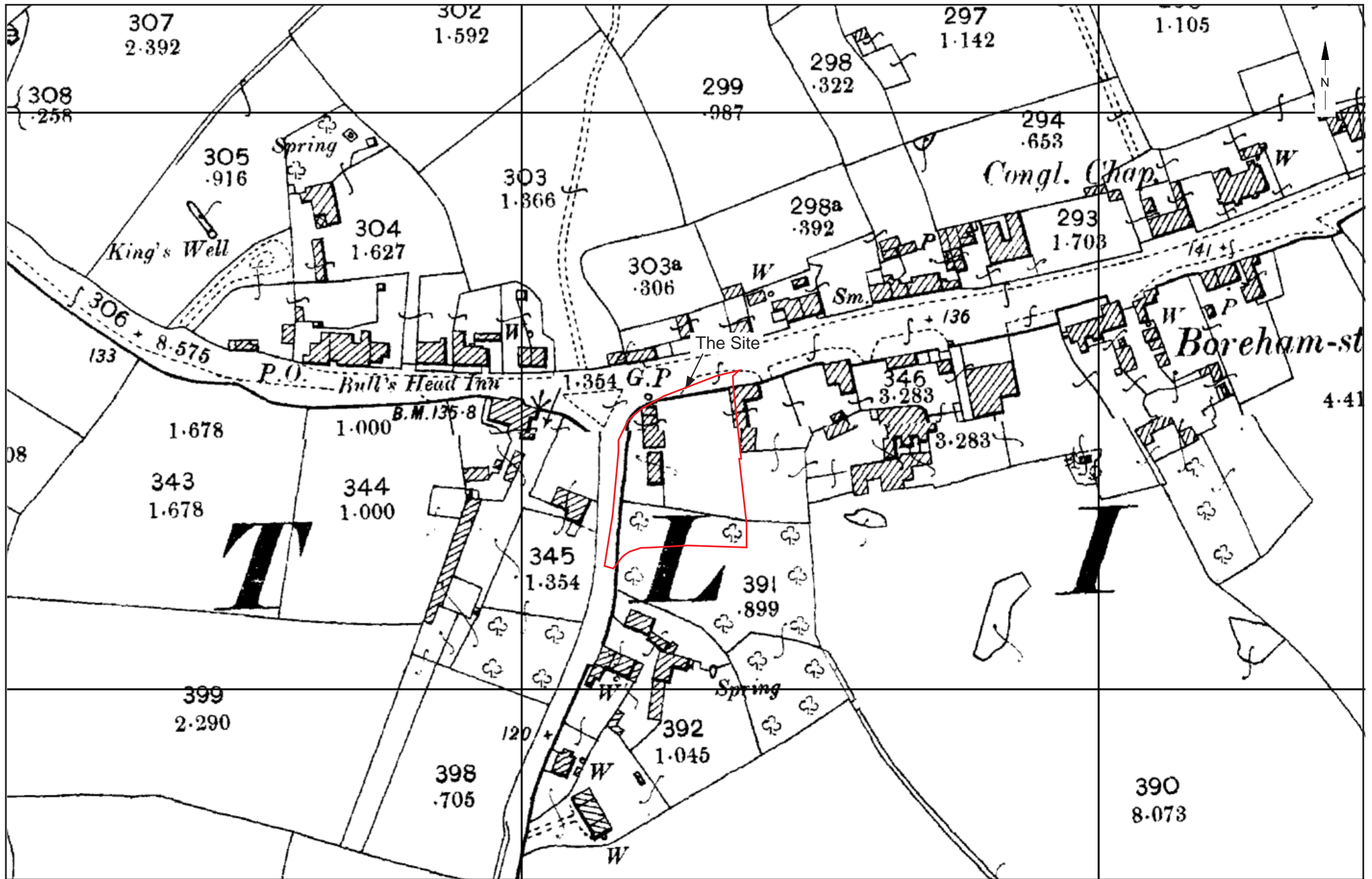
Report Ref: 2017299

Drawn by: HG

Ordnance Survey map, 1874

Fig. 5





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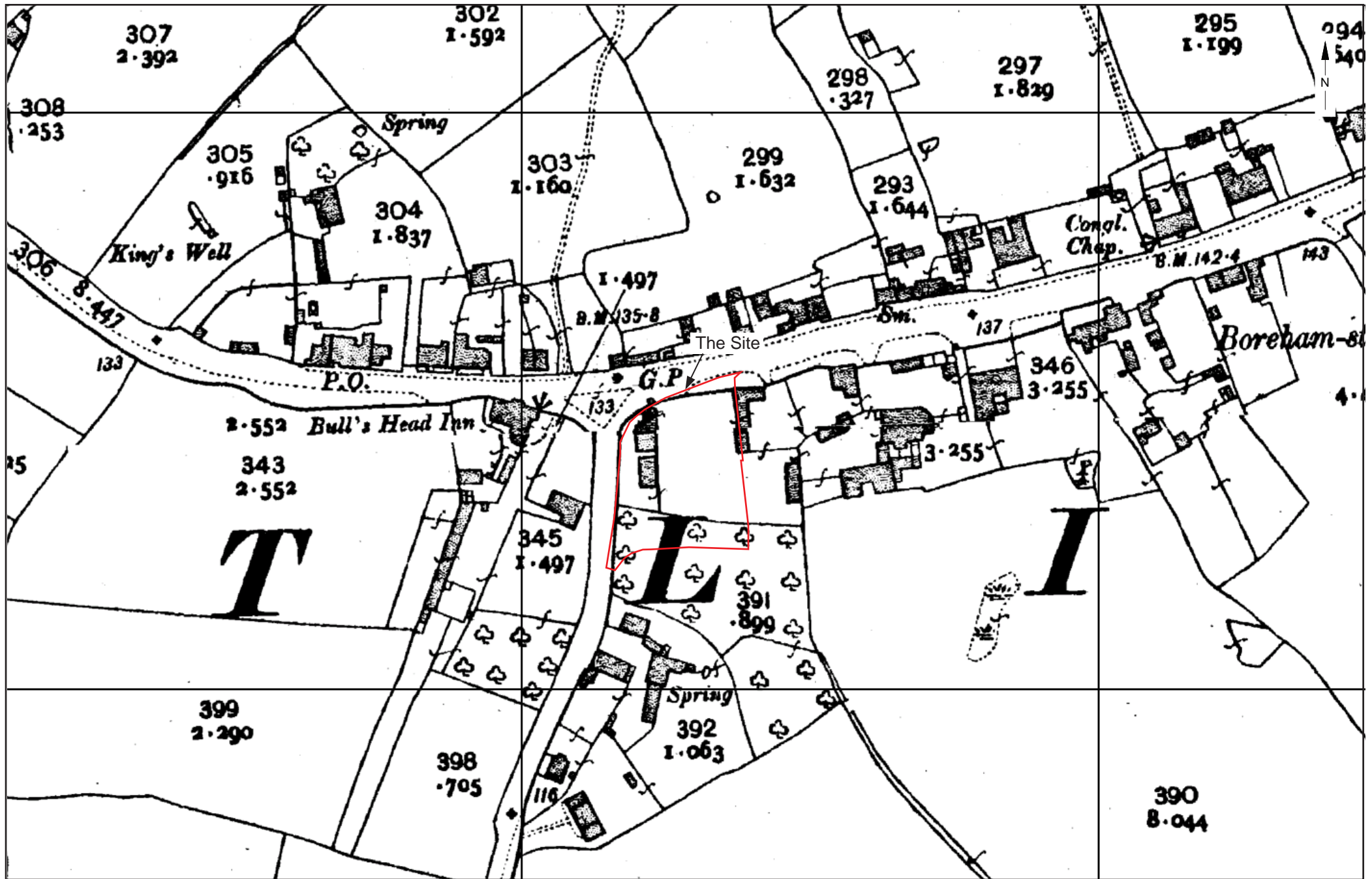
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Report Ref: 2017299

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Ordnance Survey map, 1899

Fig. 6



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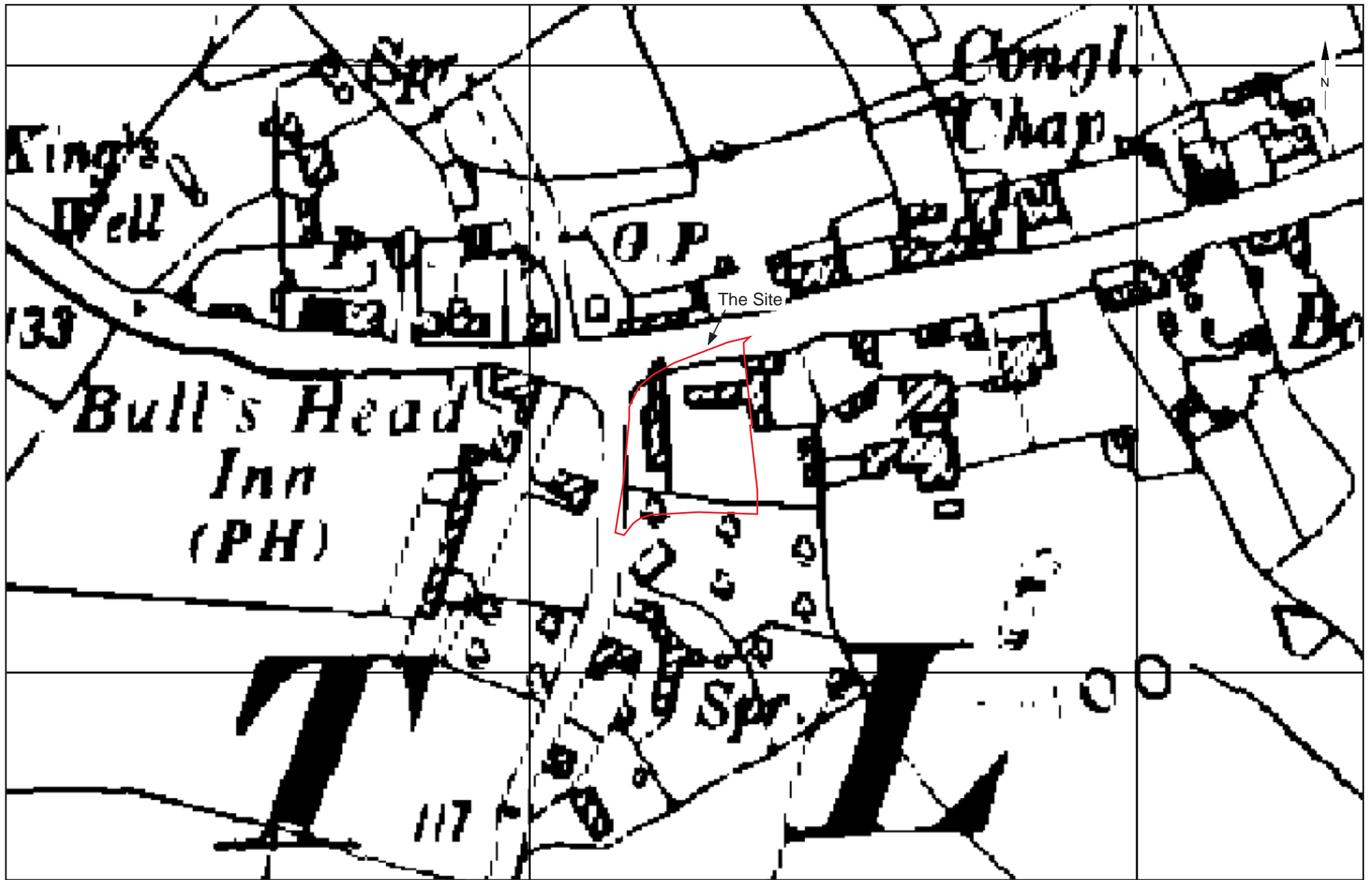
July 2017

Report Ref: 2017299

Drawn by: HG

Ordnance Survey map, 1909

Fig. 7



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Harris Bros. Garage, Boreham Hill, Hailsham

Project Ref: 6758

July 2017

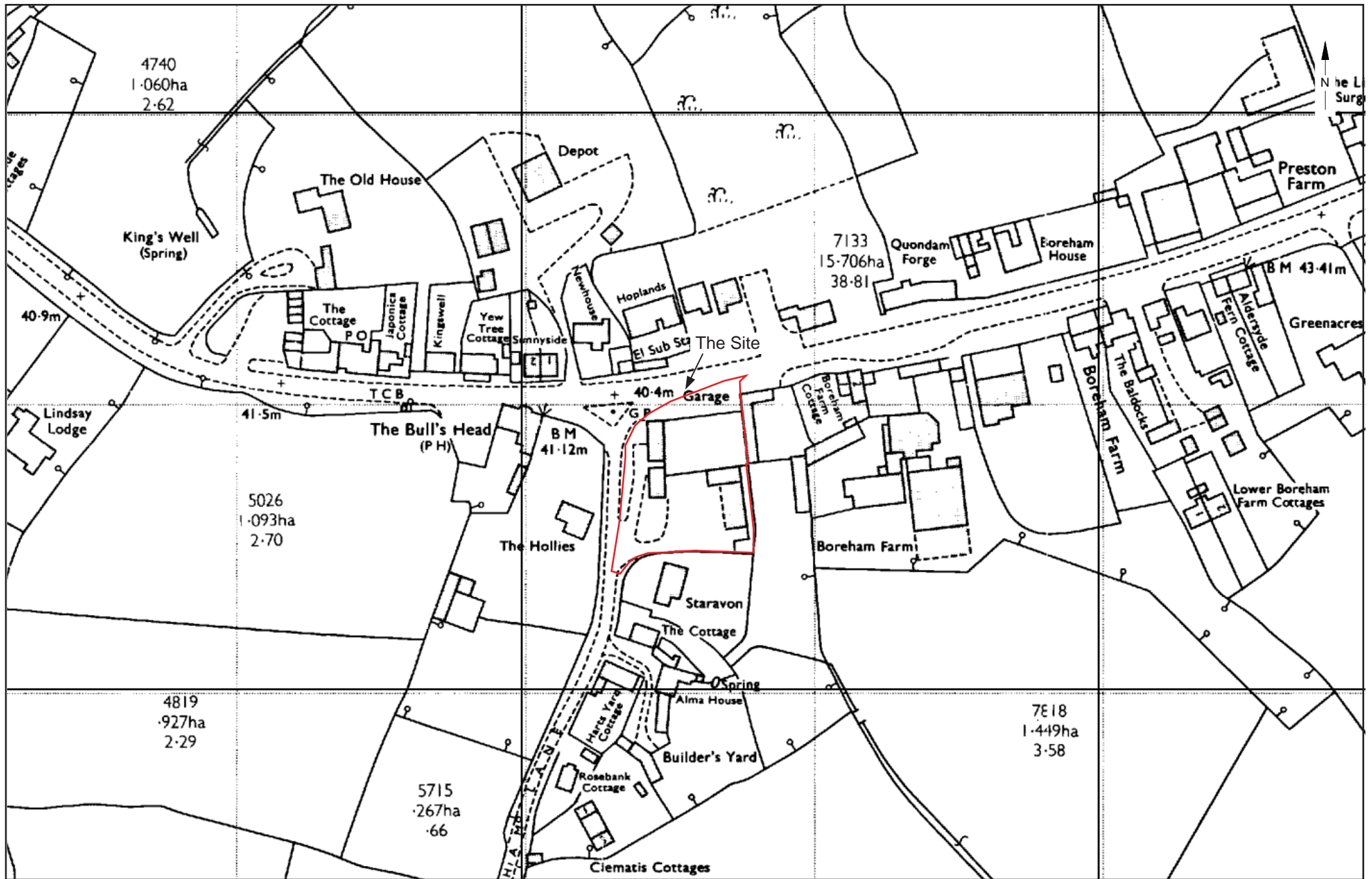
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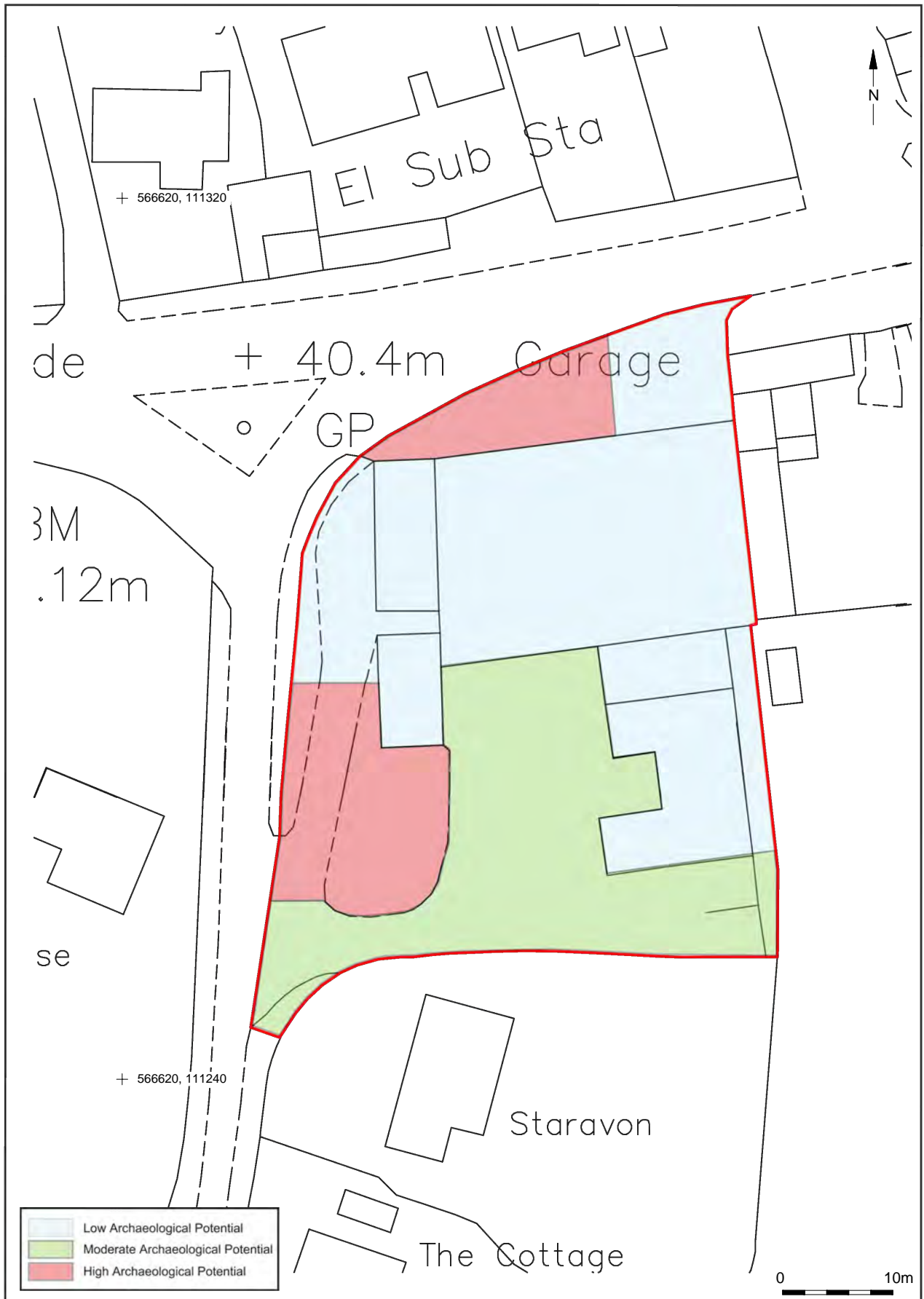
Ordnance Survey map, 1961

Fig. 8

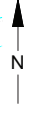




© Archaeology South-East		Harris Bros. Garage, Boreham Hill, Hailsham		Fig. 9
Project Ref: 6758	July 2017	Ordnance Survey map, 1978-79		
Report Ref: 2017299	Drawn by: HG			



© Archaeology South-East		Harris Bros. Garage, Boreham Hill, Hailsham	Fig. 10
Project Ref: 6758	July 2017	A sketch plan of the below-ground archaeological potential	
Report Ref: 2017299	Drawn by: HG		



NB: Trees indicated are shown once some growth has occurred.

# Staravon

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Job:  
**Proposed Development**  
 Harris Bro's, The Star Garage,  
 Boreham Hill, Boreham Street,  
 Nr Hailsham, East Sussex.

Client: Mr & Mrs B Appleby

Stage: Feasibility & Planning Stage

Works:  
 As Proposed Site Layout Plan

Drawing Scale: 1:100  
 Drawing Size: A1  
 Drawing No: BAS1225.10  
 Revision: A

© Archaeology South-East		Harris Bros. Garage, Boreham Hill, Hailsham		Fig. 11
Project Ref: 6758	July 2017	Proposed development		
Report Ref: 2017299	Drawn by: HG			





Plate 1 View of the rear of the site, facing north-east (14)



Plate 2 General view of Range 1, facing north-east (4)



Plate 3 Internal view of the partitioning within Range 1, facing north (26)



Plate 4 Interior of Range 1, note the bay divisions, facing north-east (29)





Plate 5 Northern end of Range 1, note the steel joist used to support the east elevation, facing south-west (38)



Plate 6 Detail of the posts within the east elevation of Range 1, note the redundant mortices for partitions, facing south-east (28)



Plate 7 Detail of the redundant mortices within the wall-plate framing the north elevation of Range 1, facing west (40)



Plate 8 View of the Range 1 roof, facing north-west (36)





Plate 9 Detail of the chamfered edging to the southernmost tie beams within Range 1, facing south (79)



Plate 10 Detail of the redundant mortices within the southernmost tie beams within Range 1, facing south-west (78)





Plate 11 Detail of the retained floor joist sections above the tie-beam separating Bays 1 and 2 within Range 1, facing south-west (37)



Plate 12 General view of principal elevation of Range 2, facing north-west (65)





Plate 13 View of the rear elevation of Range 2, facing south-east (5)



Plate 14 View of the roof construction above Range 2, facing south (95)





Plate 15 Detail of the central roof vent (now blocked) in Range 2, facing south (96)



Plate 16 Northern partition within Range 2, facing west (43)





Plate 17 Southern end of Range 2, facing south-east (47)



Plate 18 General view of the principal range of Range 3, facing south-east (8)



Plate 19 Detail of the original arched openings within the east end of the north elevation of Range 3, facing south (11)



Plate 20 South elevation of Range 3 (southern extension), facing north (17)





Plate 21 Interior ground floor view of the northern half of Range 3, facing east (59)



Plate 22 Attic of the northern half of Range 3, facing west (73)





Plate 23 Detail of the dormer windows within the attic above the northern half of Range 3, facing north (72)



Plate 24 Detail of the central loading door within the attic above the northern half of Range 3, facing north (71)





Plate 25 General view of the southern extension of Range 3, facing north-east (50)



Plate 26 View of the eastern end of Range 3 (southern extension), facing south-west (56)





Plate 27 View of the western end of Range 3 (southern extension), facing west (52)



Plate 28 Detail of the sliding double doors providing access between the northern and southern halves of Range 3, facing north-east (54)



Plate 29 General view of Range 4, facing north-east (24)



Plate 30 View of the rear half of the site from the western entrance along Boreham Lane, facing north-east (15)





Plate 31 Area of the northern underground petrol tank within the forecourt, facing east (7)



Plate 32 Area of the western underground petrol tank adjacent the west elevation of Range 1, facing south (6)





Plate 33 View of the access road from Boreham Lane along the southern site boundary, facing west (23)



Plate 34 Concrete hardstanding and steel uprights found within the formerly developed south-east corner of the site, facing east (64)





Plate 35 View of the disturbed ground of the rear yard, facing north (17)



Plate 36 View of the ramped entrance along the western site boundary, facing north (1)

## Appendix 1: OASIS Form

OASIS ID: ARCHAEO6-289808

### Project details

Project name	Harris Bros. Garage, Boreham Hill, Hailsham, East Sussex, BN27 4SQ
Short description of the project	In July 2017 Archaeology South-East (a division of the Centre for Applied Archaeology, UCL) carried out a historic buildings record of Harris Bros. Garage, Boreham Hill, Hailsham, East Sussex, BN27 4SQ. The work was commissioned by Baker Architectural on behalf of Mr Michael Southouse and requested by Wealden District Council, to be addressed as a condition placed on planning consent relating to the demolition of the existing buildings on the site for the construction of six residential units, together with associated parking and landscaping (Planning refs: WD/2013/2079/O). The Harris Bros. Garage is an example of an early 20th century motor car garage, which utilised pre-existing structures of an agricultural nature, originally forming part of the larger development to the east along Boreham Street. The garage was subsequently extended during the mid- late 20th century to accommodate additional open-fronted workshops, framing a rear yard. All structures have been subjected to additions and alterations of a piecemeal nature, dating to both the late 20th century and modern day. Before the building became redundant of use, its northern structures served as classic car showrooms, whereas the southern areas maintained their use as a garage and car maintenance service, accompanied by petrol filling stations.
Project dates	Start: 30-06-2017 End: 11-07-2017
Previous/future work	Not known / Yes
Any associated project reference codes	HAH17 - Sitecode
Any associated project reference codes	6758 - Contracting Unit No.
Type of project	Building Recording
Site status	None
Current Land use	Other 2 - In use as a building
Monument type	AGRICULTURAL BUILDINGS Post Medieval
Monument type	GARAGE Modern
Significant Finds	NONE None
<b>Project location</b>	
Country	England
Site location	EAST SUSSEX WEALDEN HAILSHAM Harris Bros. Garage, Boreham Hill, Hailsham, East Sussex, BN27 4SQ
Postcode	BN27 4SQ
Study area	0.2 Hectares
Site coordinates	566659 111289 566659 00 00 N 111289 00 00 E Point
<b>Project creators</b>	
Name of Organisation	Archaeology South-East

Project brief originator	Baker Architectural
Project design originator	Baker Architectural
Project director/manager	Ron Humphrey/Amy Williamson
Project supervisor	Hannah Green
Type of sponsor/funding body	Client
Name of sponsor/funding body	Baker Architectural
<b>Project archives</b>	
Physical Archive Exists?	No
Digital Archive recipient	East Sussex Records Office
Digital Archive ID	HAH17
Digital Contents	"none"
Digital Media available	"Images raster / digital photography","Text"
Paper Archive recipient	East Sussex Records Office
Paper Archive ID	HAH17
Paper Contents	"none"
Paper Media available	"Notebook - Excavation',' Research',' General Notes","Photograph","Plan","Report","Unpublished Text"
<b>Project bibliography 1</b>	
Publication type	Grey literature (unpublished document/manuscript)
Title	historic buildings record - Harris Bros. Garage, Boreham Hill, Hailsham, East Sussex, BN27 4SQ
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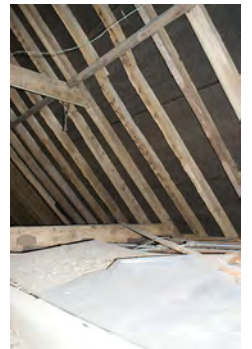
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