



**Chris Butler MCIfA
Archaeological Services Ltd**



**An Historic Building Survey
of the Former Cart Lodge,
96, High Street,
Westham, East Sussex**

Project No. CBAS0736

by
Andy Bradshaw

November 2016

Summary

The former Cart Lodge at 96, High Street, Westham was built prior to 1832, today some of the original walls remain, but in a state of disrepair. Areas of the remaining walls contain preserve features of the historic construction and development of the building so need be retained and conserved. Historic map regression shows the potential for former buildings on the general site and the need for a Watching Brief of any ground works. Importantly the remaining building needs to be stabilised conserved and developed for a useful future purpose before further loss of its architectural heritage occurs.

Chris Butler MCIfA Archaeological Services Ltd

**Unit 12, Mays Farm
Selmeston
Polegate
East Sussex
BN26 6TS**

Tel & fax: 01323 811785

e mail: chris.butler@cbasltd.co.uk

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1 Introduction

- 1.1** Chris Butler Archaeological Services Ltd (CBAS) has been commissioned by Mr Jim Barnes of Selective Creations Ltd (The Client) on behalf of the property owners to carry out an standing building survey prior to the works associated with the rebuilding of an existing garage / store (WD/2010/0272/F), formally believed to have been a cart lodge, at 96 High Street, Westham, East Sussex (TQ 64240 04650; Fig. 1).
- 1.2** As a result of the site's location and the archaeological potential of the area, the local planning authority have put a condition on the planning consent for the developments (WD/2010/0272/F) requiring an appropriate programme of archaeological work to be undertaken:
- 2. No development shall take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological works in accordance with a written scheme of investigation, including a timetable for the investigation, which has been submitted by the applicant and approved by the Local Planning Authority and the works shall be undertaken in accordance with the approved details. 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 otherwise agreed in writing with the Local Planning Authority.*
- 1.3** The site is situated in an Archaeological Notification Area defining the Medieval and Post Medieval village of Westham (Fig. 1). The site is positioned on the eastern edge of Westham village c.100m to the south-west of the Romano-British, medieval and post-medieval fortifications of Pevensey Castle (SM1013379) and c.100m to the north-east of the church of St Mary the Virgin (SM1353431). The brick gate piers and flint western garden wall of the Site are Grade II listed (DES6649) for their special architectural / historic interest. There are 42 known archaeological sites and find spots recorded on the HER in the immediate vicinity of the site (Fig. 2).
- 1.4** The geology around the site, according to the British Geological Survey sheet 319, is Tunbridge Wells Sand, with Alluvium over Tunbridge Wells Sand to the north, east and south of the site.
- 1.5** The standing building survey is required to provide a Level 2 survey of the existing building and structural interpretation of the extant garage / store structure, believed to have been a cart lodge originating in the 18th or early 19th centuries, prior to remodelling works. The watching brief is required to provide targeted additional recording during demolition if required.

2.0 Archaeological & Historical background (Fig.2)

- 2.1 Mesolithic flintwork has been found to the south of the site (MES5033 & MES5056)¹, although not in the immediate vicinity of the site. However, as the site is situated around the 5m contour it is very possible that Mesolithic flintwork may be present. Later prehistoric occupation activity was found immediately to the east of the site (MES5032).
- 2.2 The presence of the Saxon Shore Fort at Pevensey (MES4712; SM1013379), which was built in the later 3rd Century AD, provided a focus for activity in the Roman period. A Roman road (MES4753), originating from The Greensand Way, runs into the Shore Fort from the west, and another Roman Road (MES5037) was recorded running to the west of the site.
- 2.3 There have been numerous discoveries of Romano-British settlement activity in the immediate vicinity of the site, with a possible hearth and occupation debris to the south of the site within the current cemetery extension of St. Mary's Church, Westham (MES5031) and a single sherd of East Sussex Ware (MES17133) discovered during mains excavation. Ditches, pits and post holes (MES7356, MES8120) were found during development to the west of the site, and finds including a rare Roman shale table top (MES5036) were also found to the west of the site. Roman pottery was found at 19 Pevensey Park Road (MES15569), and recently a watching brief found two cut features and Romano-British pottery at 25 Pevensey Park Road (MES19496). Roman settlement probably extended right up to the Shore Fort where further evidence (MES5031, MES15569 & MES18970) has been found.
- 2.4 To the north of the site evidence for possible location of the Roman port (MES16194) has been found, with waterlogged timbers possibly deriving from the quayside having been found (MES16195). Romano-British occupation activity (pits and post holes) was located in a recent watching brief (MES7592), near here, and may also indicate that settlement extended in this direction as well.
- 2.5 The Domesday Book tells us that Pevensey was held by the Count of Mortain after 1066², although Westham probably came under the manor of *Renching*. Pevensey became one of the Cinque Ports in 1207, but had declined as a port by the 14th century³. There is a substantial amount of evidence for Medieval activity at Pevensey including the Castle (MES4712), and a hospital (MES5030).

¹ Butler, C. 2002 'A Mesolithic site and later finds at Magham Down, near Hailsham, East Sussex', *Sussex Archaeological Collections* **140**, 139-144.

² Morris, J. 1976 *Domesday Book: Sussex*, Chichester, Phillimore.

³ Harris, R. 2008 Pevensey: Historic Character Assessment Report

- 2.6** At the Medieval village of Westham (MES18966) there was a Medieval hospital founded before 1302 (MES5047), whilst salterns associated with salt working sites are known from the surrounding low lying areas (MES5035). A Medieval tunnel (MES5055) was found in 1967, and a possible Medieval wall (MES7496) was found during a watching brief in 2008. Evidence from excavations to the south of the site found Medieval ditches, gullies and post holes of the 12th-14th centuries (MES18965). A helmet of possible 14th century date was discovered in the castle moat before 1932 (MES4713).
- 2.7** The settlement at Pevensey may have shrunk after the Medieval period⁴, although there are a number of 15th and 16th century houses in Westham High Street (e.g. Dial House MES5038 & Old Oak House MES5039) and the earliest examined maps⁵ portray houses lining the eastern end of Westham High Street in the late 16th century, which may indicate that Westham did not suffer a similar decline. Evidence from excavations to the south of the site found Medieval ditches, gullies and post holes (MES18965). A drove road (MES7413) and cattle pound (MES4711) hint at the importance of the adjacent Pevensey Levels for grazing at this time.
- 2.8** Within the area are several Listed Buildings of post-medieval date (such as Tudor Court MES18971, a Grade II Listed Building of 17th century or earlier timber-frames construction, Gleason Cottage DE5576 and a Grade II Listed Building of 17th century or earlier date and The Old Vicarage MES18969 and Numbers 76 and 78, all ungraded Listed Buildings with 17th century origins).
- 2.9** Several buildings are shown on the 1595 '*Plan of the Queens Salts and other lands*', along the south side of the High Street where the Cart Lodge now stands, but the detail is not discernible to positively identify the site. The site, again, is not discernible on Yeakell and Gardner's '*Survey of Sussex*' (1778-1783). The Cart Lodge is first described in 1832 within the deeds of the adjacent property⁶ and first recorded in the 1839 tithe map and apportionment for the parish of Westham as a 'coal yard late parish' or garden, owned by Rev. Henry Thomas Grace (Fig. 3).
- 2.10** The 1st Edition OS map (1875; Fig. 4) shows the former Cart Lodge within the site of 96 High Street and on subsequent OS maps of 1899, 1910, 1927 and 1937. The OS maps of 1875 (Fig. 5), 1899 and 1910 (Fig. 6) record the presence of one or two adjoining or abutting structures at the southern end of the Cart Lodge, these had been demolished prior to the creation of the 1927 OS map (Fig. 6). The current dwelling of 96 High Street can be seen on the Ordnance Survey sheet of 1968 (Fig. 7).

⁴ Harris, R. 2008 Pevensey: Historic Character Assessment Report

⁵ Salzmann, 1910. Plan of the 'Queen's Salts and other lands at Pevensey, 1595'

⁶ Barnes, J. 2009. *Design and Access Statement*. Selective Creations Ltd.

- 2.11** In 1940 Pevensey Castle was put into a defensible state and was designated a fortress (later called a Nodal Point). A roadblock, covered by two pillboxes was located across the Eastbourne Road to the south of the railway crossing at Westham Station, and anti-tank blocks surrounded the road junction with the Stone Cross road, where another road block and pillbox were situated⁷.
- 2.12** In 2011, a Watching Brief excavation for the replacement of a water main at Pevensey Castle produced a variety of Romano-British to Post-medieval finds (MES19348).

⁷ Butler, C. 2007 *East Sussex under Attack*, Tempus Publishing Ltd

3 Methodology

- 3.1** An English Heritage Level 2 historic building survey⁸ was carried out on the building. A full descriptive record was made of the interior and exterior of the building, and of any original or early fixtures and fittings. This record forms the basis of the following report.
- 3.2** Basic measurements were taken using a laser measuring unit and hand tapes. Architectural elevations and a ground floor plan were previously drawn by the architect, and modified as required (Fig. 3). Supporting digital photographs were taken of the building during the survey. During the survey, each room was given an individual number prefixed by G for ground floor rooms.
- 3.3** The site archive comprises the report, digital photographs with full index, and the on-site descriptive record. The East Sussex Historic Environment Record (ESHER) and East Sussex Records Office will both be provided with a CD containing the report (in PDF Archive format) and a selection of digital photographs.

⁸ English Heritage 2006. *Understanding Historic Buildings: A guide to good recording practice.*

4.1 External Description

4.1.1 The Former Stable is a rectangular building in a state of disrepair which stands on a NNW-ESE alignment, referred to as North –South in this report. The external walls are mainly of coursed flint with some brickwork construction, all of which are in need of repair. The southern half of the building, G2, is now open with only a lean-to existing against the northern half, G1.

4.1.2 The North Elevation (Plate 1) – is constructed in two phases, an upper phase of 11 – 12 courses of coursed flints (11 courses at the east end and 12 courses at the west end) and a lower phase of circa 24 courses of flints. There are two columns of long & short brickwork on the eastern and western corners with a further two infill columns in the wall structure itself at 1.06m and 1.20m in from the east and west corner columns respectively. Between these columns, forming the main part of the elevation, there are circa 21 courses of flints up to the upper phase.



Plate 1 – The north elevation viewed from the east (top left) and west (top right). Note the long & short brickwork at each corner with the adjacent infill columns (detail bottom left) the NW corner metal strapping (bottom middle) and detail of the 'Hydrant' sign (bottom right).

- 4.1.3** Between the corner columns and their adjacent infill columns there is a lower infill of green Sandstone with coursed flint above and circa 9 courses of rowlock brick infill, laid in no particular bond stretching down from the upper phase, with coursed flints below. This foundation course of sandstone was not visible across the central section of the elevation, again indicating that this was probably open at some point.
- 4.1.4** Adjacent to the western infill column there is an inserted diamond leaded window of two panes with a decayed wooden lintel above, long & short brick work to the east and a single course of bricks beneath. Directly below is a pre-1938 'Hydrant' sign indicating that the wall between the two infill columns was certainly in situ before that date and so any former doorway was blocked before this time.
- 4.1.5** The eastern end of this elevation is linked to the northern boundary wall which runs east from the buildings NE corner. The level and style of infill on the elevation appears to indicate that there was originally a pair of doors in the centre of this elevation allowing direct access to the road.
- 4.1.6** The two corner, long & short, brick columns have at some point had 11 to 12 courses of brick added to the top, the east series being noticeably out of line, presumably to raise the height to create the slope of the flat roof. The flat roof, which slopes to the south is not contemporary with the building it is more likely that it had a pitched roof, possibly with a ridge running east to west from the plan shape as shown on the OS maps, Figs. 8 – 11.
- 4.1.7** **The West Elevation (Plate 2)** – extends southward along the western boundary of the property, it is immediately adjacent to No. 94 the High Street and forms a continuation of the boundary wall. The NW corner of this and the northern elevation have been reinforced with three metal straps.
- 4.1.8** The elevation is largely constructed in rough coursed flint up to a height of 1.7m at its southern end; generally these flints are larger than those noted on the northern elevation with some brick inclusions. The lower part is of roughly coursed flints with inclusions of brick laid in herringbone style, the upper part of the elevation is constructed in a more random '*Rubble*' style of bond. The wall eventually drops down to the lower level beyond the south elevation of the building, indicating that the upper, '*Rubble*' construction was possibly added to an existing boundary wall to form the elevation of the building.
- 4.1.9** The construction of this southern section of the elevation ends, adjacent to the gateway into No. 94's drive, at an infilled doorway; this probably gave access from No. 94 to the former 'Coalyard' when they existed as a single property. Doorway is 1.11m wide with two, short & long, brick columns and a soldier and rowlock arch above. The arch has been reinforced with three courses of random brick beneath and the doorway itself roughly infilled with brick, between two remaining brick jambs; indicating that the door most probably opened into No. 94.

- 4.1.10** Above the archway are two courses of '*Rubble*' laid flints which extend, at an upper level, slightly beyond the arch itself.



Plate. 2 – The Western Elevation viewed from No. 94, High Street, The NW corner showing the coursed flint construction with the added upper phase supporting the flat roof of G1 (top right). The infilled doorway with its brick supporting columns and arch (top centre) and the southern end of the elevation constructed in larger flints (top right). Detail of the '*Rubble*' flint work above the arch (bottom right), detail of the blocked doorway showing the brick jams (bottom centre) and detail of Marker mark on one of the arch bricks (bottom right).

- 4.1.10 The East Elevation (Plate 3)** – is dominated, at the northern end, by a set of wooden garage doors mounted on '*Tee*' hinges slightly to the south of the boundary wall. Between the boundary wall and the door frame is a column of rough-hewn sandstone blocks with inclusions of flints, extending up to just below the height of the doors. Above the doors are 8 – 10 courses of medium to small flints reaching up to the flat roof which slopes down to the south.

- 4.1.11** At the southern side of the doors there is an infill of '*Rubble*' coursed flints, with some inclusions of rough-hewn sandstone blocks against the door frame itself, above the height of the doors sits the coursed flints of the type described above.

- 4.1.12** It is interesting to note that the upstands each side of the doors and extending south to an approximate alignment with the internal dividing wall between G1 & G2 appear to be bonded with a lighter coloured mortar than the elevation further to the south. It is possible that extensive repairs have taken place to this part of the elevation, possibly when the properties were divided and the access changed.



Plate 3 – The Eastern Elevation showing the doorway into G2 and wall to the south (top left) and double garage doors adjacent to the boundary wall, to the north (top right); note the change in mortar colour between G1 & G2. Detail of the lintel over the doorway into G2 (bottom left) and the small plinth (bottom left)

- 4.1.13** Southward from the change in mortar colour the flint wall continues in a more randomly coursed bonding to the single doorway leading into G2. At the base of the elevation, immediately adjacent to the change in mortar, is a small partly rendered plinth extending 1.6m, 0.84m in height and protruding out from the wall by 0.08m; constructed of flint and brick. The purpose of the plinth is unclear as there appears to be no need for such a local reinforcement at this point in the wall.
- 4.1.14** The single doorway into G2 has a brick column on the south side supporting a decayed wooden lintel with a single course of narrow brick above; the brick course has fallen away from the main wall construction leaving the above flintwork largely unsupported. On the north side of the doorway the lintel is supported directly in the flint wall, possibly a corresponding brick column has historically been lost here.
- 4.1.15** The east elevation continues south from the doorway but is largely overgrown beyond this point, and what could be seen of the construction appears to be in coursed flint but heavily rendered.

4.1.16 The Southern Elevation (Plate 4) – has a brick column on its eastern corner consisting of sixteen courses with three sandstone blocks above. The wall itself is constructed in a similar way to the southern section of the western elevation, see para 4.7, of coursed flints below giving way to ‘Rubble’ construction above with occasional inclusions of brick set in herringbone fashion. The base of the wall has several sandstone blocks set into the base at mid-elevation, at the far western end of the elevation the wall has collapsed leaving only the lower part, but appears to have been constructed in sandstone blocks at the extreme end of the elevation. Several areas of repair and re-mortaring are evident across the elevation, presumably in an attempt to maintain the wall.

4.1.17 At the base of the eastern end of the wall are the remains of a square brick feature extending out from the elevation by 1.04m and 0.93m in width, with three courses of brick remaining. Directly behind it there appears to be a witness mark on the wall, extending three quarters of the height of the wall indicating where some has been removed. The purpose of the feature is unclear but it may be the remains of a reinforcing buttress.



Plate 4 – The southern elevation, showing a general overview (top left), detail of the eastern end (top right), note the brick feature at the base and the mark on the wall directly behind. The western end (bottom left) and detail of the brick feature at the eastern end (bottom right).

4.1.18 In the western boundary wall immediately adjacent to the southern Elevation there appears to be an infilled gateway (Plate 4A), this may possibly be the entrance to the pathway shown crossing the site from east to west on the 1st Edition OS Map, Fig. 8.



Fig. 4a – The blocked gateway in the western boundary wall immediately adjacent to the southern elevation.

4.2 Internal Description

4.2.1 Garage, G1 (Plates 5-8) – has a western elevation constructed in 23 courses of flint with rough randomly coursed flints above, as noted on the external description of this elevation; indicating that the wall has been raised to accommodate the new roof.



Plate 5 – The internal western elevation showing the coursed flint on the lower part of the wall with more randomly coursed flints above, the brick column in the NW corner and the modern roof timbers.

4.2.2 The northern elevation (**Plate 6**) has a construction which mirrors that of the external description, of coursed flint in two phases with supporting brick columns at each end and at mid-elevation where Cart doors were possibly originally sited. The upper phase of the wall is a distinct addition, again, presumably to create the slope of the modern flat roof.

4.2.3 The flat roof is supported along this elevation on a Beam secured to the wall by iron brackets rather than on a wallplate or by beams let into the wall, indicating that the neither this phase of the wall and the current roof are contemporary.



Plate 6 – the northern internal elevation, shown west to east, illustrating a similar construction to that seen externally of coursed flint with brick supporting columns at the ends and in mid elevation where Cart doors may have originally been; note the upper phase of the wall added to accommodate the modern roof.

- 4.2.4** The eastern elevation of G1 (**Plate 7**) has an internal structure of brick, laid in Stretcher bond except directly over the Garage doors where there is a modern concrete lintel with a single course in vertical Header bond. The roof beam on the northern elevation is let into the brickwork whereas the central beam is supported on a galvanised steel bracket. The brickwork on this elevation appears to be butted to the north and south elevations rather than keyed into them.
- 4.2.5** The door frame is of modern timber as are the doors and their fittings, this and the modern brickwork which appears to match the area of lighter mortar noted on the outside elevation, see para 4.1.12, appearing to indicate that this part of the elevation has been extensively reconstructed to possibly to accommodate the current doors and to preserve this elevation.



Plate 7 – The eastern internal elevation of G1 showing the Stretcher bond brick construction, modern door lintel and bracket holding the roof beam.

4.2.6 The southern elevation (**Plate 8**) appears to have several phases of construction. At the western end there is a low coursed flint wall of 15 courses, extending eastwards to a brick column which forms the western side of a single doorway at mid-elevation. The low flint wall has been raised, to the west of the door by the addition of thirteen courses of brick, laid in English bond, which extend to the roof. Above the door is a modern concrete lintel with a continuation of the English bond wall above. To the east of the door the English bond wall continues, but now extending down to an older low brick plinth at the base. The brickwork on this elevation appears to be keyed into the east wall, but butted up to the west wall, the roof along this elevation is supported on a modern wallplate on top of the wall.

4.2.7 It would appear that the southern elevation may originally been open to the Paddock behind, G2, with a low flint wall dividing the two areas; only the western part of this wall survives. Later the wall was extended, using English bond brickwork, with possibly the eastern low flint wall having been removed, if it actually existed. The doorway, but not the current door and frame and possibly only an opening, appears to be original as the surviving western low flint wall terminates in a brick column, which is either contemporary with the wall or its upper extension.



Plate 8 – The southern internal elevation of G1 shown from east to west (top left to bottom left) note the English bond brickwork and low flint wall at the western end (bottom left). Also detail of the earlier brick plinth at the base of the wall to the east of the door.

- 4.2.8** The floor throughout G1 is of modern concrete. The roof is constructed in modern machine cut timber and consists of a central Beam, running east to west, a beam secured along the northern elevation and a wallplate along the south, all supporting 15 joists, running north to south. The roof above is boarded internally, with felting above.
- 4.2.9** **The Paddock, G2** - sits to the south of G1 and is accessed via by the single door in the eastern wall, access is also via a single doorway from G1 in its northern elevation. The area is shown on the OS Map regression as being an open paddock, but appears to have had Lean-to added around three sides (N, S & W) at some point, Fig. 3; all except the northern one have now been removed.
- 4.2.10** The northern internal elevation (**Plate 9**), which is the dividing wall with G1, is a low flint wall to the west, with an inclusion of five courses of Herringbone brick at the extreme western base, with a Header course of bricks on top of the flintwork, Above there is twelve courses of English bond brick work above. To the east of the central doorway the wall becomes exclusively brick with a lower half in Flemish Garden Wall (Sussex) bond and an upper half in English bond. Generally English bonding proceeds Flemish, but it was resurrected in the later Victorian period due to its strength and its popular appearance during the Gothic Revival.



Plate 9 – The northern elevation of G2, showing low level flint wall with English bond brick work above at the western end, and the wall to the east of the central doorway note the lower Flemish Garden Wall (Sussex) bond at the base and the change to English bond above.

4.2.11 Extending southwards from the northern elevation is a modern lean-to of modern timber and corrugated steel panels which stretches approximately half way across G2 and three quarters of the way along the elevation from the NW corner.

4.2.12 The western elevation (**Plate 10**) inside G2 has rough coursed flint construction to the north of the blocked doorway, see para 4.1.9, which has a brick column of long & short work. Above the doorway is a Soldier and Rowlock arch. To the south of the blocked doorway the wall is constructed in rendered rough coursed flint with sandstone blocks in SW corner. The render is painted and marks the location of a former lean-to. The wall is seriously deteriorating in the SW corner with two elevations actually separating at this point.



Plate 10 – Western internal elevation of G2 showing the plastered and painted wall to the south (left) and the blocked doorway and flint construction to the north (right).

- 4.2.13** The eastern elevation, (**Plate 11**) is rendered to the single doorway, see para 4.1.14, from the SE corner and then continues in coursed flint as the external of this elevation, see para 4.1.13. The southern end of the elevation, from the single doorway is rendered and painted, corresponding to a similar area on the western elevation, indicating where a lean-to formally stood.



Plate 11 –East elevation of G2,north end (left) to south end (right), note the area of rendering on the south of the elevation which corresponds to similar on the west elevation, denoting where a lean-to formally stood.

- 4.2.14** The southern internal elevation of G2 (**Plate 12**) is rendered with remains of reinforced concrete beam on top. There are marks indicating that a corrugated sheet steel roof was once fitted extending from this elevation. Some sandstone blocks are visible in the SW corner and a brick column in the SE corner.
- 4.2.15** G2 has a concrete floor for 2.0m from the south wall, the remainder is of the area is soil.

5 Discussion & Recommendations

- 5.1 The 1595 *Map of the Queens Salts and other Lands*, Fig. 6, shows a series of buildings along the southern side of the High Street, Westham, two in particular nearest the castle appear to occupy the plot currently occupied by No. 96 and the Cart Lodge. However the detail on this map is not sufficient to identify either as the Cart Lodge and most probably these building disappeared before the Cart Lodge came into being.
- 5.2 The first evidence we have for the Cart Lodge is a description of 1832 from the deeds of the adjacent property.⁹ The first map evidence where the Cart Lodge is definitely identifiable is on the Tithe Map of 1839 where it is shown in the corner of plot 620, the plot actually being divided by a central north to south boundary. Detail on this map is not sufficient to draw any conclusions on the detail of the building at this time, in fact the building depicted could actually be just the Cart Lodge, room G1, alone. The plot is described in the apportionment as ‘coal yard late parish’ or garden, owned by Rev. Henry Thomas Grace.
- 5.3 The 1st Edition OS Map of 1875, forty-four years later, shows that a similar building still exists on the site but now has an open Paddock attached to the south, with a further building at its southern end. The former plot 620 now is no longer divided, north to south, but has a path running east to west from just south of the latter building.
- 5.4 The 3rd Edition OS Map of 1910 shows little change in the buildings configuration, the Cart Lodge, G1, with an open Paddock to the south, what is most probably G2 today and another building to the south of this, the east to west path has now disappeared. The 4th Edition OS Map of 1927 shows a similar layout but the building to the south has now gone, so we have the configuration that exists today; the Cart Lodge, G1 with an open Paddock, G2 to the south. This layout remains the same on the 1968 OS Map but now No. 96 ‘*The Paddock*’ has been built on the plot.
- 5.5 The building that stands today is the remains of a Cart Lodge which was certainly built before 1832, and a Paddock to the south built sometime after 1839 but before 1875.
- 5.6 The principal areas of interest that still remain are the north wall of G1 which retains indications that there was direct access to the High Street, now blocked in favour of access through the eastern elevation to the front of No. 96; possibly at the time of No. 96 being constructed during the 1930’s. Also the western elevation, which illustrates the original access from the adjacent property when they both formed a single holding and the current one which was used as a coal yard.¹⁰ *Features on both of these elevations should be retained as far as possible.*

⁹ Barnes, J. 2009. *Design and Access Statement*. Selective Creations Ltd.

¹⁰ *Ibid.*

- 5.7** The dividing wall between G1 and G2 also demonstrates the development of the building with its low flint wall to the west and variations in brickwork. The brickwork plinth that was noted at the base of the eastern part of this elevation indicates that there was an older wall separating G1 & G2, possibly of flint, as demonstrated by the western part of the elevation. The multiple types of bonding in this elevation are also of interest as English bond generally pre-dates Flemish Garden Wall (Sussex), but did make a reappearance in the Victorian period because of its style and strength. *There is potential to loose important features of the buildings architectural history with this elevation.*
- 5.8** The eastern elevation of G1 has been extensively rebuilt, possibly to accommodate the modern Garage doors, see plate 3 and para 4.1.12, and *so any loss of fabric here would not constitute a significant loss.*
- 5.9** Southward of the dividing wall between G1 and G2 the eastern elevation the wall is most probably of original flint construction, similar to other elevations on the building. While of interest it does not appear to show significant evidence of the buildings development, or unique details of the construction; this type flint walling is a common and widespread technique across the local area, hence *some minimal loss here would not be considered significant.*
- 5.10** The southern elevation, again, shows features of the buildings development with the use of Sandstone blocks and the square feature, a possible buttress, at its eastern end. *As far as possible the original materials and form of this elevation should be retained while at the same time stabilising and preserving it within the proposed development.*
- 5.11** The roof of G1 is a modern replacement and not reflective of the original form of the building, as also is the flint wall extension at the top built to accommodate the modern roof; *there is no significant loss inherent in the roofs replacement.* The original form of roof would most probably have been a pitched roof with an apex running east to west. The remaining lean-to roof in G2 is again modern and there is *no potential loss involved in its removal.*
- 5.12** The buildings shown on the map of 1595 indicate the potential for possible earlier remains to still be in existence on the site. *Therefore any ground works, including the removal of the existing concrete, should be subject to a Watching Brief with the aim of identifying and recording any remaining archaeological features.*
- 5.13** Consideration should be to prevent any further loss of the buildings historic fabric and to retain those features which demonstrate the architectural development and history of the structure, while at the same time providing a useful building for future use; the proposal appears to be sympathetic to these aims.

6.0 Acknowledgements

- 6.1** We would like to thank Mr & Mrs Valentine for commissioning this historic building survey, Mr Jim Barnes for his valuable assistance and Dr. Emma Chapman for compiling the historical background. This project was managed for CBAS Ltd by Chris Butler MCIfA.

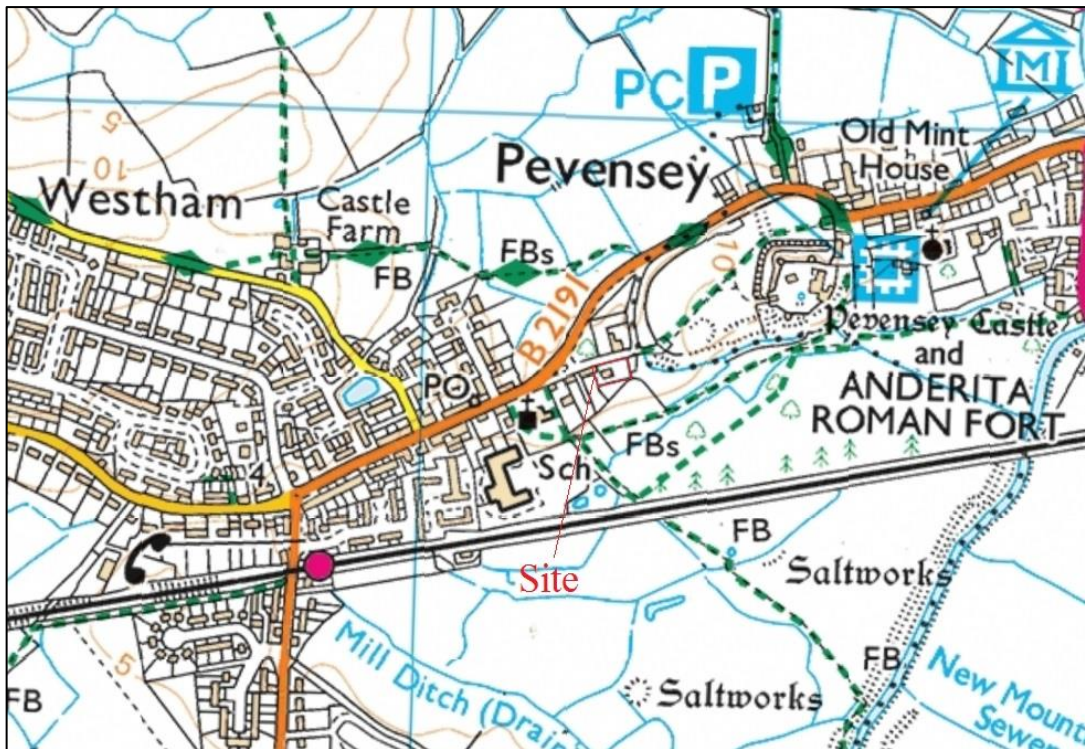


Fig. 1: Site location
(Ordnance Survey © Crown copyright. All rights reserved. Licence number 100037471)

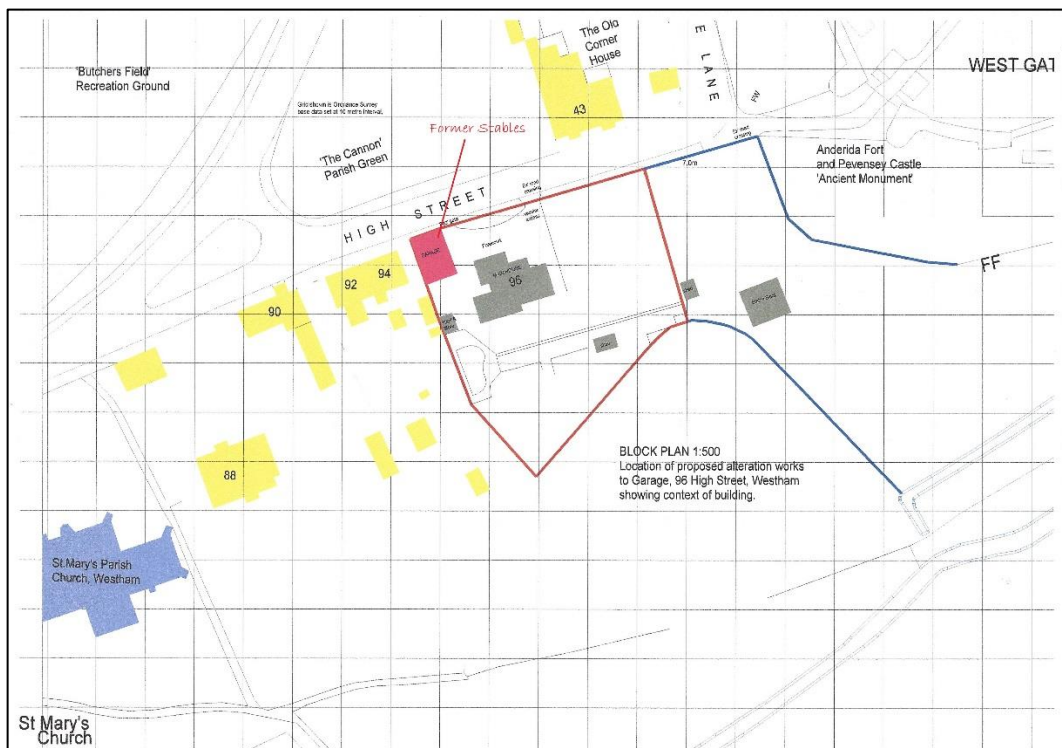


Fig. 2: Site plan
(Adapted from Architects Block Plan. Dwg. No.A823)

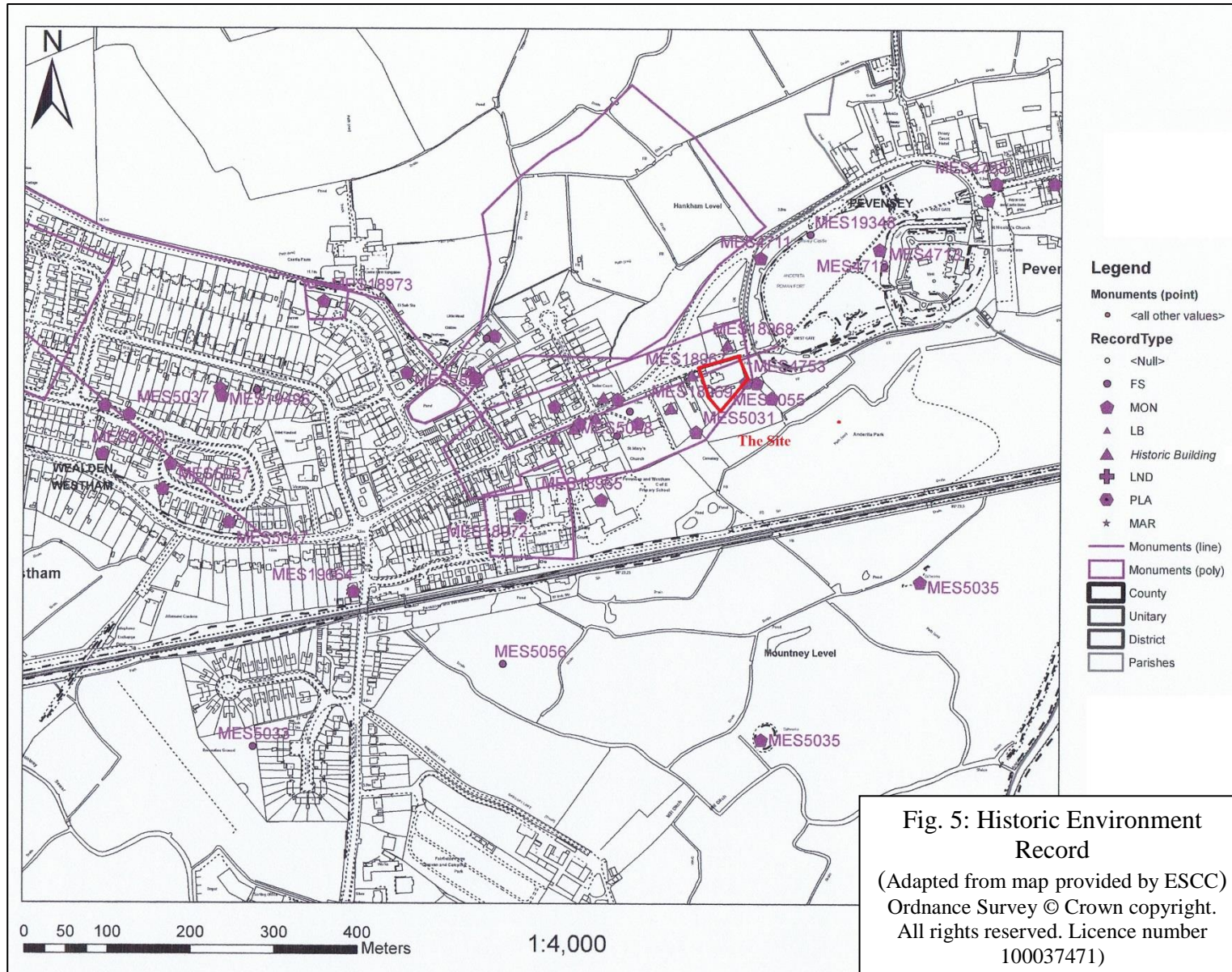




Fig. 7: Tithe map (1839)
(Source: ESRO TD/E138)

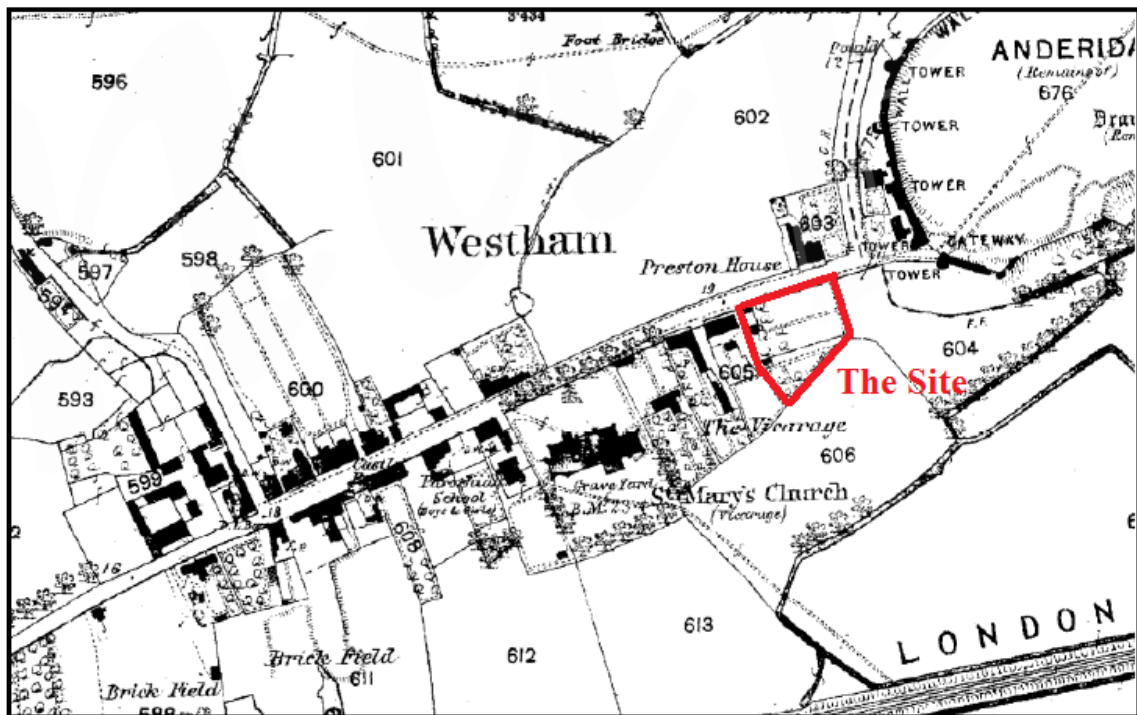


Fig. 8: 1st Edition OS map (1875)

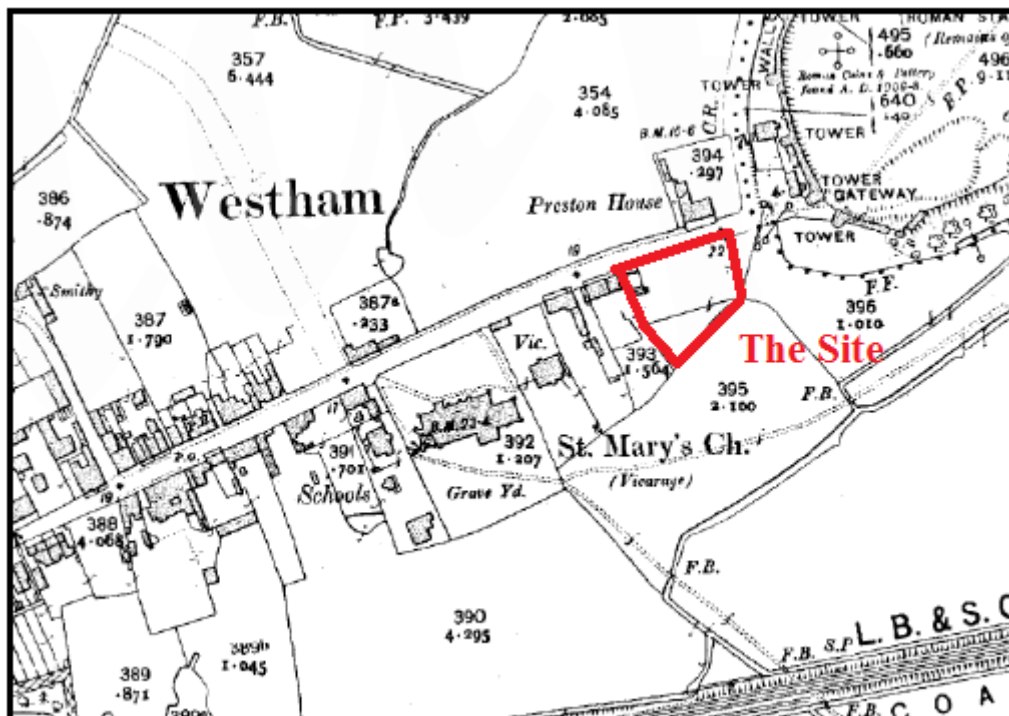


Fig. 9: 3rd Edition OS map (1910)

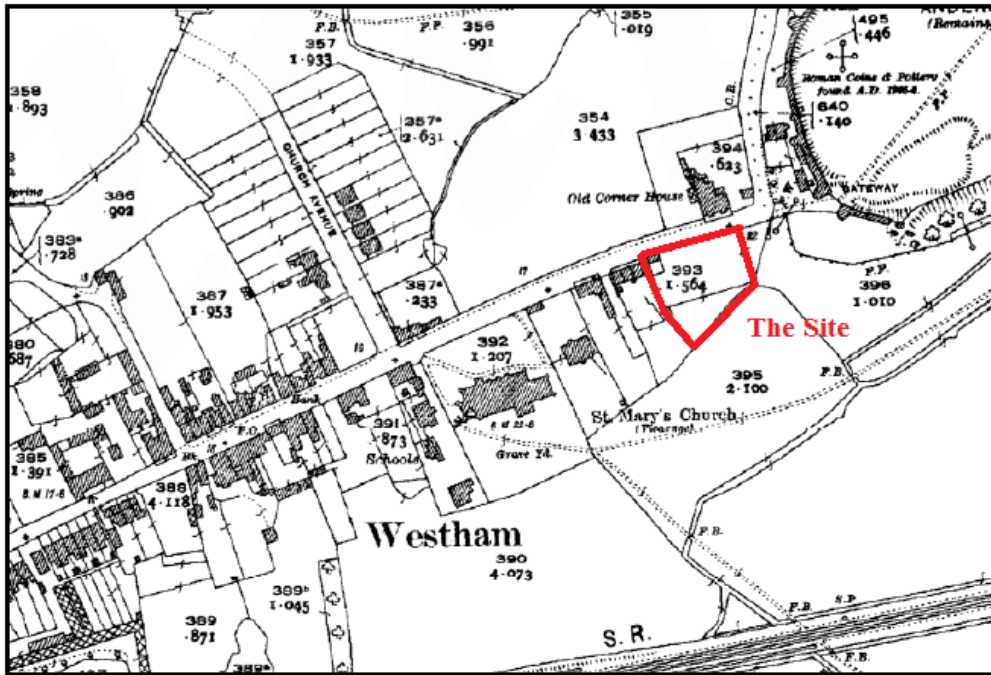


Fig. 10: 4th Edition OS map (1927)

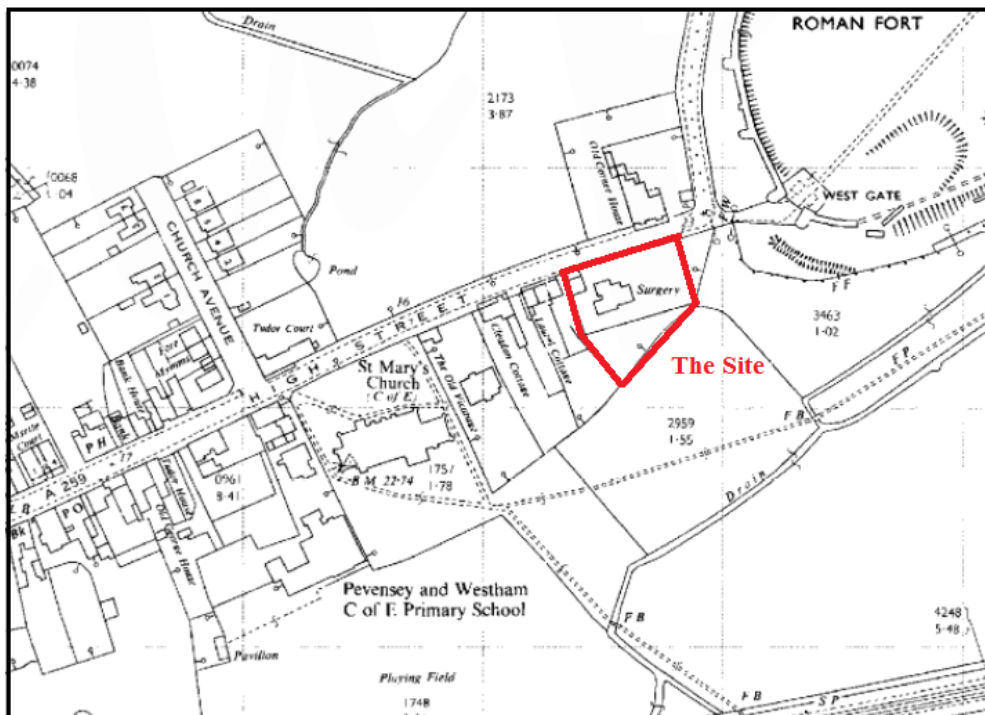


Fig. 11: 1968 OS map

Sussex HER summary sheet

HER enquiry number	TD/E84					
Site code	N/A					
Project code	CBAS0736					
Planning reference	WD/2010/0272/F					
Site address	Former Stable, 96 High Street, Westham.					
District/Borough	Wealden					
NGR (12 figures)	TQ64263 564263					
Geology	Tunbridge Wells Sand, with Alluvium over					
Fieldwork type	Eval	Excav	WB*	HBR*X	Survey	Other
Date of fieldwork	13 th October 2016					
Sponsor/client	Mr & Mrs. Valentine					
Project manager	Chris Butler					
Project supervisor	Andy Bradshaw					
Period summary	Palaeolithic	Mesolithic	Neolithic	Bronze Age	Iron Age	
	Roman	Anglo-Saxon	Medieval	Post-Medieval X	Other	
Project summary (100 word max)	The former Cart Lodge at 96, High Street, Westham was built prior to 1832, today some of the original walls remain, but in a state of disrepair. Areas of the remaining walls contain preserve features of the historic construction and development of the building so need be retained and conserved. Historic map regression shows the potential for former buildings on the general site and the need for a Watching Brief of any ground works. Importantly the remaining building needs to be stabilised conserved and developed for a useful future purpose before further loss of its architectural heritage occurs.					
Museum/Accession No.	N/A					

*WB – Watching brief; HBR – historic building recording

Chris Butler Archaeological Services Ltd

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 Chartered Institute for Archaeologists, and a Fellow of the Society of Antiquaries of London. He was a part time lecturer in Archaeology at the University of Sussex, and taught A-Level Archaeology at Bexhill 6th Form College having qualified (Cert. Ed.) as a teacher in 2006. He continues to run the Mid Sussex Field Archaeological Team in his spare time.

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

His publications include *Prehistoric Flintwork*, *East Sussex Under Attack* and *West Sussex Under Attack*, all of which are published by Tempus Publishing Ltd.

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

Chris Butler MCIfA Archaeological Services Ltd

Unit 12, Mays Farm
Berwick
Polegate
East Sussex
BN26 6TS

Tel & fax: 01323 811785

e mail: chris.butler@cbasLtd.co.uk