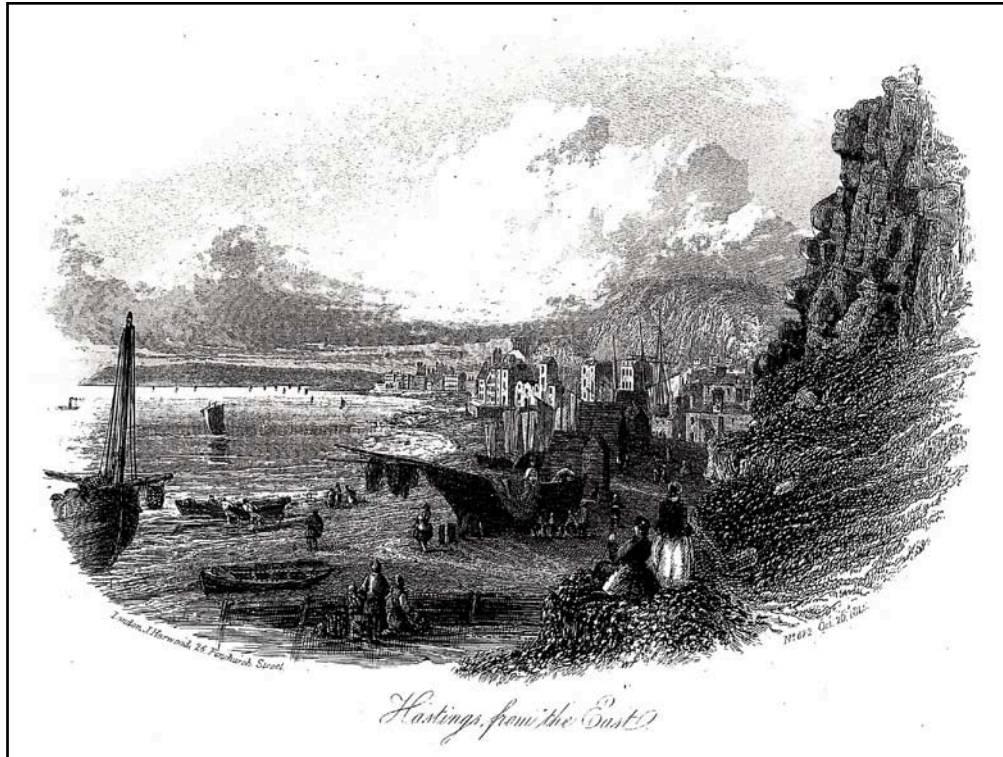




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A Desk-based Assessment on The Stade, Hastings, East Sussex

by
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Summary

An archaeological Desk-based Assessment has been carried out the Stade, Hastings. The proposed development of the Stade and Jerwood Gallery is located on the Pink Stade, an area of former beach, south of Hastings Old Town and outside the original town wall. Traditionally in Medieval and Post Medieval times it has been the centre of the Hastings fishing industry, and also the location of ship building and other associated industries.

The desk-based assessment has established that due to the storm damage during the later 19th century it is unlikely that any earlier archaeology will have survived on the Stade, apart from remains that may be buried below the gravel shingle beach. Previously remains of earlier harbours have been revealed nearby, and it is likely that any deep excavation will disturb buried archaeological features.

It is very likely that archaeological remains of late 19th and early 20th century date will be preserved below the existing tarmac and paved surfaces on the Stade, whilst other remains could be disturbed during any work on the associated road system.

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Front Cover: Print – Hastings from the East 1845
(916.50.28 Courtesy of Hastings Museum and Art Gallery)

1. Introduction

- 1.1 Chris Butler Archaeological Services has been commissioned by Hastings Borough Council and HAT Projects to carry out an Archaeological Desk-based Assessment of the proposed site for the Jerwood Art Gallery, Stade Improvements and highways and roads layouts at the Stade, Hastings, East Sussex, in order to establish the likely presence and importance of any archaeological remains that may be affected by the proposed construction, as part of planning application for this work.
- 1.2 The site for the proposed development is located on the central part of The Stade, on Hastings seafront, and is centred on TQ 8250 0943 (Fig. 1). The site is currently used for coach, lorry and car parking, and has public toilets and some smaller buildings with associated adjacent roads.
- 1.3 The site is located at around 5m OD, only rising gently from the northern end of the site, with steep cliffs to the north-east and the north-west of the site. The ground level drops to sea level across the shingle beach to the south of the site. The northern edge of the site is bounded by a road (East Beach Street & Rock-A-Nore Road) and then the built up area of Hastings town, whilst on the south side there is a smaller east-west road (Winch Road), and the shingle beach, upon which are numerous fisherman's huts and the lifeboat station (Fig. 2).
- 1.4 The site broadly occupies the area at the entrance to the northward running valley of the Bourne Stream, where it enters the sea. The proposed Jerwood Gallery site occupies an area in the east of the site where the underlying bed rock is beginning to rise in height, whilst the land also rises in height to the west of the site.
- 1.5 The site is currently jointly owned by Hastings Borough Council and The Foreshore Trust, and lies within an Archaeologically Sensitive Area designated to cover the area of former beach and nearby urban area of early settlement at Hastings.
- 1.6 The planning policy for the site and area is contained in the Hastings Local Plan 2004¹. The site is within a Conservation Area and appropriate policies apply concerning archaeological sites². This site is included in the policy area where it is felt there may be archaeological potential. The site is within the following specific policy areas: Stade Maritime Heritage Area³ and The Stade/Old Town Seafront⁴.
- 1.7 The site lies within a designated Archaeologically Sensitive Area (Fig. 3), which covers the historic core of the Medieval and Post-Medieval town and port of Hastings. The site occupies an important area between one of the main urban areas of Hastings and the sea. The beach deposits may cover or include remains related to past activity in this area of the 'town' and beach, including evidence for Medieval

¹ http://www.hastings.gov.uk/local_plan/#local_plan

² Chapter 9b Historic Environment from page 167 including Policy C6 (page 176)

³ Hastings Local Plan, Chapter 11g, Policy SS1 (page 259)

⁴ Ibid, Chapter 11g, Policy SS2 (page 260)

quayside/maritime activities based around the mouth of the Bourne Stream, which flows through the Old Town of Hastings. The site may contain potentially important evidence for the geo-archaeological and palaeo-environmental history of this areas of Hastings.

- 1.8 The name 'Stade' means a 'landing place', and has come from the use of the shingle beach by the Hastings fishing fleet and for boat building⁵. There have been a number of attempts to build a harbour at Hastings to provide a safe haven for the fishing fleet, but each attempt has been foiled by storms which have swept away the harbours.
- 1.9 Hastings probably derives from the Hæstingas who were conquered by King Offa in 771. Hastings appears in the Burghal Hidage in the 10th century, and is mentioned in the Domesday Book⁶. The Rape of Hastings was one of six Rapes into which Sussex was divided for administrative purposes by the Normans.
- 1.10 The geology of the site, according to the British Geological Survey (sheet 320/321), comprises Storm Beach Gravel Deposits, with outcrops of Ashdown Beds and Wadhurst Clay immediately to its north and forming the cliffs to the north-east and north-west (Fig. 4).
- 1.11 The Historic Landscape Characterisation (HLC) survey for Hastings has designated the site as unimproved and unenclosed with settlement to the north⁷. The HLC dating gives The Stade a late 20th century date, whilst the settlement area is early Medieval. The Land Utilisation Survey 1931-1935 shows the site to have been land closely covered with houses and other buildings⁸.
- 1.12 This report initially covers the objectives and scope of the survey, it then discusses the methodology used in the Desk-based Assessment, and then reviews the archaeological heritage of the area. Finally a conclusion assesses the potential impact of the development. A full listing of all the relevant known archaeological sites from the HER is contained in Appendix 1 to this report and Fig. 1, whilst other archaeological sites are listed in Appendix 2 and archaeological events are listed in Appendix 3.

2. Objectives & Scope of Report

- 2.1 The objective of this report is to gain information about the known or potential archaeological resource of the site and its immediate area. This will include information relating to the presence or absence of any archaeology, its character and extent, date, integrity, state of preservation, and the relative quality of the potential archaeological resource.

⁵ Thronton, D. 1987 *Hastings: A Living History*, Hastings Publishing Co.

⁶ Morris, J. (Ed) 1976 *Domesday Book*, Chichester, Phillimore

⁷ HLC data provided by ESCC

⁸ <http://landuse.edina.ac.uk/>

- 2.2** This will allow an assessment of the merit of the archaeology in context to be made, leading to the formulation of a strategy for the recording, preservation and management of the resource or, where necessary, the formulation of a strategy for further investigation where the character and value of the resource is not sufficiently defined to permit a mitigation strategy or other response to be defined.
- 2.3** The report will consider the archaeological resource within a radius of 0.5km around the site for all periods up to the Saxon period, and a 25m area around the site for the later periods, in accordance with the brief⁹. However, it will also taking into account sites further afield where these may be considered to have an impact or relevance to the site in its landscape setting.
- 2.4** It should be noted that this report can only take into account the existing known archaeology, and by its nature cannot provide a complete record of the archaeological resource of the site. Its intention is to provide an overview of the known archaeology in the area of the site, from which judgements can be made about the potential archaeological resource of the site itself.

3. Methodology

- 3.1** This Desk-based Assessment has been prepared in accordance with the requirements of Planning Policy Guidance Note 16 (PPG16), the *Standard and Guidance for Archaeological Desk-based Assessment* (Institute of Field Archaeologists 2001), and the *Standards for Archaeological Fieldwork, Recording and Post Excavation Work in East Sussex* (ESCC 2008). A brief¹⁰ for this Desk-based Assessment was prepared by the Archaeology Team at East Sussex County Council.
- 3.2** The research for this Desk-based Assessment has included an analysis of the following resources:
- ESCC Historic Environment Record (HER)
 - Historic mapping (including that provided with ESCC HER)
 - NMR records and aerial photographs
 - East Sussex Record Office (ESRO)
 - Hastings Museum & Art Gallery
 - Sussex Archaeological Society Library
 - Defence of Britain database
 - WIRG iron site database
 - British Geological Survey
 - Aerial Photograph search (Cambridge & Sussex Universities)
 - Personal & Public library resources
 - Hastings & Area Archaeological Research Group
 - The Fishermans Museum, Hastings

⁹ *Brief for an Archaeological Desk Based Assessment of a site at The Stade, Hastings, East Sussex*, ESCC Archaeology Team, November 2008.

¹⁰ *Ibid.*

3.3 The following maps were used:

- Speed Sussex 1610
- Morden's Sussex 1695
- Samuel Cant Hastings 1746/8
- Kitchen Sussex 1763
- Unknown Hastings 1769
- Yeakell and Gardner. 1778-1783
- Cole's Sussex 1808
- Moule's Sussex 1837
- Dugdale's Sussex 1840
- Survey of Hastings (William Gant) 1852
- 1st Edition OS Map (1873)
- 2nd Edition OS Map (1899)
- 3rd Edition OS Map (1910)
- 4th Edition OS Map (1929)

The Hastings St Clements Tithe map (1839) (ESRO TD/E159) does not extend as far as The Stade. Information gained from the map regression exercise is contained in the Post Medieval section and in Section 5.

3.4 The Sites and Listed Buildings recorded on the HER and other sources are listed in Appendix 1 to this report and mentioned in the text where relevant. The Monuments are shown on Fig. 1.

Historical and other sources are given as footnotes as appropriate. A number of oblique aerial photographs were inspected at Hastings Museum & Art Gallery, and a single vertical aerial photograph¹¹ held on the Defence of Britain database was also used. A total of 101 vertical and 20 oblique photographs were located in a search of the NMR database, a small selection of relevant ones being selected for inspection.

3.5 A site visit was undertaken on the 15th December 2008. This confirmed that the coach park covers most of the site, and has a brick paved surface, with paved slab paths and shingle beds forming the edging. Wooden fencing and metal bollards surround the car park. On the east side of the coach park is a row of four fishermen's net shops.

3.6 On the street frontage of Rock-a-Nore Road is a c.1900 bus shelter (DES845) sitting on a raised concrete plinth, which is a Listed Building, and adjacent to this is a circular well structure; probably modern. To the west of this is a raised paved area with three further net shops, a wooden building with tiled roof, Tom's Cabin, (shown on 4th Edition OS map?), Second World War sea mine, and a small brick built kiosk.

¹¹ 1940/10/23 Taktisches Luftbildbuch Nr.3

- 3.7** A tarmac road leads from East Beach Street into the coach park and adjacent tarmac car park (Fishmarket car park). On the west side of this road is low single-storey flat-roofed late 20th century building which houses the Tourist Information centre and public toilets. At the south-west corner of the site and to the rear of the Amusements arcade is the East Hastings Sea Angling Association Building; a brick built two-storey late 20th century building.
- 3.8** Along the south side of the site is Winch Road a poorly surfaced concrete road which separates the Pink and Blue Stades. Between the road and the site is a miniature railway track. On the south side of Winch Road is the RNLI lifeboat station and the fishermen's winch huts and landing area. To the north of the site are East Beach Street and Rock-a-Nore Road. The north side of these streets are lined with a number of older buildings inter-mixed with some more recent additions. The Winkle Island Club memorial sits on the paved area at the south end of All Saints Street.

4. Archaeological & Historical Background

- 4.0.1 This section considers each archaeological period in turn, reviewing the known archaeological resource of the area, defining its location and extent, character, date, integrity, state of preservation, and quality.
- 4.0.2 There have been numerous archaeological interventions carried out in Hastings, with 28 events recorded on the ESCC HER (Fig. 5). However, none of these have been located on The Stade itself, and only three have been close enough to be relevant (Appendix 3).
- 4.0.3 The review of each period will also bring in evidence for that period from a wider area, especially where there is little known archaeological evidence locally. This will enable a more accurate judgement to be made about the archaeological potential for the site. This evidence will include that taken from similar landscapes and geologies.

4.1 *Palaeolithic Period (750,000BC – 10,000BC)*

- 4.1.1 This period covers a huge period of time, during which early hominid occupation of Southern Britain was intermittent. The period is divided into warm and cold periods, with the evidence suggesting that hominid occupation occurred during some of the warm periods. Apart from a small number of exceptional sites (e.g. Boxgrove), most of the evidence for human activity in this period comes from isolated finds of stone tools, often in secondary deposits.

- 4.1.2 There have been no discoveries of Palaeolithic artefacts in the immediate area of Hastings, and there are only a handful of artefacts known to have a provenance in the Weald¹². Such discoveries are normally linked to specific geological conditions, such as tertiary deposits and gravels, isolated deposits of which can be found in this area.
- 4.1.3 Although the presence of Head deposits a little further north of the site could indicate the presence of isolated artefacts, the likely impact of in-situ Palaeolithic archaeology being present on the site is considered to be low.

4.2 *Mesolithic Period (10,000BC – 4,000BC)*

- 4.2.1 The start of the Mesolithic period sees Britain largely covered by pine and birch woodland, which was gradually replaced by a mixed deciduous woodland that provided an ideal environment for the bands of hunter-gatherers who were exploiting the resources on a seasonal basis¹³.
- 4.2.2 There is no evidence for Mesolithic activity at the site, however the cliffs below the castle have produced numerous pieces of Mesolithic flintwork (MES872) from fissures in the rock, although the claim for these being middens¹⁴ is almost certainly incorrect as the Mesolithic flintwork was intermixed with a broad range of material from different periods. Further Mesolithic flintwork has subsequently been found eroding from the same cliff face (MES7389).
- 4.2.3 There is a great deal of evidence for Mesolithic hunter-gatherer groups exploiting the resources of the Weald throughout the Mesolithic period. These include sites associated with rock outcrops, which are thought to have been short-stay hunting camps, and are mainly associated with the Later Mesolithic¹⁵.
- 4.2.4 Other sites are known in open sandy ridgetop locations across the Sussex Weald and the discoveries at Hastings are likely to fall into this latter category, as during the Mesolithic period the hilltop on which the castle is located was situated some distance from the coast¹⁶.

¹² Pope, M. 2003 'The Earliest Occupation of Sussex: Recent Research and Future Objectives', in Rudling, D. (Ed) *The Archaeology of Sussex to AD2000*, Kings Lynn, Heritage Marketing & Publications Ltd, 17-28, Fig. 2.8.

¹³ Holgate, R. 2003 'Late Glacial and Post-glacial Hunter-gatherers in Sussex', in Rudling, D. (Ed) *The Archaeology of Sussex to AD2000*, Kings Lynn, Heritage Marketing & Publications Ltd, 29-38.

¹⁴ Curwen, E.C. 1954 *The Archaeology of Sussex*, London, Methuen & Co. Ltd, 54.

¹⁵ Jacobi, R.M. & Tebbutt, C. F. 1981 'A late Mesolithic Rock-shelter site at High Hurstwood, Sussex', *Sussex Archaeological Collections* **119**, 1-36.

¹⁶ Woodcock, A. 2003 'The Archaeological Implications of Coastal Change in Sussex', in Rudling, D. (Ed) *The Archaeology of Sussex to AD2000*, Kings Lynn, Heritage Marketing & Publications Ltd, 1-16

- 4.2.5 Such sites, comprising scatters of flint debitage and tools, often preserved in fissures in the ground, suggest either longer-stay camps or short-stay camps which were being visited repeatedly over a period of time¹⁷. The evidence for this period suggests that there is a possibility of Mesolithic activity being present, although more likely as a secondary residual deposit.

4.3 Neolithic Period (4,000BC to 2,500BC)

- 4.3.1 A number of changes occur during the Neolithic, some of which may have had an impact on the local area. Environmental evidence suggests that some of the woodland was being cleared and small scale agricultural activities are likely to have started. However, it is likely that hunting and gathering will have continued in the Weald where the woodland probably remained dominant¹⁸.
- 4.3.2 Other changes in the earlier part of the Neolithic period include the construction of large-scale monuments and the first industrial activity. However, all of the known sites are located on the South Downs, which suggest that they had little influence over this area¹⁹, unless there is a currently undiscovered site preserved below the Iron Age enclosures.
- 4.3.3 Examples of Neolithic flintwork and pottery have been recovered from the fissures on Castle Hill and on East Hill, and hint at Neolithic activity in the area. Evidence for a prehistoric submerged forest dating to the later Neolithic period has been found on the beach at Bulverhythe to the west of Hastings, and at Pett to the east of Hastings²⁰. Similar forest remains may be preserved below the shingle beach at The Stade.
- 4.3.4 It is possible that Neolithic artefacts could be present within any preserved submerged forest, although the likelihood of finding either is considered to be low.

4.4 The Bronze Age (2500BC to 800BC)

- 4.4.1 The Bronze Age saw continued clearance of the woodland in the Weald, although there is little evidence for complete clearance or widespread agriculture. The period of greatest exploitation appears to have been in the Later Neolithic and early Bronze Age, which may

¹⁷ Holgate, R. 2003 'Late Glacial and Post-glacial Hunter-gatherers in Sussex', in Rudling, D. (Ed) *The Archaeology of Sussex to AD2000*, Kings Lynn, Heritage Marketing & Publications Ltd, 29-38.

¹⁸ Drewett, P. 2003 'Taming the Wild: The first farming Communities in Sussex, in Rudling, D. (Ed) *The Archaeology of Sussex to AD2000*, Kings Lynn, Heritage Marketing & Publications Ltd, 39-46.

¹⁹ Oswald et al. 2001 *The Creation of Monuments*, Swindon, English Heritage.

²⁰ Marsden, P. 1987 *The Historic Shipwrecks of South-East England*, Nautical Museums Trust & Jarrold Colour Publications.

suggest that the soils became exhausted and settlement retreated subsequently²¹. Elsewhere in Sussex, such as the South Downs and Coastal Plain, there is extensive evidence for the landscape being densely populated by small farming settlements in the Middle and Later Bronze Age.

- 4.4.2 Although there is growing evidence for agriculture in the Weald during the Bronze Age, hunting was presumably continued in parallel with farming²². Amongst the Bronze Age flintwork recovered from Hastings was a barbed-and-tanged arrowhead from East Hill (MES881), whilst flintwork and pottery were recovered from the fissures below the castle.
- 4.4.3 Another feature of the Bronze Age landscape are the burial mounds (Barrows). A single example was recorded as existing at the south-west corner of East Hill (MES661), but has subsequently slipped over the cliff edge. The possibility of locating Bronze Age features or artefacts at the site is considered to be low.

4.5 *The Iron Age (800BC to 43AD)*

- 4.5.1 During the Early Iron Age it seems likely that the pattern of settlement and agriculture seen in the Later Bronze Age continues. An Iron Age enclosure is thought to exist below the castle (MES851) on Castle Hill, which would suggest that the area was being used for agriculture (perhaps grazing rather than growing crops), although it has been suggested that this enclosure may have been a hillfort.
- 4.5.2 One major feature of the Iron Age is the hillfort, of which 25 are known from Sussex. Many of these also appear to have originated in the Later Bronze Age, but become important centres of control and redistribution in the Middle and Later Iron Age. A promontory hillfort (MES856) is located on East Hill, although both this and the enclosure on Castle Hill are currently undated²³.
- 4.5.3 Both of these hillforts/enclosures would have originally been located a little way inland from the coast, but from their hill top locations would have dominated both the coastal area, and some way inland.
- 4.5.4 Iron Age pottery was found amongst the material coming from the fissures on Castle Hill, and a gold stater coin was also found nearby in 1946 (MES866).

²¹ Needham, S. 1987 'The Bronze Age' in *The Archaeology of Surrey to 1540*, 97-137 Guildford, Surrey Archaeological Society.

²² Gardiner, M. 1990 'The Archaeology of the Weald – A Survey and a Review', *Sussex Archaeological Collections* **128**, 33-53

²³ Hamilton, S. & Manley, J. 1997 'Points of View: Prominent Enclosures in 1st Millennium BC Sussex' *Sussex Archaeological Collection* **135**, 93-112.

- 4.5.5 There are no finds or features from the site that date from the Iron Age. However, the presence of the two hillfort/enclosures may indicate that artefacts or evidence for Iron Age settlement may be encountered.

4.6 *The Roman Period (43AD to 410AD)*

- 4.6.1 The Roman invasion of Britain in 43AD resulted in dramatic alterations to this island's social and economic environments²⁴. It is likely that many of the rural farmsteads and associated field systems that were in existence in the Later Iron Age continued throughout the Roman period. Where they have been excavated elsewhere, they provide evidence for a mixed farming economy of crops and animal husbandry.
- 4.6.2 Villa's are unknown in the Weald, being almost entirely concentrated on the Sussex Coastal Plain and immediately to the north of the South Downs, or in North Kent. There is also little evidence for any larger settlements. It has been suggested that the Weald was set aside as an Imperial Estate for iron working, which may explain the lack of villas and larger settlements in the area.
- 4.6.3 Ironworking became a major industry during the Romano-British period, with large numbers of iron working sites across the Weald²⁵. There are no known Roman ironworking sites in Hastings town, but there are numerous Roman ironworking sites in the hinterland²⁶.
- 4.6.4 The extensive iron working site and baths at Beauport Park situated just to the north of Hastings was operating between the late 1st century and mid 3rd century AD, and appears to have had connections with the *Classis Britannica* due to the presence of numerous tiles stamped CL BR²⁷. It has been suggested that due to the connections with the British Fleet, the iron from Beauport Park and other production centres was being shipped out through Hastings²⁸.
- 4.6.5 Roman pottery and the numerous discoveries of Roman coins (see Appendix 1), at Hastings would seem to confirm that there may have been a settlement, trading centre, and perhaps a port located nearby.

²⁴ Rudling, D. 2003 'Roman Rural Settlement in Sussex: Continuity and Change', in Rudling, D. (Ed) *The Archaeology of Sussex to AD2000*, Kings Lynn, Heritage Marketing & Publications Ltd.

²⁵ Cleere, H. et al. 1995 *The Iron Industry in the Weald*, Cardiff, Merton Priory Press.

²⁶ <http://www.wirgdata.org/searchsites>

²⁷ Brodribb, G. & Cleere, H. 1988 'The Classis Britannica Bath-house at Beauport Park', *Britannia*, **XIX**, 217-274.

²⁸ Hodgkinson, J. 2008 *The Wealden Iron Industry*, Stroud, Tempus Publishing.

- 4.6.6 There is limited evidence for Roman activity in the immediate area, but the presence of Roman ironworking in the area and the associated links with the British Fleet, and the possibility of a port, means that there is some possibility of encountering Roman remains at the site, although this is considered to be small.

4.7 *The Saxon Period (410AD to 1066AD)*

- 4.7.1 In the early Post-Roman period there was a change in the economy and land-usage with any areas that had been previously cultivated reverting to woodland, although the Weald remained an important area of grazing for pigs and other animals²⁹.
- 4.7.2 There is virtually no archaeological evidence for Saxon activity at Hastings, although King Offa conquered the Hæstingas in 771, and Hastingecentre appears in the Burghal Hidage in the 10th century, assessed at 500 hides³⁰.
- 4.7.3 It is unlikely that any evidence for Saxon activity will be encountered.

4.8 *The Medieval Period (1066AD to 1500AD)*

- 4.8.1 After 1066 Hastings was granted to the Count of Eu who was considered to be a safe pair of hands to control this important port of passage to Normandy³¹. The town was granted a charter as one of the Cinque Ports in 1154 by Henry II. The Rape of Hastings remained in the Eu family until the mid 13th century, and later passed to the Earl of Richmond, before being granted to Sir John Pelham in 1412, although the castle, lordship and barony were granted to Sir Thomas Hoo. Finally in 1591 these too were conveyed to the Pelham family³².
- 4.8.2 There has been some debate as to the location of the first motte, as portrayed in the Bayeux Tapestry, and it is not clear whether it was sited on Castle Hill or on lower ground now submerged, where it might have been better suited to protect the fleet³³. A castle appears to have existed from the late 11th century on Castle Hill, and was added to and modified in the latter half of the 12th century, but by the 14th century it was suffering from coastal erosion³⁴.

²⁹ Gardiner, M. 1990 'The Archaeology of the Weald – A Survey and a Review', *Sussex Archaeological Collections* **128**, 33-53.

³⁰ Salzman, L.F. 1973 *Victoria County History: Sussex* Vol. **9**. Folkstone, Dawsons.

³¹ Morris, J. (Ed) 1976 *Domesday Book: Sussex*, Chichester, Phillimore.

³² Salzman, L.F. 1973 *Victoria County History: Sussex* Vol. **9**. Folkstone, Dawsons.

³³ *Ibid*

³⁴ *Ibid*

- 4.8.3 During the 13th century Hastings suffered severely from inundations, with much of the town being washed away and many parishes being depopulated. In 1339, and again in 1377, the town was attacked and burnt by the French; the ashes relating to these two events possibly being discovered during excavations in the High Street in 1952³⁵.
- 4.8.4 It is not clear exactly when the town wall was built, but a date at the end of the 14th century seems the most likely. It had three gates onto the seafront; the Sea Gate, the Water Gate and Pulpitt Gate. The Bourne Stream pierced the wall at the Water Gate, and the place it entered the sea was called the Gutsmouth.
- 4.8.5 A harbour existed at Hastings until the eastward drift of shingle began to block its entrance at the end of the 12th century, when much of its trade passed to Rye and Winchelsea. This reduction in its importance is demonstrated by the reduction in ships Hastings was able to provide to the fleet of the Cinque Ports, which reduced from 21 ships during the 13th century to only three ships 100 years later³⁶.
- 4.8.6 It is not certain where the Medieval harbour was situated, but it is possible that the remains of this harbour, perhaps evidenced by wooden posts, have emerged in the past after storms, and could be encountered below the shingle beach at the Stade. The houses of the Medieval town are likely to have extended further towards the shore than the later town wall, and therefore evidence for buildings, pits and other activity may be encountered on the north side of the site.

4.9 *The Post Medieval Period (1500AD to the Present Day)*

- 4.9.1 In the 16th century there were attempts to build a new harbour, although it was not until 1595 that construction commenced. The harbour was formed by a pier constructed of wood and stone outside the old pier, this earlier one having been destroyed in 1560³⁷. (The harbours are often referred to as piers due to them being formed by a breakwater).
- 4.9.2 The 1595 harbour was destroyed by a storm and high spring tide two years later³⁸. There were further attempts to repair the pier in 1611 and 1620/21, but by 1635 it had decayed and the town petitioned the King for a new harbour. Nothing came of this and a storm of 1656 washed away the remains of the pier.

³⁵ Baines, J.M. 1986 *Historic Hastings*, St. Leonards-on-Sea, Cinque Ports Press Ltd.

³⁶ *Ibid.*

³⁷ Peak, S. 1985 *Fishermen of Hastings*, St Leonards-on-Sea, Newsbooks

³⁸ Baines, J.M. 1986 *Historic Hastings*, St. Leonards-on-Sea, Cinque Ports Press Ltd.

- 4.9.3 The wooden remains of this pier have been re-exposed on a number of occasions since. The remains were described as “very large pieces of timber covered by enormous rocks, which formed the foundation of the pier, and three or four rows of piles (Fig. 21)³⁹. In March 1821 rows of piles were revealed close to the Parade⁴⁰. They were also exposed off East Parade after the 1870 storm, until reburied by the shingle beach. During work to extend the Parade in 1931, a line of timber piles was discovered opposite the west end of George Street⁴¹. They headed in a south-easterly direction from the west end of where the boating lake is now situated.
- 4.9.4 The town wall was definitely built by the 16th century, as it is mentioned in a number of documents of this date. Many small buildings were erected outside the wall, some of which abutted on to the wall itself, although these have now been replaced by the buildings of the various streets south of the town wall.
- 4.9.5 Two forts were added to the town wall, probably in the 17th century, and are shown on a map of 1746. In 1759 a new battery was constructed just to the west of the West Fort, and the East Fort was rebuilt. The battery survived the great storms of 1792 and 1824, but was undermined by another storm in 1842 and finally demolished⁴². No Martello Towers were constructed at Hastings, the line of towers stopped at Pett and re-started at St. Leonards⁴³, leaving the defence of Hastings town and the Stade to the battery and fort.
- 4.9.6 It appears that the town had already given up on a harbour in the 16th century, as a Royal Charter of 1588/9 records that the Corporation had obtained the stretch of beach (called the ‘stone beach’) that had accumulated in front of the town wall from the crown, and was leasing plots to fishermen and others⁴⁴. The name ‘Rock-a-Nore’ also originates in the 16th century to describe the eastern area of beach below East Hill.
- 4.9.7 As well as the fishermen, others were also using the stone beach. Shipbuilding had started in the 16th century (or earlier); with three shipwrights recorded in the muster of the trained bands in 1614. In 1675 shipwrights had leased wasteland on the beach, one in front of All Saints Street, and another further west in St. Clements. In 1675/6 the town assembly decided that ‘apart from those already being built no more should be built but beyond the West Fort under the Castle cliff and the waste land towards the Priory’ as they had become a nuisance.⁴⁵

³⁹ Stell’s *Hastings Guide 1794*

⁴⁰ Jones’ *Hastings Pocket Guide 1828*, p24.

⁴¹ Ray, R.E. 1932 ‘Notes & Queries’, *Sussex Archaeological Collections* **LXXIII**, 206.

⁴² Baines, J.M. 1986 *Historic Hastings*, St. Leonards-on-Sea, Cinque Ports Press Ltd.

⁴³ Clements, W.H. 1999 *Towers of Strength*, Barnsley, Leo Cooper.

⁴⁴ Baines, J.M. 1986 *Historic Hastings*, St. Leonards-on-Sea, Cinque Ports Press Ltd.

⁴⁵ *Ibid*

- 4.9.8 Rope makers are also recorded on the stone beach, with members of the Thirgle family leasing land at the bottom of the High Street outside the town wall from 1624 until 1684. Sail makers were at work in the town and later on tan houses were operating at Rock-a-Nore to bark or tan the sails, nets and ropes.
- 4.9.9 The Stade was also involved in trade in the 16th and 17th centuries, with fish and wine being imported, and iron, timber, corn and hops being the main exports, with smaller amounts of glass, leather and wool⁴⁶. However the hazards of beaching and bad weather meant that this was always a potentially risky business.
- 4.9.10 The export of iron declined over the 18th century, but corn, hops and timber were still important exports. Lime was also exported, with chalk from Beachy Head being brought to lime kilns at Hastings from at least 1768; the dumping of chalk on the Stade for the Hastings lime kilns was a cause of annoyance to the local fishermen⁴⁷. Coal was now the biggest import⁴⁸.
- 4.9.11 In 1712 the shipwrights working place was under the cliff, but in 1789 they had to move further west towards the present memorial behind Wellington Place. In 1840 there were four firms of shipbuilders in Hastings, operating from Winding lane, East Beach and Castle Street, whilst in 1851 a lease for ship building was taken out on the beach to the east of the old groyne near Rocke-a-Nore⁴⁹.
- 4.9.12 The ownership of the Stade has always been the subject of some debate, despite the 1588 Charter. This came to a head in 1824 when the Borough Council widened the road at East Parade, forcing the fishermen closer to the sea, and resiting some of the net shops, which led to a minor riot. In 1827 the fish market around the bottom of the High Street was provided with a paved site, but then in 1833 the Borough Council tried to clear the market off the seafront, erecting a large building in George Street⁵⁰.
- 4.9.13 In 1834 the Borough Council restricted each net shop to an area 8 feet square, and they were to be placed in even rows. This resulted in the net shops being built upwards, most eventually to three storeys in height⁵¹. In 1846 many of the net shops were destroyed in a fire, although most were subsequently rebuilt⁵².

⁴⁶ Farrant, J. 'The Seaborne Trade of Sussex, 1720-1845', *Sussex Archaeological Collections* **114**, 97-120.

⁴⁷ Baines, J.M. 1986 *Historic Hastings*, St. Leonards-on-Sea, Cinque Ports Press Ltd.

⁴⁸ Farrant, J. 'The Seaborne Trade of Sussex, 1720-1845', *Sussex Archaeological Collections* **114**, 97-120.

⁴⁹ Baines, J.M. 1986 *Historic Hastings*, St. Leonards-on-Sea, Cinque Ports Press Ltd.

⁵⁰ Peak, S. 1985 *Fishermen of Hastings*, St Leonards-on-Sea, Newsbooks

⁵¹ Thornton, D. 1987 *Hastings: A Living History*, Hastings Publishing Co.

⁵² *Hastings Net-shops*, Old Hastings Preservation Society.

- 4.9.14 There are numerous agreements, dating from the 1820's to 1860's, held at ESRO relating to the lease of land on the stone beach or Stade to various people⁵³, together with applications to place rope shops on the Stade⁵⁴ in the 1820's. Other documents include a letter dated 1834 enclosing a petition from the fishermen for a groyne to be built to prevent encroachments on the Stade⁵⁵, and an application from William Phillips dated 1828 for permission to sink a well on the stone beach near the Bourne's mouth adjoining his tan house⁵⁶.
- 4.9.15 There are also notices from the Council, the first in the 1820's to the Pier Wardens (officials appointed by the Council to look after the Stade⁵⁷) requiring them to order all persons who have erected booths or sheds on the Stade to remove them⁵⁸, and another warning persons not to carry away beach or gravel from the Stade between the East Well and the battery⁵⁹.
- 4.9.16 A plan by John Banks dating to 1833⁶⁰ shows 'sundry parcels of ground situate on the stone beach between the Cutter Inn and the Bourne's Mouth in the Parish of St Clement belonging to the Corporation of Hastings' (Fig. 6); it shows numerous net shops and a number of horse capstans. Another plan dated 16th January 1846⁶¹ shows one group of 'houses and shops at Bourne's mouth' (Fig. 7), also showing a 'privy and dung pite' and the Bourne stream emerging at the south end.
- 4.9.17 The Bourne stream had continued to run through the town and into the sea as an open and increasingly polluted sewer in the area of the Stade, until the Hastings Paving and Improvements Act of 1820 stated that the Bourne should be contracted and paved, and run in a confined course⁶². The mouth of the Bourne was managed by the Pier Warden. By 1850 the Bourne had become a drain, flushed from a sluice near All Saints Church, but later reverted to its natural course.
- 4.9.18 In the 1870's a number of huge storms removed most of the accumulated shingle beach on the Stade, right back as far as the roads, and flooded the streets and houses around the town centre. Buildings were wrecked, and in one storm a number of net shops were knocked down and washed out to sea⁶³. Further storms in the 1880's undermined the parade in front of the High Street, wrecked groynes and washed away more net shops. Temporary defences were constructed using stakes and faggots across the top of the Stade, and a wooden groyne at Rock-a-Nore⁶⁴.

⁵³ E.g. ESRO: DH/B/146/1/112; DH/B/147/101; DH/B/147/99

⁵⁴ E.g. ESRO: DH/B/148/1 & DH/B/148/99

⁵⁵ ESRO: DH/B/182/252

⁵⁶ ESRO: DH/B/148/121

⁵⁷ Cousins, H. 1911 *Hastings of Bygone Days – and the Present*, Claremont, F.J. Parsons Ltd.

⁵⁸ ESRO: DH/B/148/131

⁵⁹ ESRO: DH/B/148/118

⁶⁰ Hastings Museum & Art Gallery (2003.53.411)

⁶¹ Hastings Museum & Art Gallery (2003.53.412)

⁶² Baines, J.M. 1986 *Historic Hastings*, St. Leonards-on-Sea, Cinque Ports Press Ltd.

⁶³ Peak, S. 1985 *Fishermen of Hastings*, St Leonards-on-Sea, Newsbooks

⁶⁴ *Ibid.*

- 4.9.19 In 1870 the Corporation provided a rotunda building for the fishmarket adjacent to the Queens Head Hotel at the west end of East Street, with a second building for the landing and packing of fish⁶⁵. The rotunda fishmarket, which is shown on the 1st to 3rd Edition OS maps (Figs. 13-15), was demolished in 1928⁶⁶. A lifeboat house was built between East Parade and the beach in 1882, and is shown on the 2nd to 4th Edition OS maps (Figs. 14-16), was demolished about 1959 and replaced by the current lifeboat station on the Stade.
- 4.9.20 There were various schemes for a new harbour in the later 19th century; the first plans in 1838, and then in 1862 never came to fruition⁶⁷. The Hastings Harbour Act was obtained in 1890⁶⁸, but building work did not commence until 1897. The west harbour arm was constructed from wooden piles and concrete moulded blocks set in-situ, with wooden staging at the inshore end to allow the beach to pass through and accumulate on the Stade⁶⁹. The east harbour arm was to have been an extension to the existing Rock-a-Nore groyne, but apart from heightening the existing groyne, work on this never started.
- 4.9.21 Extensive works associated with the harbour construction appeared on the Stade at this time, including a railway line, large sheds (Fig. 24) and a crane. The construction ran into trouble when the western arm came across the bed of an ancient river running east to west, some 14 feet deep and full of dense mud. Shortly after this in 1897 the project ran out of money and construction work stopped⁷⁰.
- 4.9.22 Even though work was never completed, the western arm partly achieved its aim of providing the fishing fleet with a safe haven, and over the following years shingle once again built up allowing the fishing boats to beach on the Stade, although no new net shops were allowed. In 1911 the harbour arm was damaged by a heavy sea. Progressive build up of shingle over the 20th century has buried much of the inshore end of the harbour arm.
- 4.9.23 During the early 20th century the fishing fleet continued to operate from the Stade. A new wholesale fishmarket was built in 1901-2 alongside the harbour office in East Beach Street. Numerous horse capstans had appeared on the Stade in the 19th century, and are shown on numerous photographs with their distinctive circular walkways for the horse. These began to be replaced by power winches, and the last horse powered capstans were removed in 1939.
- 4.9.24 During the 1920's and 1930's there were many changes in the area of the Stade. House clearances in Old Town removed many houses in Bourne Street and All Saints Street, during the 1930's, whilst on the Stade a car and coach park was established on the beach in 1924

⁶⁵ Cousins, H. 1911 *Hastings: of Bygone Days – and the Present*, Claremont, F.J. Parsons Ltd.

⁶⁶ Brooks, K. 2002 *Hastings then and now*, S.B. Publications.

⁶⁷ Peak, S. 1985 *Fishermen of Hastings*, St Leonards-on-Sea, Newsbooks

⁶⁸ Baines, J.M. 1986 *Historic Hastings*, St. Leonards-on-Sea, Cinque Ports Press Ltd.

⁶⁹ Peak, S. 1985 *Fishermen of Hastings*, St Leonards-on-Sea, Newsbooks

⁷⁰ *Ibid.*

- opposite East Beach Street, Rock-a-Nore road was widened, and in 1933 a large boating lake was constructed on the west side of the Stade.
- 4.9.25 A survey by Sidney Little in 1930 found that the harbour arm had been breached, and sections near to the shore had collapsed in 1911. He also reported that low water mark was 369 feet further out than in 1908⁷¹.
- 4.9.26 In 1940 the threat of a German invasion saw the Stade put into a state of defence. A double line of anti-tank cubes were laid along the front of the boating lake, and across the top of the beach, increasing to three lines in the central part of the Stade and then reducing back to two lines at Rock-a-Nore,. These clearly show up on both German⁷² and RAF⁷³ aerial photographs taken at the time (Fig. 8).
- 4.9.27 Other defences constructed included barbed wire and mines, supported by a number of pillboxes, at least three of which were situated within the area of the site. To the east at Rock-a-Nore and outside the site were two coastal artillery gun positions of the Hastings Emergency Coastal Battery, whilst a flanking battery was positioned to the west of the boating lake⁷⁴. Other pillboxes on East Hill can be seen on the German aerial photograph, and also on some post-war photographs.
- 4.9.28 Four large circular metal tanks encased in brickwork were built, two in White Rock gardens, one by the boating lake, and one at Rock-a-Nore. They were connected by piping, also encased in brickwork, and contained oil, which in the event of invasion would have been pumped onto the beach and set alight⁷⁵. The exact location of these tanks is unclear as they cannot be identified in any of the aerial photographs.
- 4.9.29 All of these defences were quickly removed after the war as, apart from the Emergency Gun Battery positions and the East Hill pillboxes, they do not show up on RAF photographs taken in 1946⁷⁶. A single anti-tank cube survives in-situ just to the east of the site, whilst others are deposited on the beach at the end of Rock-a-Nore road⁷⁷.
- 4.9.30 In 1945 the Reconstruction Committee published a report in which it proposed to demolish most of the buildings between the boating lake and Rock-a-Nore, including the church, and remove the fishermen's huts, and instead build an amusement park and new promenade. However, this came to nothing due to its expense and local opposition.

⁷¹ *Ibid.*

⁷² 1940/10/23 Taktisches Luftbildbuch Nr.3

⁷³ NMR (RAF/GHQ/156 – Frames 92/93 – 27/5/1941)

⁷⁴ Butler, C. 2007 *East Sussex under Attack*, Stroud, Tempus Publishing.

⁷⁵ Porter, M.H. 2002 *Hastings in Peace and War 1930-1945*, Bexhill-on-Sea, Ferndale Press.

⁷⁶ NMR (RAF/3G/TUD/UK/149 – Frames 5368/9 – 16/4/1946)

⁷⁷ Butler, C. 2007 *East Sussex under Attack*, Stroud, Tempus Publishing.

- 4.9.31 A Deed of Compromise of 1947 divided the Stade into three areas (Fig. 9); the Pink Stade and the Green Stade which went to the Council, and the Blue Stade which was allocated to the fishermen under an irrevocable licence to operate the fishing industry.
- 4.9.32 In 1956 construction of the new Bourne road through the centre of Old Town began, and in 1962 Marine Parade was widened southwards from the bottom of The Bourne westwards. This led to the subsequent development of the Pink Stade as an amusement park, and car and coach park, for which it is currently still used. The Blue Stade is used by the fishermen today, and is covered by their winch huts, nets and their boats which are winched onto the beach, in the relative shelter of the harbour arm.

5 Maps, Prints and Photographic evidence

- 5.1 The earliest map evidence comes from Samuel Cant's map of Hastings dated to 1746/8⁷⁸ (Fig. 10). This clearly shows the Bourne running through Old Town and the Watergate, then cutting through the Stade and entering the sea. It also appears to show a large building just to the east of the Bourne on the beach.
- 5.2 A map apparently of 1769⁷⁹, now shows the Bourne emerging from a culvert at the south end of Bourne Street, then cutting across the Stade and into the sea (Fig. 11). It also shows the same adjacent building, and a little way to the east, the newly built battery. The source of this map is unclear, although credited to Hastings Museum, the Archivist was not aware of it.
- 5.3 William Gant's 'Survey of Hastings' of 1852 (Fig. 12) provides the next map evidence for the Stade (the St. Clements Tithe map does not extend as far south as the Stade). The neatly drawn map⁸⁰ clearly shows the net shops arranged in lines and some larger buildings south of Pleasant Row. The Bourne is shown emerging from beneath a group of buildings (the same group of buildings referred to 4.9.16 above), and a small latrine building is positioned over the stream to its south.
- 5.4 The 1st Edition OS map (1873) shows the neat lines of net shops and the complex of buildings at the bottom of Bourne Street (Fig. 13). The rotunda fishmarket has been built at the junction of The High Street and East Street, and the fishermen's Church is shown to the east of the site. The line of the Bourne Stream is shown by a dotted line across the Stade to the high water line, and appears to have been underground at this time. Note also the high and low water lines on the beach which are shown on Fig 17.
- 5.5 The 2nd Edition OS map (1899) shows the newly constructed harbour arm, together with the resulting increase in the shingle beach (Fig. 14). There are a number of large buildings at the top of the Stade, these include two large sheds constructed as part of the harbour works, and the harbour

⁷⁸ Hastings Museum & Art Gallery (2003.53.208)

⁷⁹ Peak, S. 1985 *Fishermen of Hastings*, St Leonards-on-Sea, Newsbooks, Page 8.

⁸⁰ Hastings Museum & Art Gallery (2003.53.237)

office. The new lifeboat house is also shown, and the roads have been slightly widened. The line of the Bourne across the shingle beach is now shown by a dotted line, with another parallel underground pipe to its east.

- 5.6** The net shops are largely unchanged on the 3rd Edition OS map (1910), whilst another large building (the wholesale fishmarket built 1901/2) has appeared to the west of the harbour office (Fig. 15). Further accumulation of shingle can be seen to the east of the harbour arm.
- 5.7** Numerous changes have taken place by the 4th Edition OS map (1929). The harbour works buildings have gone, as has the complex of buildings at the south end of Bourne Street; removed to enable the road to be widened (Fig. 16). A large building has been built to the west of the wholesale fishmarket and the boating lake has been constructed. The rotunda fishmarket has now been removed.
- 5.8** A number of 19th century prints of the Stade were reviewed, all of which show a similar image; a relatively narrow shingle beach with numerous net shops (Fig. 18) on its upper part, fishing boats pulled up onto the beach (Fig. 19) or ships loading and unloading cargos (Fig. 20).
- 5.9** Numerous photographs dating from the later 19th century through to the 1980's were inspected, and a representative sample is included in this report to illustrate the changes that have taken place over that period. The earliest photograph is claimed to be dated to 1852, but this date, must be wrong as it shows the pier which was not opened until 1872 and the lifeboat house which was not built until 1882, so it must post date that (Fig. 22). Taken from East Hill it clearly shows the large cluster of net shops in the centre of the Stade.
- 5.10** A photograph taken *c.*1890 from the west with the lifeboat house in the foreground, shows how little beach there was at this time on the Stade (Fig. 23). The fishing fleet is beached and the cluster of net houses in the centre of the Stade can be seen.
- 5.11** A photograph taken across the Stade from Castle Hill *c.*1897/8 shows the new harbour arm, the harbour works sheds and new harbour office (Fig.24). Work on the harbour arm still appears to be going on, and the shingle beach has not yet begun to accumulate.
- 5.12** An aerial photograph taken from the north-west across the Stade *c.*1927-33 (pre 1933 when the boating lake was built) shows how the shingle beach has accumulated, covering over a substantial part of the harbour arm (Fig. 25). The circular walkways for the horse capstans can be seen on the Stade, together with rows of net shops. The wholesale fishmarket and adjacent buildings can be seen in the foreground. A second aerial photograph of similar date (Fig. 26) shows the same scene from offshore; note the lack of net shops in the central part of the Stade, and no bus stop.
- 5.13** Two photographs from the 1950's demonstrate the changes that have taken place since the 1930's and before the redevelopment of the Stade. The first was taken from East Hill (Fig. 27) and shows the winch sheds, net shops and coach park. The building now used as Tom's Cabin and the

adjacent brick kiosk are both present here, but no bus stop. The second is an aerial photograph taken in 1958 (Fig. 28) showing Rock-a-Nore and the Stade, and although largely unchanged from the previous photograph it shows a number of new buildings.

6. Impact of the Development

- 6.1 The proposed development of the Stade and Jerwood Gallery is located on the Pink Stade, an area of former beach, south of Hastings Old Town and outside the original town wall. Traditionally in Medieval and Post Medieval times it has been the centre of the Hastings fishing industry, and also the location of ship building and other associated industries, although it has never been possible to establish a successful harbour.
- 6.2 Although there is evidence for prehistoric activity at Hastings, and it may have been a port from Roman times onwards, there is likely to be minimal surviving evidence for this early activity at the site, due to the fact that the cliffs have eroded some distance back from their original location and the shingle beach has been repeatedly washed away thus removing any evidence for that activity.
- 6.3 The more recent activity from the Medieval period through to the establishment of the harbour arm in 1897 is also likely to have been destroyed and removed by the storms of the 1870's and 1880's, when records show that the shingle beach was scoured away almost as far back as the roads and town. However, these events also revealed underlying remains of earlier harbours, which may also still remain below the site today.
- 6.4 The presence of the early harbour remains and the knowledge that there are surviving water course channels, and possibly evidence for a submerged forest, and therefore other prehistoric remains, preserved at some depth below the existing shingle beach, means that the proposed development could have some impact on these features, if the foundations are to be excavated to any depth.
- 6.5 The geotechnical investigations have shown that below the current tarmac and made ground there are unstable shingle and clay deposits to at least 2-3m depth⁸¹. The old course of the Bourne below the shingle was not established, although its position can be estimated from documentary and map sources. It is possible that the Bourne watercourse and other associated features may preserve interesting archaeological and environmental remains, and again could be disturbed by deep foundation excavations.
- 6.6 The remains that are most likely to be disturbed by any development are those surviving from the period between 1897 and the redevelopment of the Stade in the Post World War 2 period. These represent a period of great change in technology or the fishing industry, together with the defence sites from the Second World War, evidence for which may be preserved immediately below the tarmac and made ground of the car and coach park and adjacent areas.

⁸¹ Harrison Group 2008 *Preliminary Geotechnical Report on the Stade, Hastings*.

- 6.7** The site of the proposed Jerwood gallery has little in the way of known potential archaeology within its footprint (Fig.17). The information gathered from the desk based assessment shows that a pillbox and two late 19th century buildings are within the footprint. However, given the crowded nature of this part of the Stade as evidenced from the prints and photographs, it is likely that there will have been many temporary structures and other features in this area.
- 6.8** Work on the roads to the north and south of the Stade may also encounter archaeological remains below the existing roads and pavements, including the East Fort (see Fig. 17) and many buildings that were demolished during the clearances of the 1930's.
- 6.9** Given the evidence accumulated during this desk-based assessment, the probability of finding remains from each of the different archaeological periods is shown in Table 1 below:

Table 1

Period	Probability
Palaeolithic	Low
Mesolithic	Low
Neolithic	Low
Bronze Age	Low
Iron Age	Low
Roman	Low
Saxon	Low
Medieval	Possible
Post Medieval (15 th – 19 th Century)	Possible
Late 19 th & 20 th Century	High

7 Conclusions

- 7.1** This desk-based assessment has established that whilst there is evidence for the Stade having been utilised for fishing, trade and other activities since at least medieval times, and there is activity from the Mesolithic period through to the Post Medieval period in the wider surrounding area of the site, the likely survival of pre-1897 remains would be limited.
- 7.2** Due to the likely survival of organic remains and environmental data from any buried archaeological deposits preserved under the beach shingle, these deposits should be considered of high importance, both from a local and regional point of view. The survival of more recent remains relating to the fishing and other industries will be of local importance, whilst the Second World War defences can be linked with surviving remains that are still visible, and could be developed into a 'tourist trail' with the other aspects of the Stade's history, and therefore should also be considered locally important.

- 7.3** It has not been possible to establish whether there is below-ground archaeology present on the site, due to the non-intrusive nature of this desk based assessment, and the unstable nature of the geotechnical test pits prohibited any investigation at the depth of possible surviving archaeological remains. Any development at the site is likely to disturb and destroy any buried archaeology.
- 7.4** A number of important structures survive within the site, and should possibly be retained as features within the development. These include the c.1900 bus shelter on the road frontage (DES845) and the net shops (DES914) all of which are Listed Buildings. Interestingly, the bus shelter does not appear on the 4th Edition OS map and is absent on all of the photographs reviewed, so has been moved to this location after at least 1958.
- 7.5** The wooden building (Tom's Cabin) appears to occupy the same space as a similar sized building on the 4th Edition OS map and, together with the adjacent small brick built kiosk, should be subject to an archaeological buildings survey. Any improvements to Winch Road should allow for the retention of the single anti-tank cube adjacent to the Fishmarket.
- 7.6** It is therefore recommended that a programme of archaeological work be undertaken during the development. Due to the developed nature of the existing site, it is not clear whether targeted evaluation trenches to investigate the possible survival of archaeological remains would provide any further information than has been established by this desk based assessment, although these may be an appropriate way of investigating the potential archaeology within the Jerwood gallery footprint. For the remainder of the site, a watching brief would seem to be the most appropriate way forward.

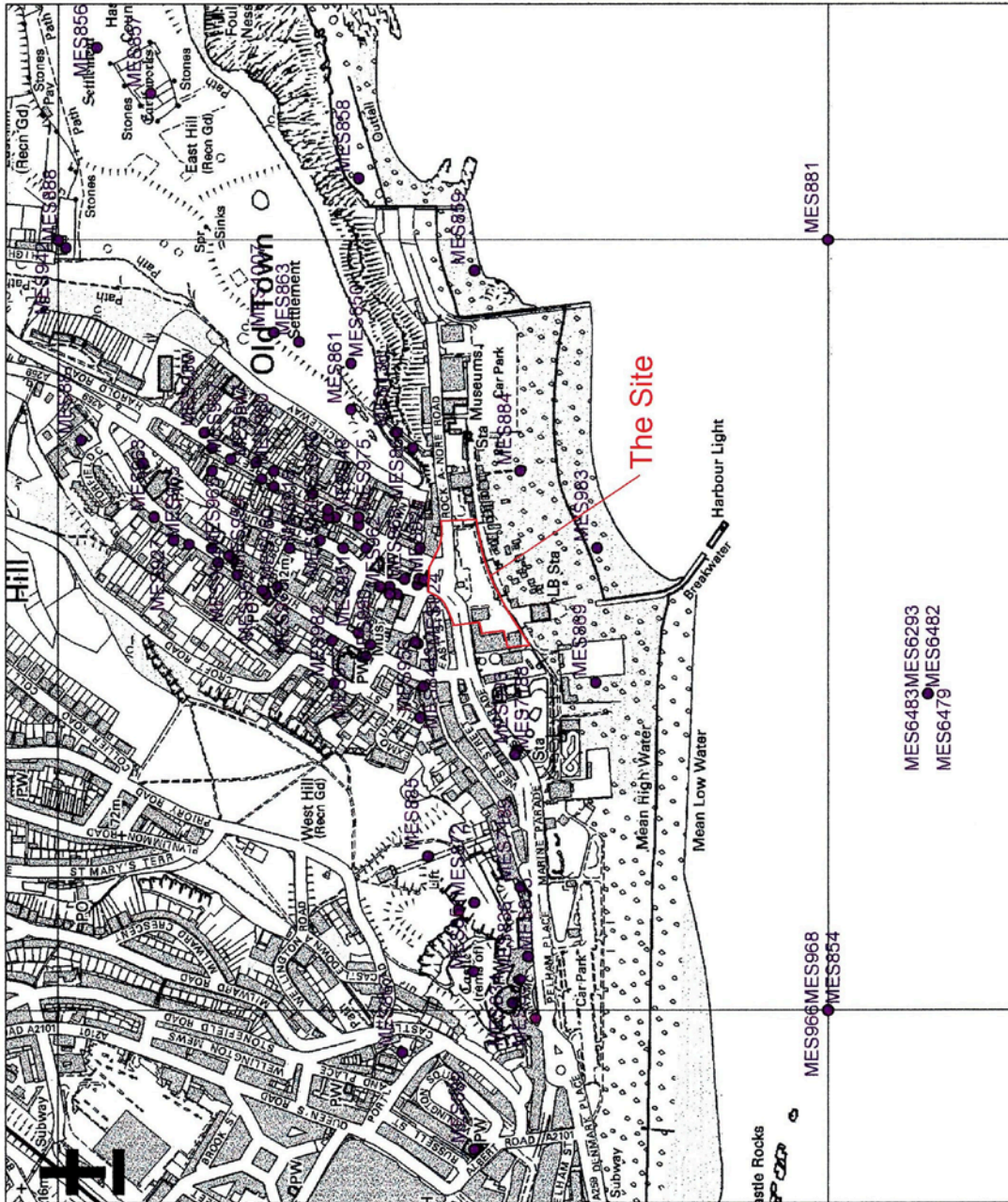
8 Acknowledgements

I would like to thank Hana Loftus of HAT Projects and Adrian Rogerson of Hastings Borough Council for commissioning this survey. Greg Chuter, Assistant County Archaeologist at ESCC provided copies of the East Sussex HER. I would also like to thank Catherine Walling and Alison Hawkins at Hastings Museum and Art Gallery for their assistance in providing research material and allowing reproduction in this report. David Pagham of HAARG provided some background information and copy prints. I would also like to thank the staff at the NMR, Swindon, The Fishermans Museum for their help in locating aerial photographs and other sources in their possession.

**Fig. 1: The Stade
Location Map
showing site
& Monuments**

Legend

- Mon (point)



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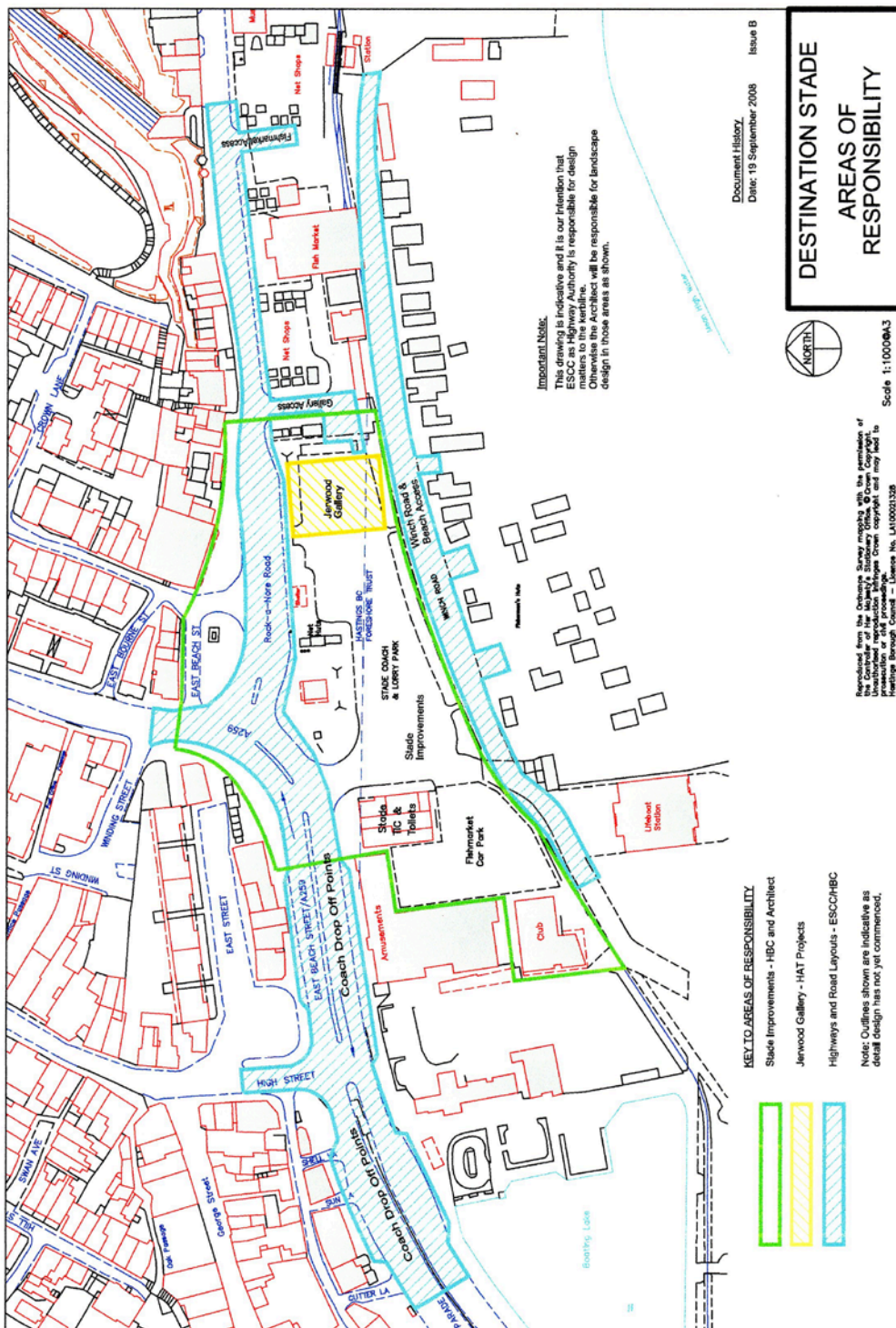
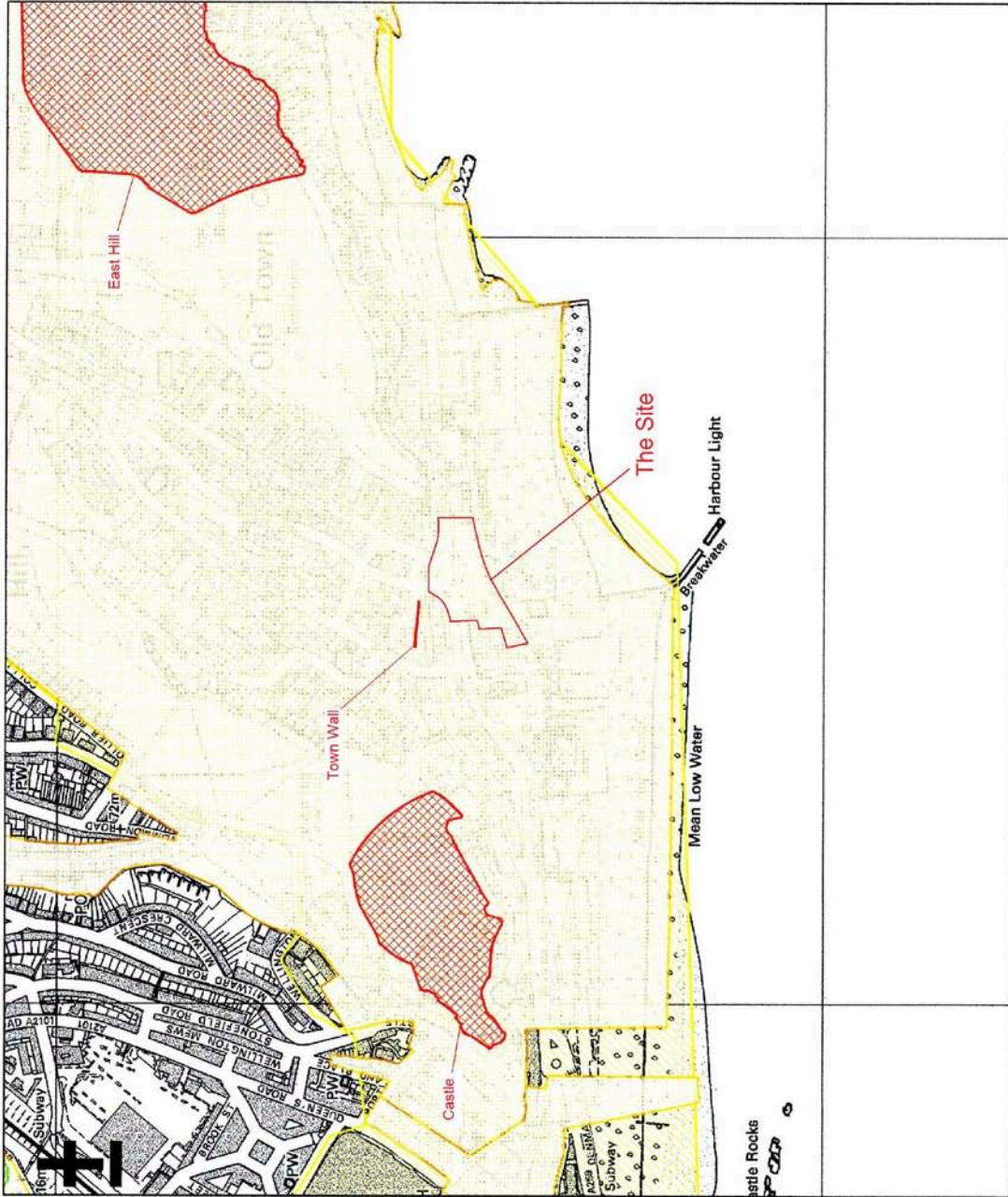


Fig. 2: The Stade: Map showing the area of the proposed development
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**Fig.3: The Stade
Map showing
Sensitive
Areas & Site**



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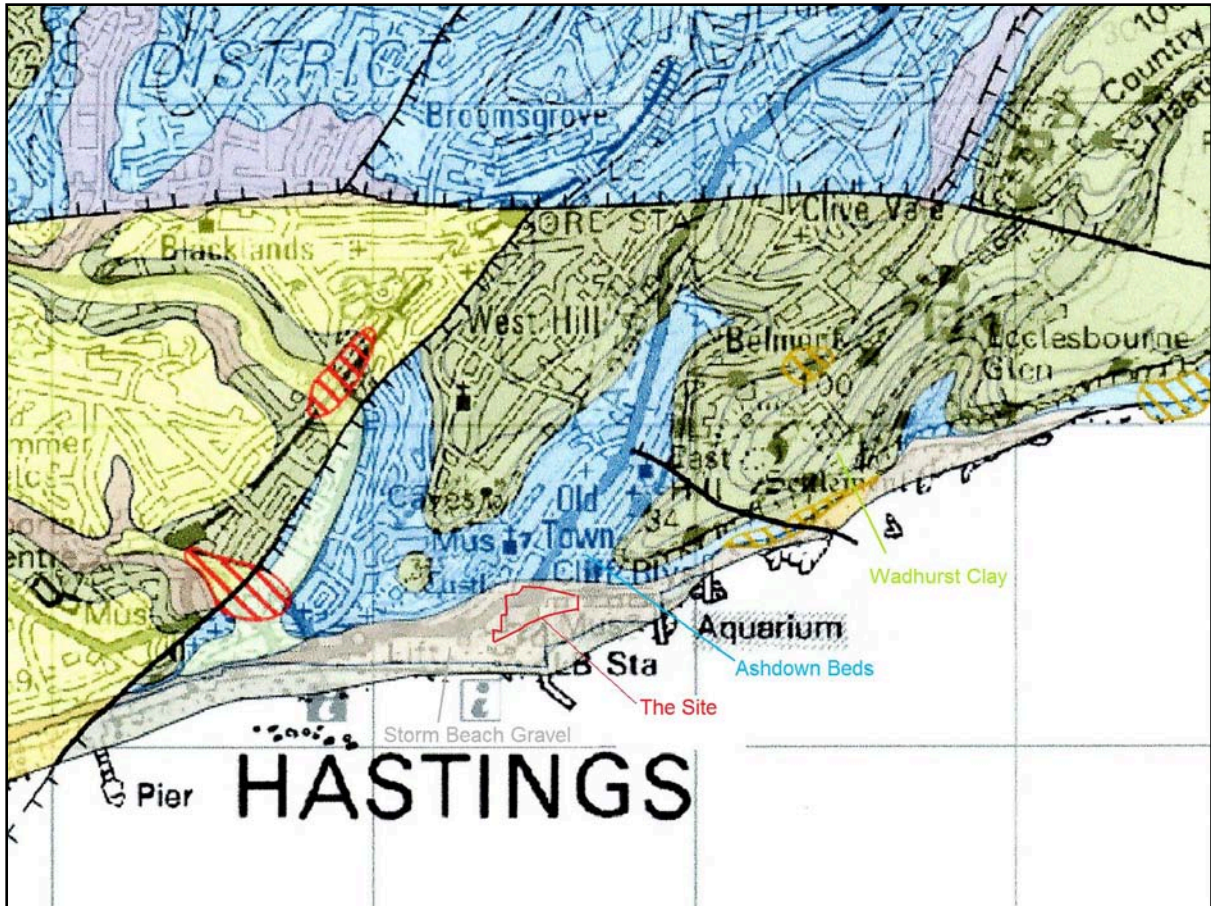


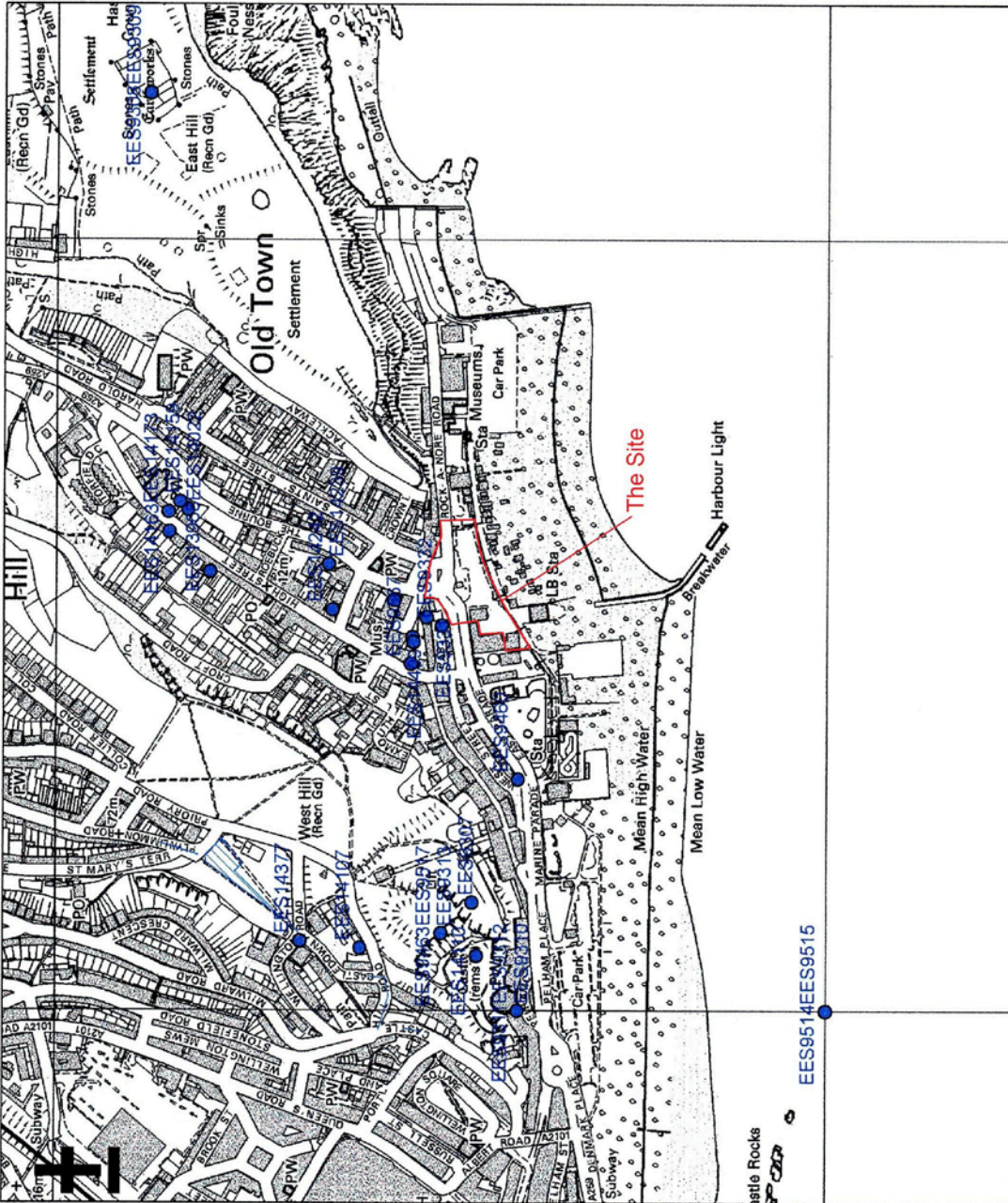
Fig. 4: The Stade: Geology of the site and its immediate surroundings

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**Fig.5: The Stadel
Archaeological
Events**

- Legend**
- Event (point)
 - Event (line)
 - ▨ Event (poly)



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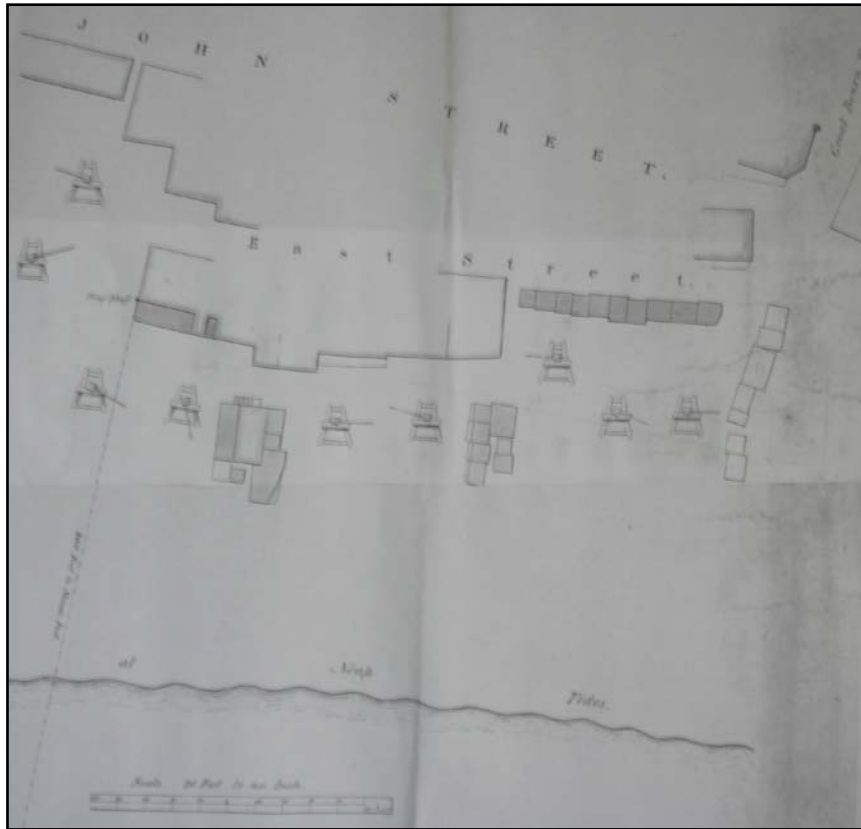


Fig. 6: The Stade: Plan by John Banks dating to 1833
2003.53.411 Courtesy of Hastings Museum and Art Gallery

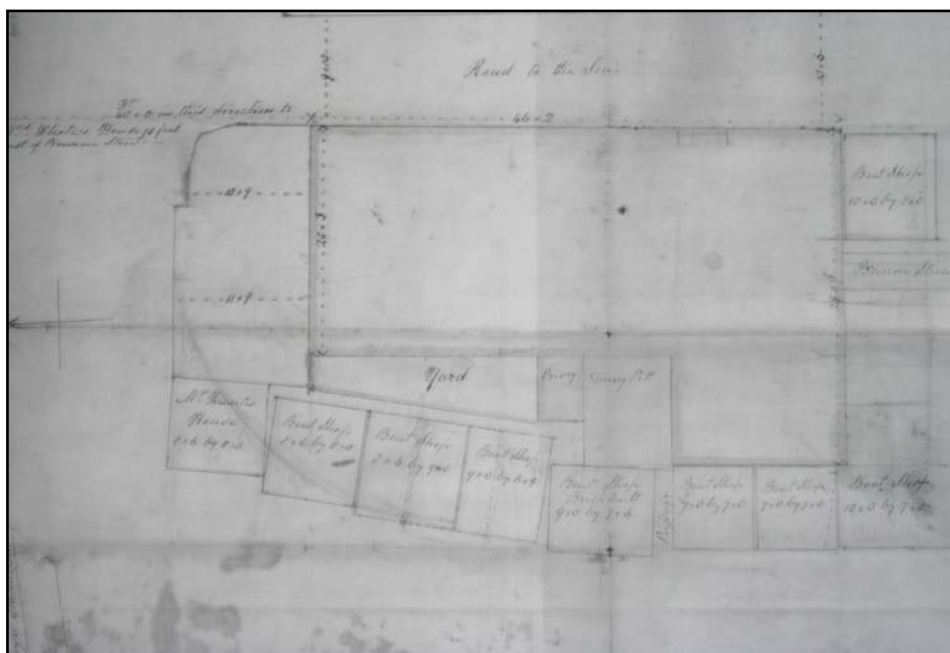


Fig. 7: The Stade: 1846 plan of houses and shops at Bourne's mouth
2003.53.412 Courtesy of Hastings Museum and Art Gallery

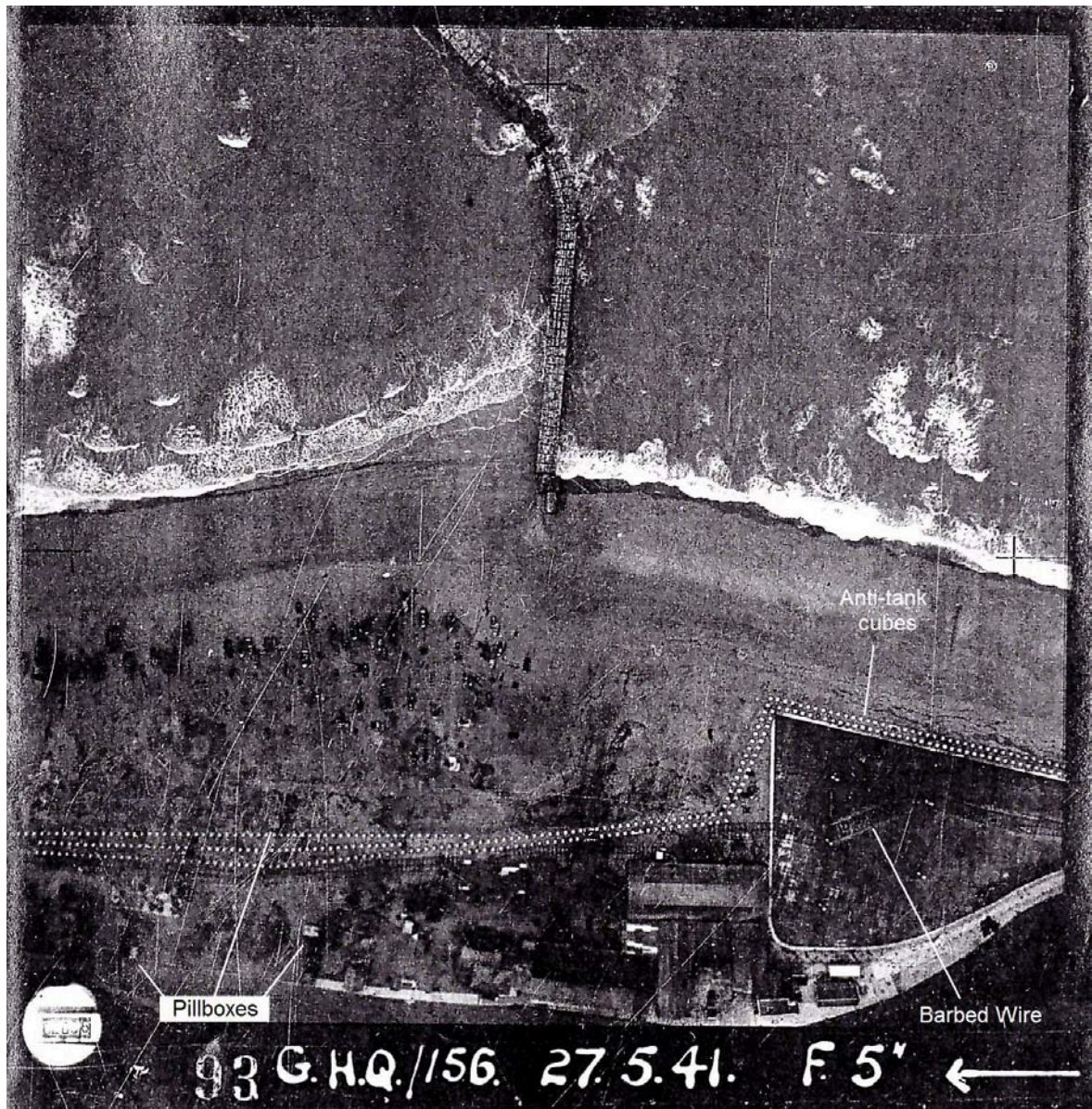


Fig. 8: The Stade, 1941 Aerial photograph showing the anti-invasion defences on the beach
English Heritage (NMR) RAF photography

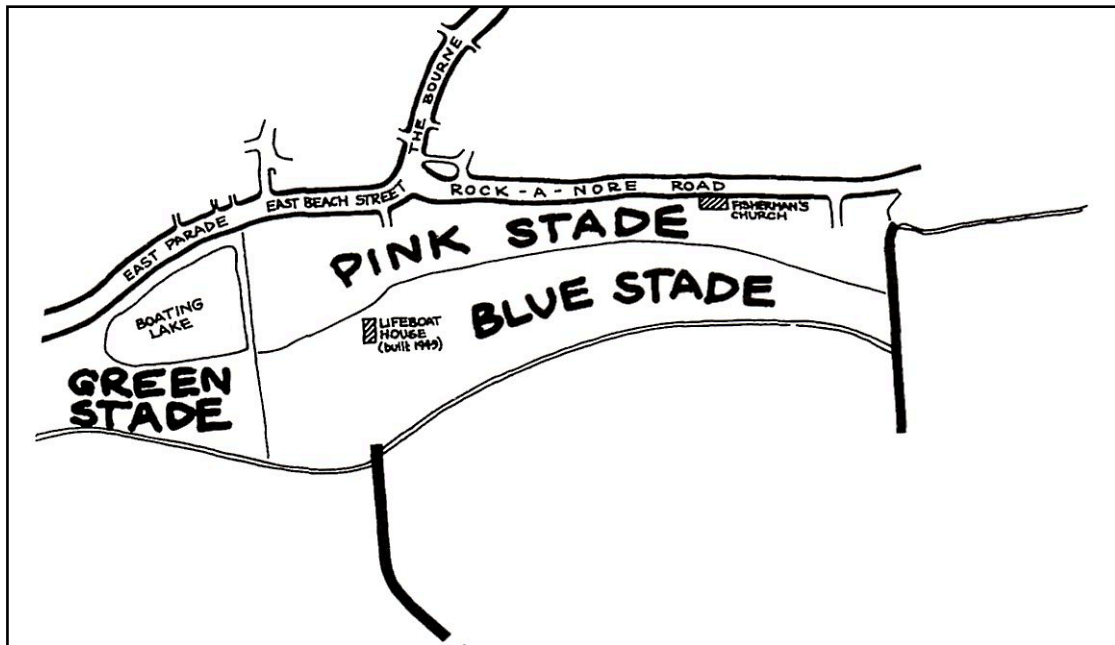


Fig. 9: The Stade: Showing the three areas of the Stade from the Deed of Compromise of 1947
(Adapted from Peak (1985))



Fig. 10: Samuel Cant's map of Hastings dated to 1746/8
2003.53.208 Courtesy of Hastings Museum and Art Gallery

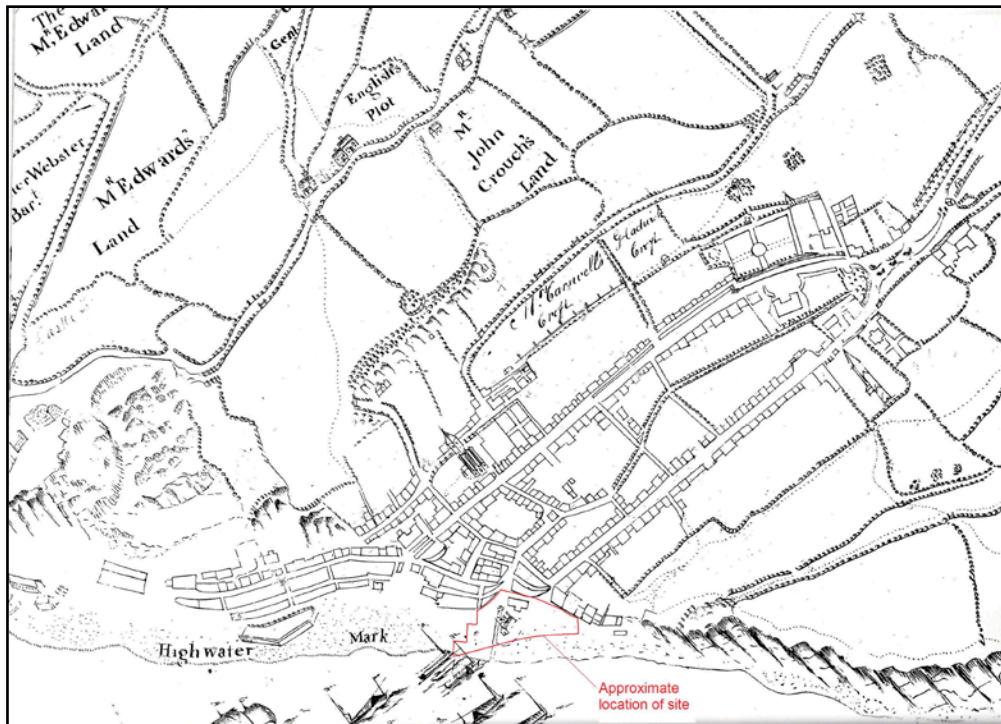
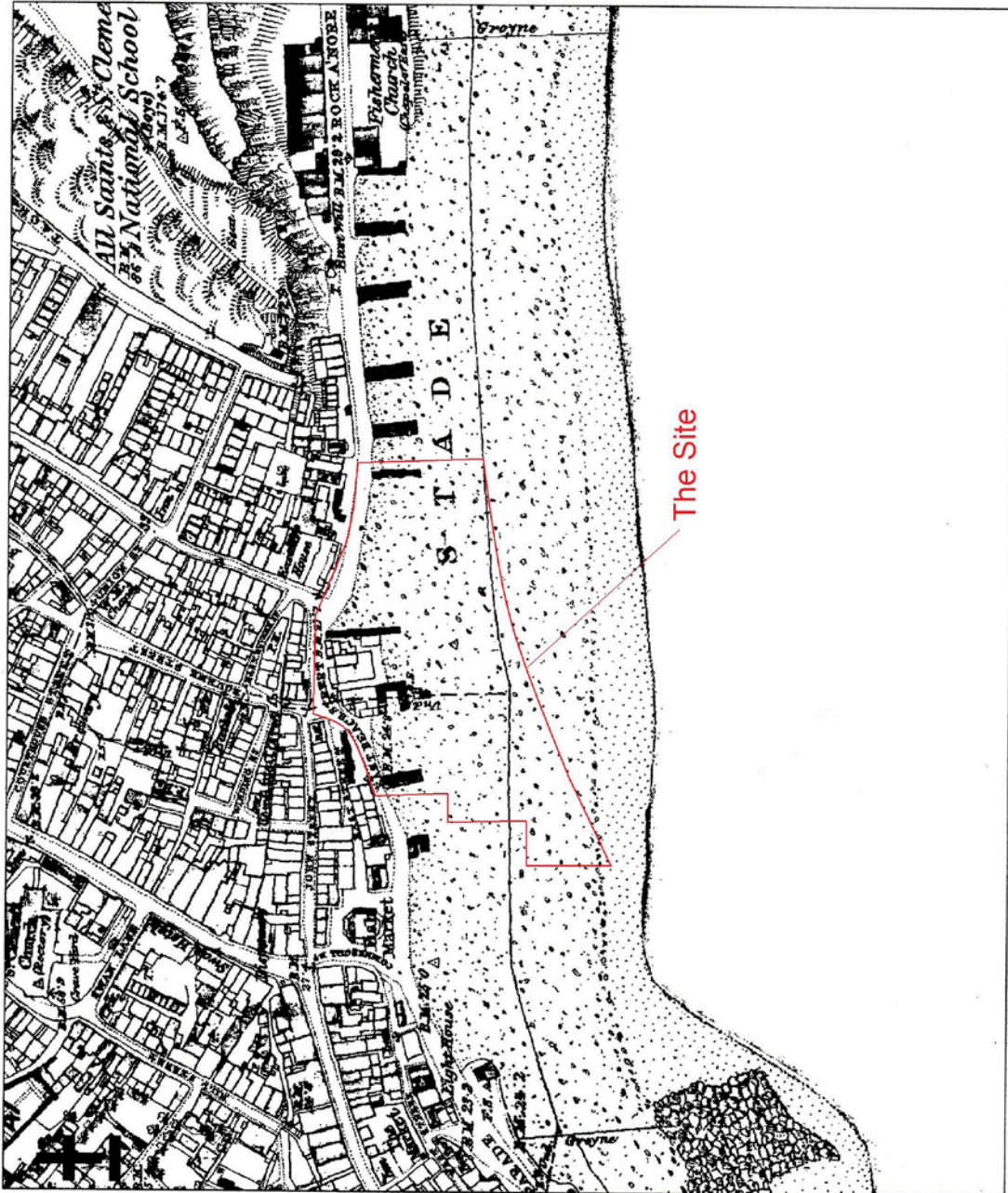


Fig. 11: The Stade: Map of Hastings 1769
(Adapted from Peak (1985))



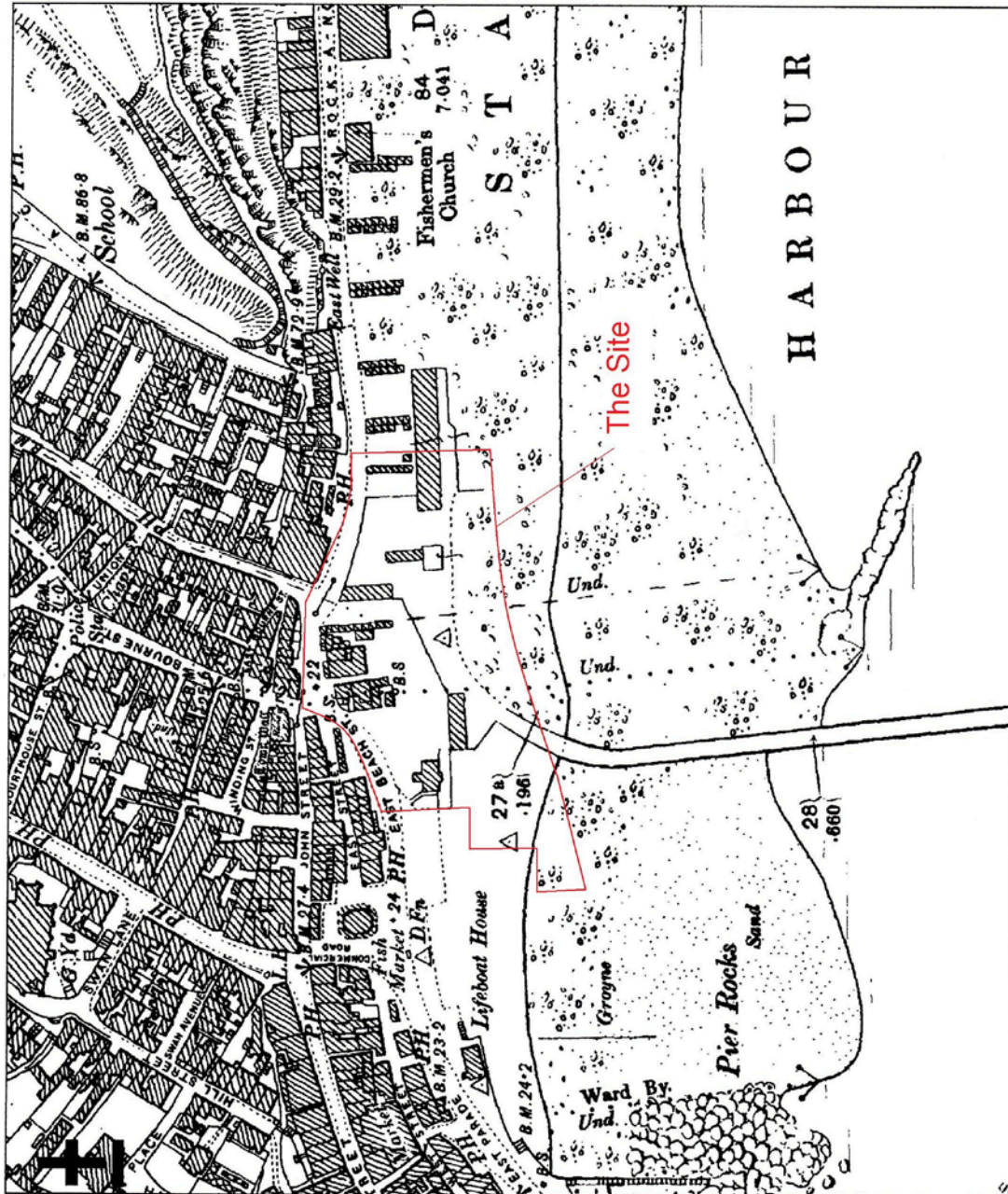
Fig. 12: William Gant's 'Survey of Hastings' of 1852
2003.53.237 Courtesy of Hastings Museum and Art Gallery

Fig. 13: The Stadel
1st Edition OS
Map (1873)



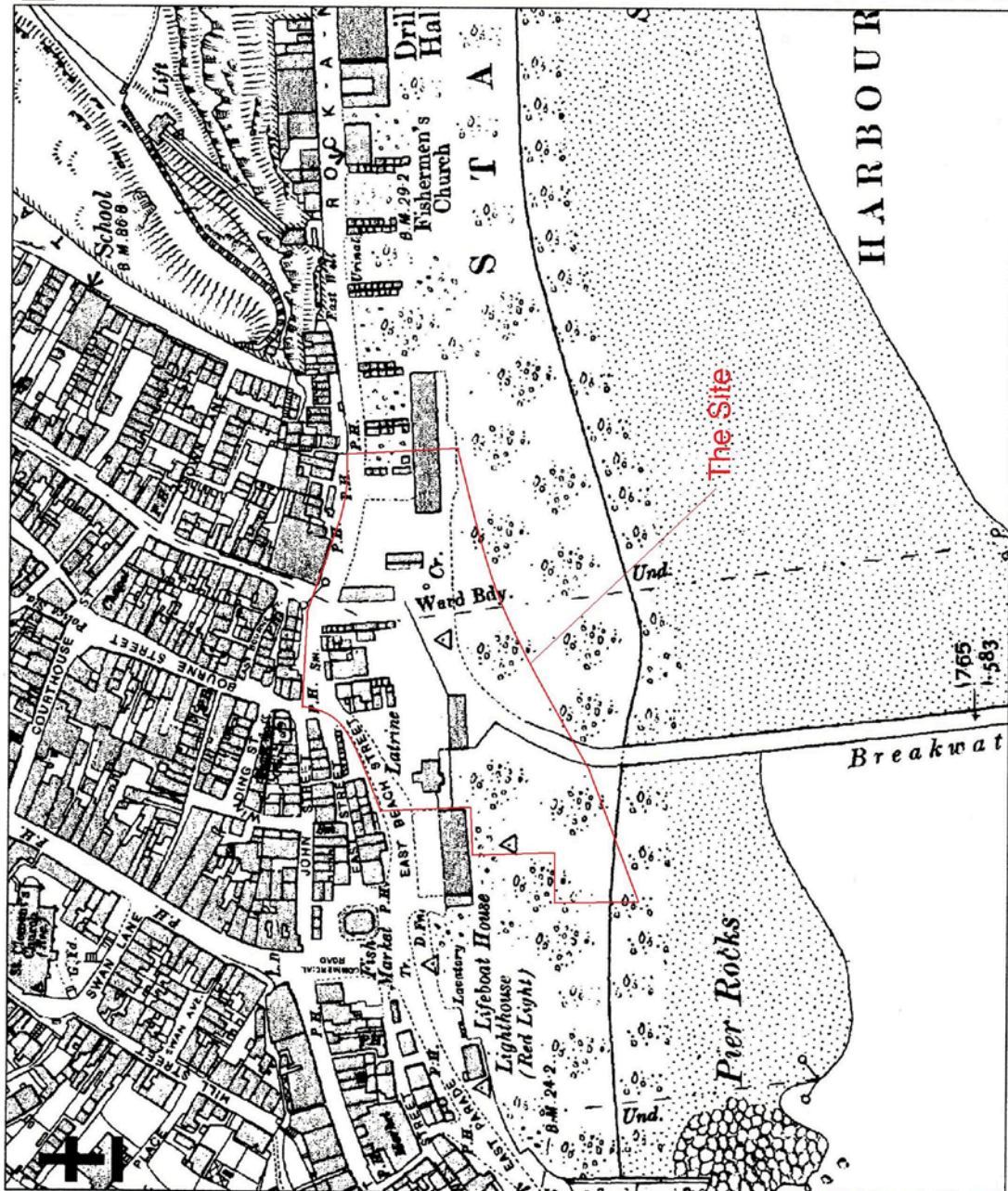
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Fig. 14: The Stede
2nd Edition OS
Map (1899).



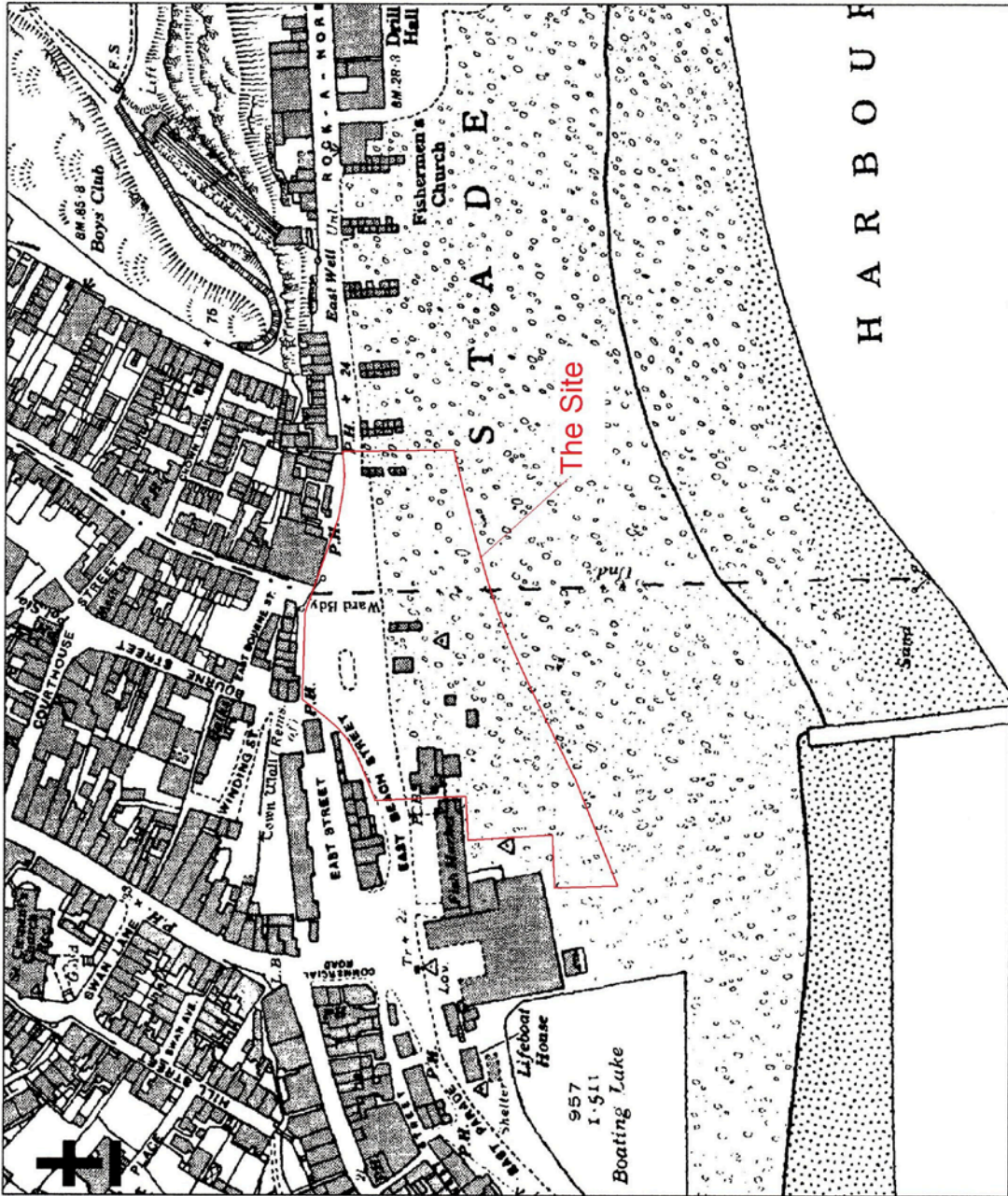
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Fig. 15: The Stede
3rd Edition OS
Map (1910).



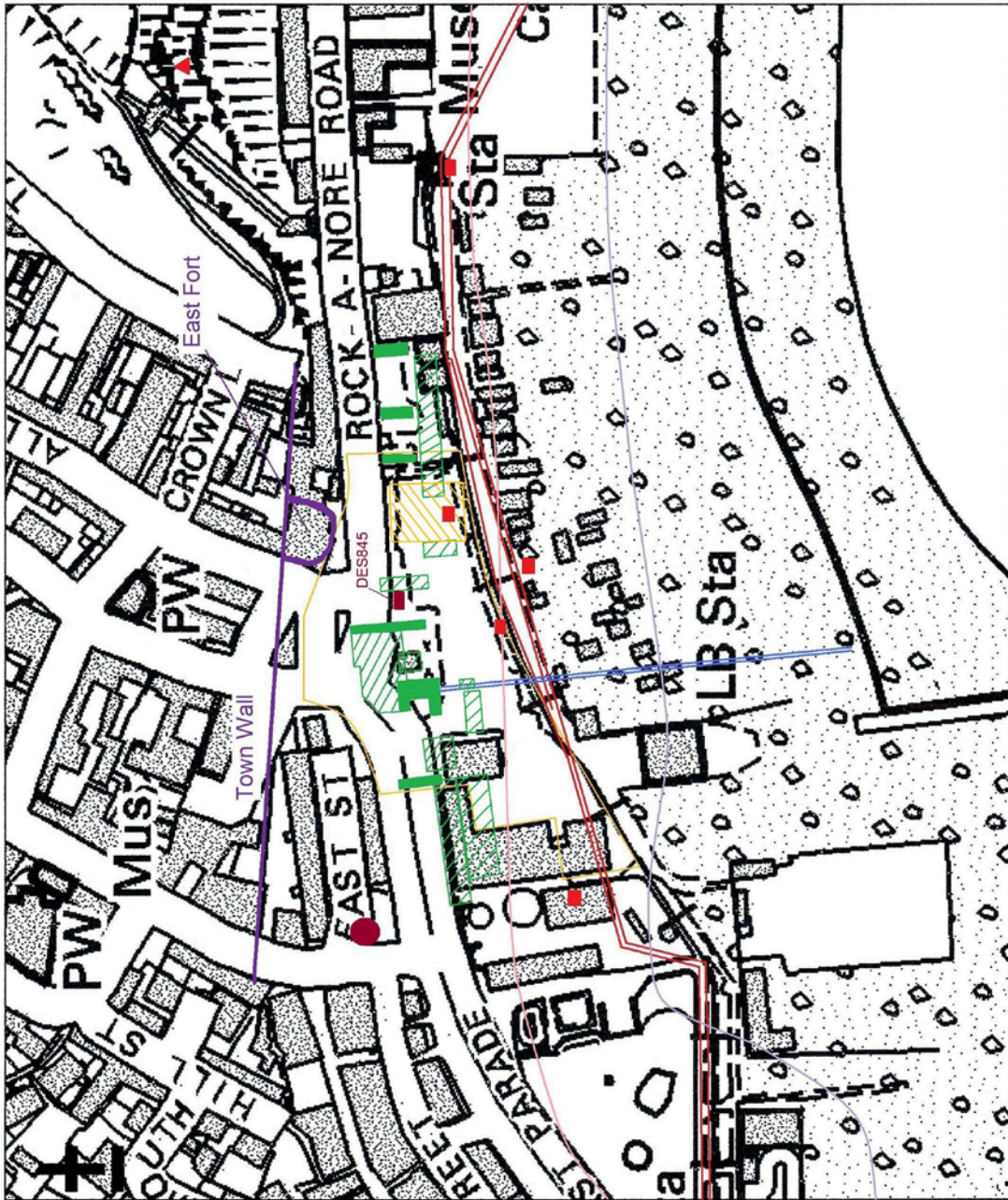
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Fig. 16: The Stade
4th Edition OS
Map (1929).



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Fig. 17: The Stade
Map showing all the relevant archaeological features.



Key

- Anti-tank cubes
- Pillboxes
- Searchlight
- Net shops
- 19th Century buildings
- Rotunda fishmarket
- Town wall
- Course of Bourne
- 1870's High Tide
- 1870's Low tide

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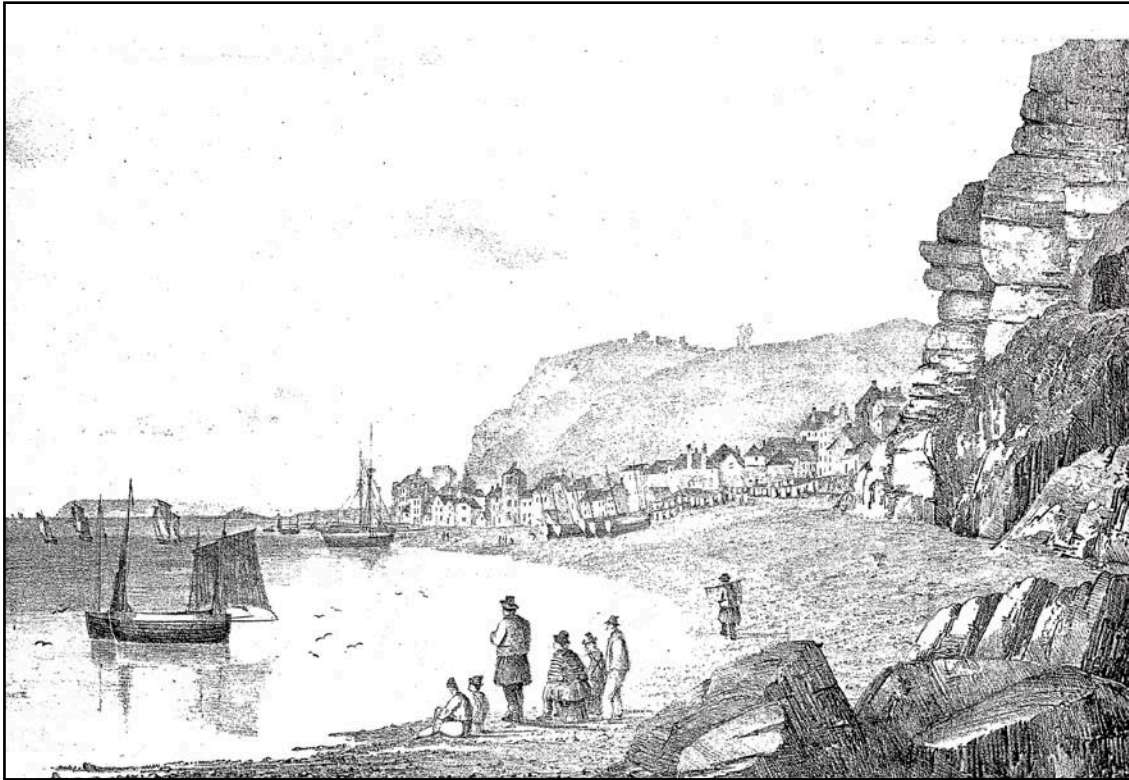


Fig. 18: The Stade: Print of Hastings from the East by Geo. Rowe c.1840
TP1315 Courtesy of Hastings Museum and Art Gallery



Fig. 19: The Stade: Print from a sketch by John Fairlie 1849
Courtesy of Hastings Museum and Art Gallery

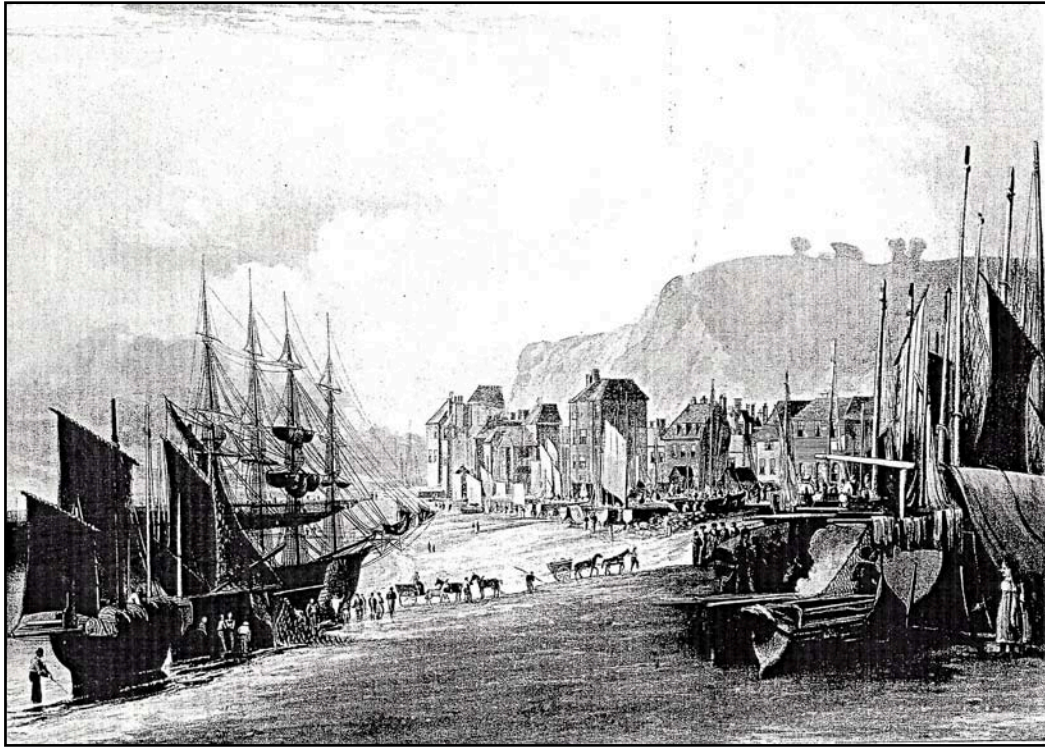


Fig. 20: The Stade: The Stade, Hastings by J. Gendall, published 1822.
948-4 Courtesy of Hastings Museum and Art Gallery



Fig. 21: The Stade: Timbers from the Elizabethan harbour exposed after a storm c.1880
990.18.423 Courtesy of Hastings Museum and Art Gallery



Fig. 22: The Stade: Taken from East Hill, probably later 1880's
990.18.427 Courtesy of Hastings Museum and Art Gallery



Fig. 23: The Stade: Photograph taken c.1890 from the west across the Stade
990.18.342 Courtesy of Hastings Museum and Art Gallery



Fig. 24: The Stade: 1897/8 showing the harbour arm under construction
000.62.79 Courtesy of Hastings Museum and Art Gallery



Fig. 25: The Stade: Aerial photograph c.1927-33
990.18.447 Courtesy of Hastings Museum and Art Gallery



Fig. 26: The Stade: Aerial photograph taken across the Stade from offshore, 1927-33
990.18.339 Courtesy of Hastings Museum and Art Gallery



Fig. 27: The Stade: Photograph taken from East Hill in the 1950's
990.18.152 Courtesy of Hastings Museum and Art Gallery



Fig. 28: The Stade: 1958 Aerial photograph showing Rock-a-Nore and the Stade.
990.18.121 Courtesy of Hastings Museum and Art Gallery



Fig. 29: The Stade: View facing east across the coach park with East Hill in the background.



Fig. 30: The Stade: The bus shelter, net shops and Tom's Cabin.



Fig. 31: The Stade: The site looking west. The Jerwood Gallery would be placed between the two groups of net shops in this picture.



Fig. 32: The Stade: Looking north along Bourne Street. The area immediately in front of the camera was covered with net shops in the 19th century, and the Bourne Stream ran through here to reach the sea.

Appendix 1: Archaeological Sites Recorded on HER

HER No.	NGR	Period	Type of Site	Notes
MES872	TQ 8214 0946	Mesolithic	Flintwork assemblage	
MES7389	TQ 82130 09480	Mesolithic	Flintwork assemblage	Connected with MES872
MES872	TQ 8214 0946	Neolithic	Flintwork assemblage	
MES862	TQ 8273 0954	Neolithic	Pottery	
MES881	TQ 83 09	Bronze Age	Barbed & tanged arrowhead	
MES861	TQ 8278 0962	Bronze Age	Round Barrow	
MES872	TQ 8214 0946	Bronze Age/Iron Age	Pottery	
MES851	TQ 820 094	Iron Age	Iron Age hillfort/enclosure	Castle Hill
MES856	TQ 8325 0995	Iron Age	Hillfort	
MES866	TQ 8260 0963	Iron Age	Stater coin	
MES868	TQ 8255 0957	Roman	Coin of Gallienus (AD 260-8)	Bourne Street
MES854	TQ 81 09	Roman	Silver coin of Nero	
MES857	TQ 8319 0988	Roman	Coin Hoard of 30 coins in vessel	
MES858	TQ 8308 0961	Roman	Coin of Constantius II (AD 337-61)	
MES859	TQ 8296 0946	Roman	Coin of Faustina Senior (AD 141)	
MES862	TQ 8273 0954	Roman	Pottery	
MES869	TQ 8273 0954	Medieval	Piers of harbour	
MES863	TQ 82 09	Medieval	Town	
MES869	TQ 8273 0954	Post Medieval	Piers of Elizabethan harbour	
MES884	TQ 827 094	Post Medieval	Net shops	Listed (DES914)
MES8443	TQ 82478 09537	Post Medieval	Culvert from dwelling	Found on watching brief
MES924	TQ 8255 0954		1 East Bourne Street	Listed Building
MES925	TQ 8256 0954		2 East Bourne Street	Listed Building
MES983	TQ 826 093	Post Medieval	Net shops	Listed (DES914)
MES7188	TQ 8252 0952	Post Medieval	Town Wall	Survives in Pleasant Row
DES845	TQ 82581 09482	c. 1900	Bus shelter (Listed Building)	Rock-A-Nore Road

Appendix 2: Other Archaeological sites

Source	NGR	Period	Type of Site	Notes
Defence of Britain database	TQ824093 – TQ828093	Second World War	Lines of anti-tank cubes	S0012878
Defence of Britain database	TQ827094	Second World War	Pillbox	S0012879
Defence of Britain database	TQ826094	Second World War	Pillbox	S0012883
Defence of Britain database	TQ825094	Second World War	Pillbox	S0012881
Defence of Britain database	TQ826094	Second World War	Pillbox	S0012882
Butler (2007)	TQ829095	Second World War	Emergency Coastal Battery	
Butler (2007)	TQ820094	Second World War	Flank Battery	
Butler (2007)	TQ823094	Second World War	Sea Flame Barrage tank	Exact location uncertain
Butler (2007)	TQ827094	Second World War	Sea Flame Barrage tank	Exact location uncertain
Butler (2007)	TQ82710947	Second World War	Anti-tank cube	Single extant example
Butler (2007)	TQ82910952	Second World War	Anti-tank cubes	Remains on beach
Butler (2007)	TQ83040955	Second World War	Anti-tank Pimples	Extant examples

Appendix 3: Archaeological Events

HER No.	NGR	Period	Event	Comments
EES9331	TQ 82581 09482	Medieval	Watching brief: 10-13 Winding Street	Pit and part of pit excavated
EES9332	TQ 82500 09500	Medieval	Excavation: Old Baths site	Pits and post holes excavated
EES14409	TQ 82478 09537	Medieval/Post Medieval	Watching brief: 4 Winding Street	Town wall & PM dwelling

Chris Butler Archaeological Services

Chris Butler has been an archaeologist since 1985, and formed the Mid Sussex Field Archaeological Team in 1987, since when it has carried out numerous fieldwork projects, and was runner up in the Pitt-Rivers Award at the British Archaeological Awards in 1996. Having previously worked as a Pensions Technical Manager and Administration Director in the financial services industry, Chris formed **Chris Butler Archaeological Services** at the beginning of 2002.

Chris is a Member of the Institute of Field Archaeologists, a committee member of the Lithic Studies Society, and is a part time lecturer in Archaeology at the University of Sussex, and teaches A-Level Archaeology at Bexhill 6th Form College.

Chris specialises in prehistoric flintwork analysis, but has directed excavations, landscape surveys, watching briefs and evaluations, including the excavation of a Beaker Bowl Barrow, a Saxon cemetery and settlement, Roman pottery kilns, and a Mesolithic hunting camp. Chris is Co-Director of the Barcomvbe Roman Villa excavations. He has also recently undertaken an archaeological survey of Ashdown Forest and Broadwater Warren.

Chris Butler Archaeological Services is available for Flintwork Analysis, Project Management, Military Archaeology, Desktop Assessments, Field Evaluations, Excavation work, Watching Briefs, Fieldwalking, Landscape & Woodland surveys, Post Excavation Services and Report Writing.

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