Blechingley

Setting

The settlement lies on a ridge of Greensand south of the chalk of the North Downs. The nearest water-course is a minor stream which runs to the east of Blechingley.

Scattered prehistoric finds have come from the area but none has been found within the immediate vicinity of the town. The remains of a Roman building at Pendell Court, discovered by workmen in 1813, are so far the only evidence of Roman occupation nearby.

History

The earliest surviving reference to Blechingley is in the Domesday Survey (1086). The place-name contains the element -*ingas* and probably means 'leah of the people of Blaecci' (Gover et al. 1934, 308), which suggests an origin in the 7th or 8th century (Dodgson 1966). In the time of Edward the Confessor there were three manors in Blechingley held by Aelfech, Alwin and Elnod. In 1086 there was only one, held by the de Clare family and rated at £15 13s 4d (*VCH* **4**, 256). The presence of such a powerful family provided the impetus for the growth of the settlement. A castle was built soon after the Conquest and was probably rebuilt in masonry during the 12th century. The life of the castle was short as it was dismantled c 1264 during the warfare between Henry III and Simon de Montfort. It was not rebuilt and fell into decay (*VCH* **4**, 254-5). The Court House mentioned in 1262, which has been tentatively identi-fied with Place Farm (TQ 32645211), probably replaced the castle as the chief residence of the de Clare family in Blechingley (Lambert 1921, 1, 162).

Blechingley was a borough by the early 13th century. Reference was made to it in 1225 and references to burgage tenure within the manor are found in the 13th century Assize Rolls. Two burgesses were sent to Edward I's first Parliament in 1295. It is clear that Blechingley was a mesne borough, namely one created by the lord of the manor with the king's permission. It possessed a market before 1262 when the profits from stallage and shops were rated at £2 (Lambert 1921, 1, 161). An annual fair was granted to Gilbert de Clare in 1283. Thus during the 13th century the town was a successful market centre where fulling, and perhaps weaving, were developing industries (Lambert 1975, 13). The death of the last de Clare in 1314 probably contributed to the subsequent decline of Blechingley, as in similar circumstances at Reigate, but may have only hastened an already existing trend, since the rating of the stalls and tolls of the market had already fallen to 16s in 1296 (Lambert 1921, 1, 173), and no further mention of the market has been found after 1325 (*VCH* **4**, 255). There is also evidence that before the middle of the 14th century some of the population of Blechingley had moved south to the growing hamlet of Horne, where iron ore was being extracted in large quantities (Lambert 1921, 1, 190).

Blechingley appeared in the tax returns of 1336 as the smallest of the medieval boroughs discussed here. It was assessed at only 45s (Johnson 1932, lxv). The borough continued to be represented in Parliament until it was disfranchised by the Reform Act of 1832. In 1640 there were only 46 voters for two members of Parliament (Lambert 1975, 14). The Hearth Tax Roll of 1664 records the names of only 70 households within the borough (Meekings 1940, xcvii) making it then the least populous of the Surrey towns. Today it is a village.

Topography

It is probable that the late Saxon settlement was near the parish church of St Mary. The earliest surviving masonry in the church dates to the late 11th century but it may overlie an earlier foundation. The castle was built on a strategic site about half a kilometre west of the church. The first edition of the OS 1:2500 map of the town, surveyed c 1870, preserves the basic linear plan of the medieval borough. It consists simply of a single main street broadening out south of the church into a typical funnel-shaped market-place, now partly encroached upon, which is most probably the site of the 13th century market. The regularity of the plot boun-daries on either side of the High Street suggests a formal layout of the first burgage plots, which can also be traced on earlier plans of 1761 (SRO 61/3/2 and ph 186b) and 1835 (P20/2/5).

Redevelopment and Archaeology

The medieval borough has received virtually no archaeological investigation, and the following questions must be the subject of future archaeological research:

1   What was the origin and extent of the Saxon occupation suggested by the place-name evidence?
2   Was the earliest settlement in the vicinity of the church?
3   By what date was the present street pattern estab-lished?
4   What was the economic history of the borough in the Middle Ages? Did it stop growing in the 14th century?
5   What was the density of occupation and degree of backland utilisation at different periods? What evidence is there for backyard industries?
6   What was the layout and extent of the castle?

Past development has not been extensive and has left the historic area of Blechingley relatively untouched (Fig. 3). The planning authorities are very conscious of the quality of the main street and future development is likely to consist of only small extensions to existing properties. There will therefore be no call for large-scale excavations but it will be necessary to ensure that any opportunity for archaeological research provided by redevelopment is not missed, so that the archaeo-logical evidence is not destroyed piecemeal.

BLECHINGLEY

ST. MARY'S

HIGH STREET

THE
CASTLE
A M

N

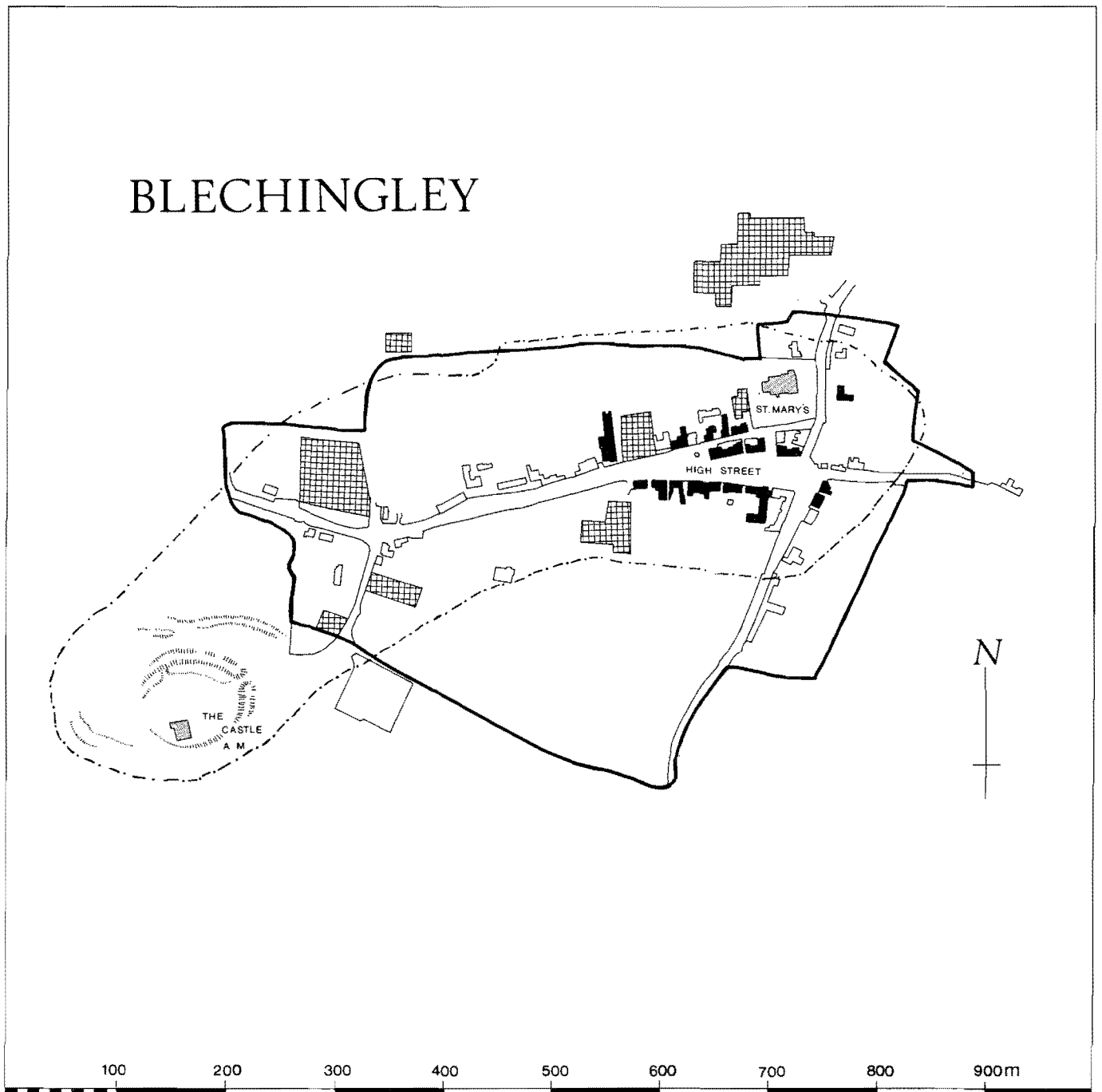100   200   300   400   500   600   700   800   900 m

Fig. 3.   Blechingley, Map I. Based upon the Ordnance Survey Map with the sanction of the Controller of H.M. Stationery Office. Crown copyright reserved.
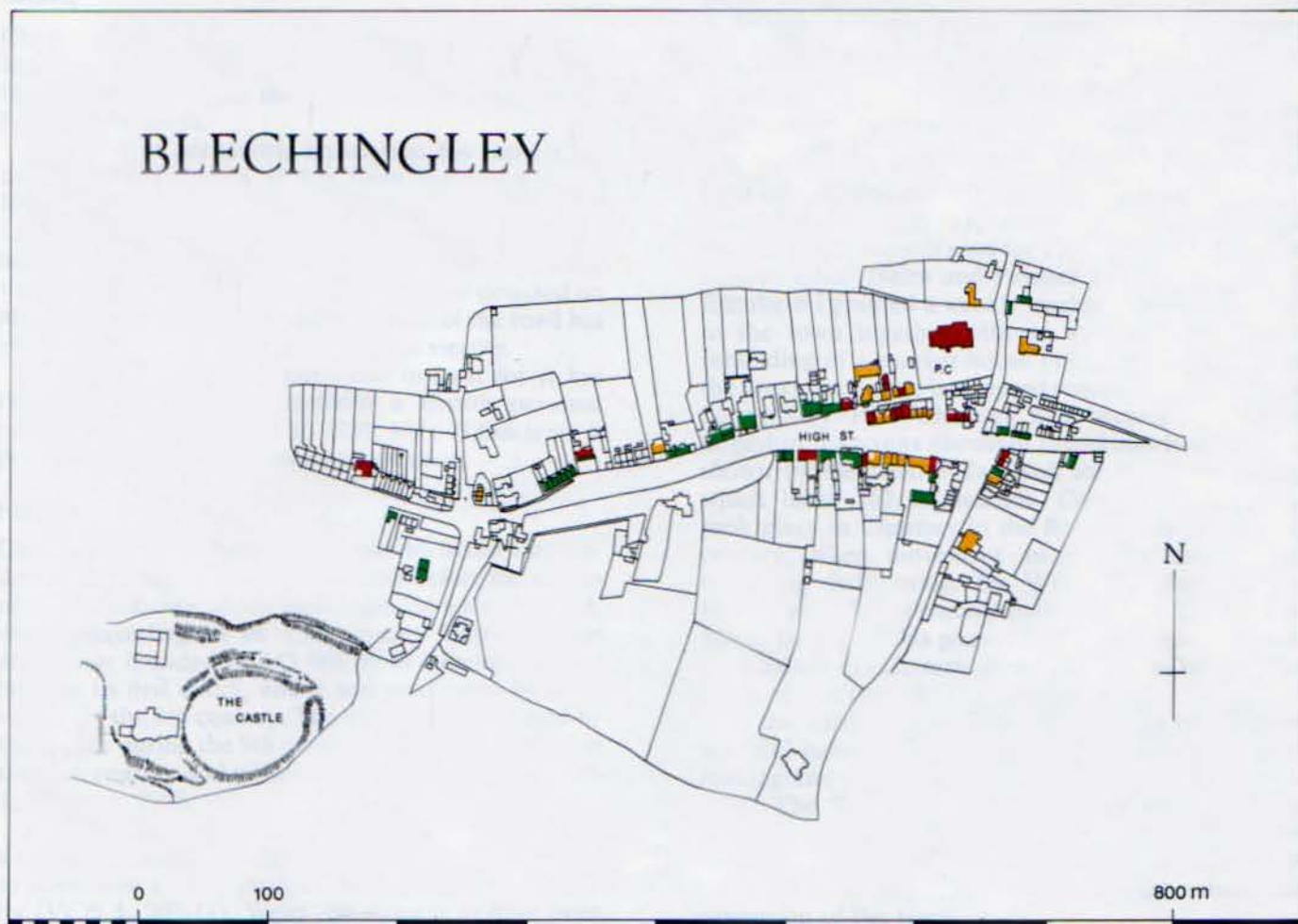
BLECHINGLEY

THE
CASTLE

HIGH ST.

P.C.

N

0   100   800 m

Fig. 4.   Blechingley, Map II.

Chertsey

Setting

Chertsey lies on the gravel and alluvium of the Thames and Wey valleys. The Abbey river flows to the north of the town and on into the Thames, while the Bourne flows to the south.

Evidence of prehistoric occupation has come from the surrounding area. It has been suggested that a Roman road ran through Chertsey on the line of Guildford Street and continued northwards across the Laleham Burway. Across the Thames, near Ashford, a line which may form part of this road has been detected on an aerial photograph. No definite trace of the road has yet been discovered in the immediate vicinity.

The place-name is of particular interest for it has been suggested that it includes a British personal name, Cerotus (Gover et al. 1934, 107). If this is so, it points to possible sub-Roman occupation.

History

Chertsey seems to have been a marshy island surrounded by the Thames and its tributaries before the monks of the Benedictine abbey embanked the water (*VCH* 3, 404). According to its 13th century Cartulary, the abbey was founded in AD 666 by St Erkenwald, who became its first abbot, and it was mentioned by Bede writing in the 8th century. The abbey was destroyed by the Danes during the 9th century but was refounded in the 10th century and rebuilt c 1110 (Pocock 1858a, 100-1; Giuseppi 1958, vii).

At the time of the Domesday Survey the abbey held a number of manors including Chertsey, which appears to have been a fairly prosperous agricultural community (*VCH* 1, 307-11). Weirs are thought to have been built by the monks as early as the 7th century (*VCH* 3, 407). A market and fair in Chertsey were granted to the abbey by Henry I in 1135 and confirmed in 1249 and 1281 (*VCH* 3, 404) indicating expansion of the town under the aegis of the abbey. A further grant of a fair was made in 1440. Agriculture and cattle were the basis of the town's economy during the Middle Ages. Chertsey had a chapel in the late 12th century which had probably achieved the status of a church with an endowed vicar before the end of the 13th century (Giuseppi 1958, xxxii). The vicarage was mentioned in 1291 and confirmed by the abbot in 1331 (*VCH* 3, 412). The present parish church of St Peter contains 13th century stonework in the tower and may occupy the site of the original chapel. Although Chertsey was the most valuable of the manors held by the abbey (Giuseppi 1958, xli), in the 14th century the town appears to have been the smallest considered in this report, except for Blechingley. In the tax returns of 1336 it was assessed at one fifteenth and paid only 53s 7½d (Johnson 1932, lxvii).

Chertsey was near an important crossing point on the river Thames. There is no evidence for a bridge across the Thames before the early 15th century and previously a ferry was the only means of conveyance, although at times it may have been possible to ford the river. In the time of Elizabeth I the bridge was in poor condition. It was again in disrepair in 1780 when the counties of Middlesex and Surrey replaced it with a stone bridge which still survives (SRO: Acc. 938). A bridge probably existed before the 13th century across the Bourne at the south of Guildford Street (*VCH* 3, 404).

It is not clear what effect the dissolution of the abbey in 1537 had upon the town, apart from the ceding of the manor of Chertsey to the Crown. A house was built out of the remains of the abbey soon after (Particular of Chertsey abbey, 1684/5, GMR 3/1/29), and some of the stone was used for the building of Hampton Court Palace (Nairn and Pevsner 1971, 148). In 1599 Elizabeth I granted a weekly market and an annual fair to the town together with an area of land for the rebuilding of a market-house (*VCH* 3, 404). Whether the previous market had lapsed some time before is not known. By 1664 Chertsey had become the fourth largest of the towns discussed (Meekings 1940, civ), as shown by the Hearth Tax Roll for the Town tithing which listed 167 households. Considerable building took place in Chertsey in the first quarter of the 18th century, when movement away from London was becoming fashionable. Sir William Perkins' School House and the adjoining buildings and 25 Windsor Street belong to this phase. Burwood House in Guildford Street (1722, now demolished) was one of the finest of this period.

In the early 19th century the economy of the town was still based mainly on agriculture, although brickmaking and market gardening were small local industries. The Weybridge and Chertsey branch of the London and South Western Railway opened in 1848 with stations at Addlestone and Chertsey (*VCH* 3, 404), and was largely responsible for the subsequent expansion of the town.

Topography

The first edition of the OS 1:2500 map of Chertsey, surveyed c 1870, preserves the layout of the medieval town. The plan is T-shaped and based upon Windsor Street, London Street and Guildford Street. Long narrow plots, typical medieval features, are discernible on either side of these streets, but are not regular enough in width to suggest conscious planning. The town appears simply to have developed along the most important lines of communication east-west and north-south. The market area may have lain to the south-east of the church where the 16th century market-house stood until 1809 (*VCH* 3, 404), although the area between Gogmore Lane and Guildford Street has also been suggested.

The earliest known plan of the abbey is a coloured pictorial map which may date to the latter half of the 15th century (Giuseppi 1915, viii). The map has proved difficult to interpret but appears to show the bridge across the Thames, Laleham Burway, the village of Laleham, and the Abbey river north of the abbey. The abbey precinct was bounded by moats to the south and west, the Abbey river to the north and the Black Ditch to the east. The site was excavated during the 19th century (Pocock 1858a and b; Angell 1862), and an excavation in 1954 directed by the late Group Captain Knocker for the then Ministry of Public Building and
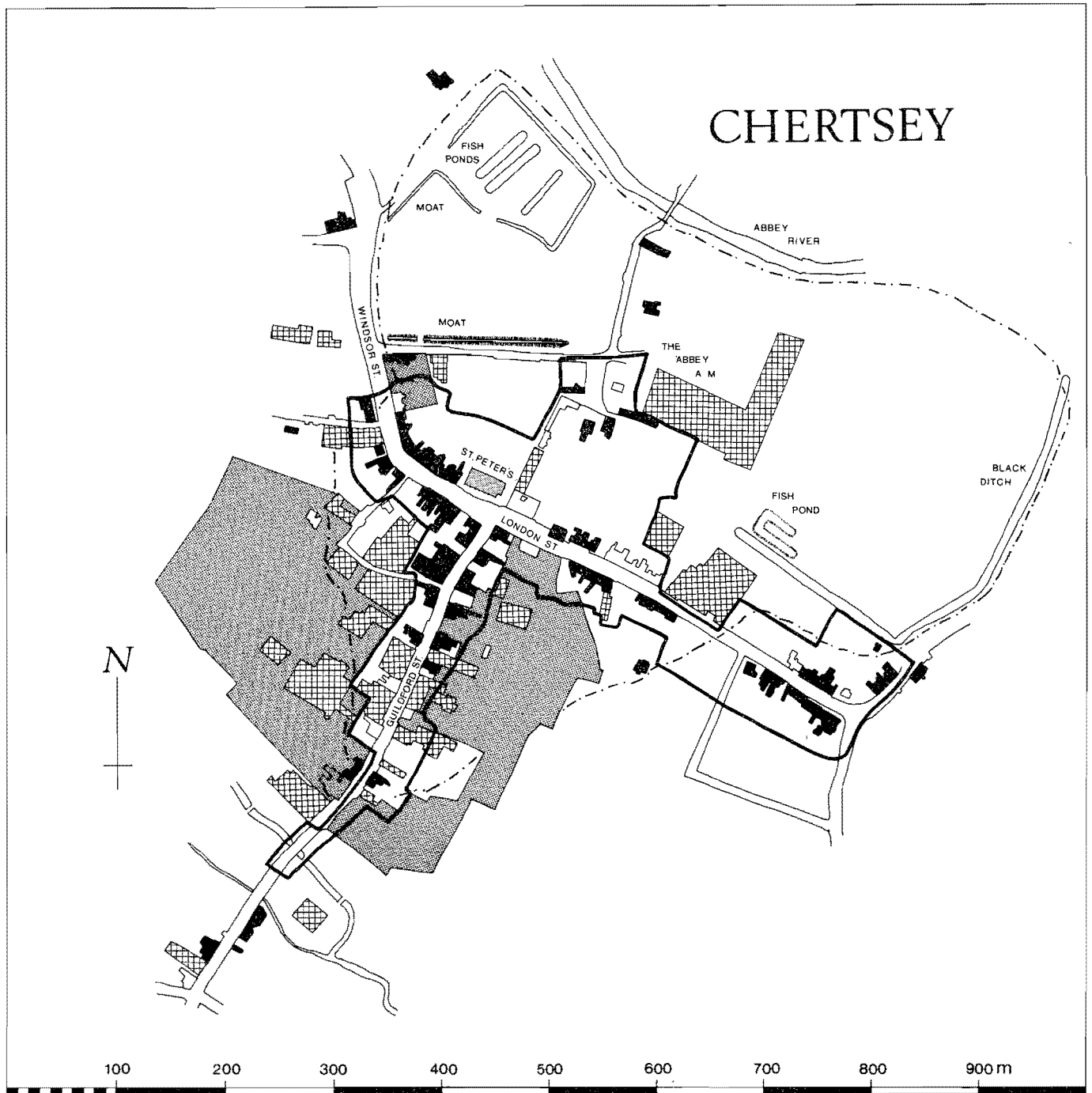
CHERTSEY

FISH
PONDS

MOAT

MOAT

WINDSOR ST.

ABBEY
RIVER

THE
ABBEY
A M

ST.PETER'S

LONDON ST

FISH
POND

BLACK
DITCH

GUILDFORD ST

N

| 100 | 200 | 300 | 400 | 500 | 600 | 700 | 800 | 900 m |

Fig. 5. Chertsey, Map I. Based upon the Ordnance Survey Map with the sanction of the Controller of H.M.
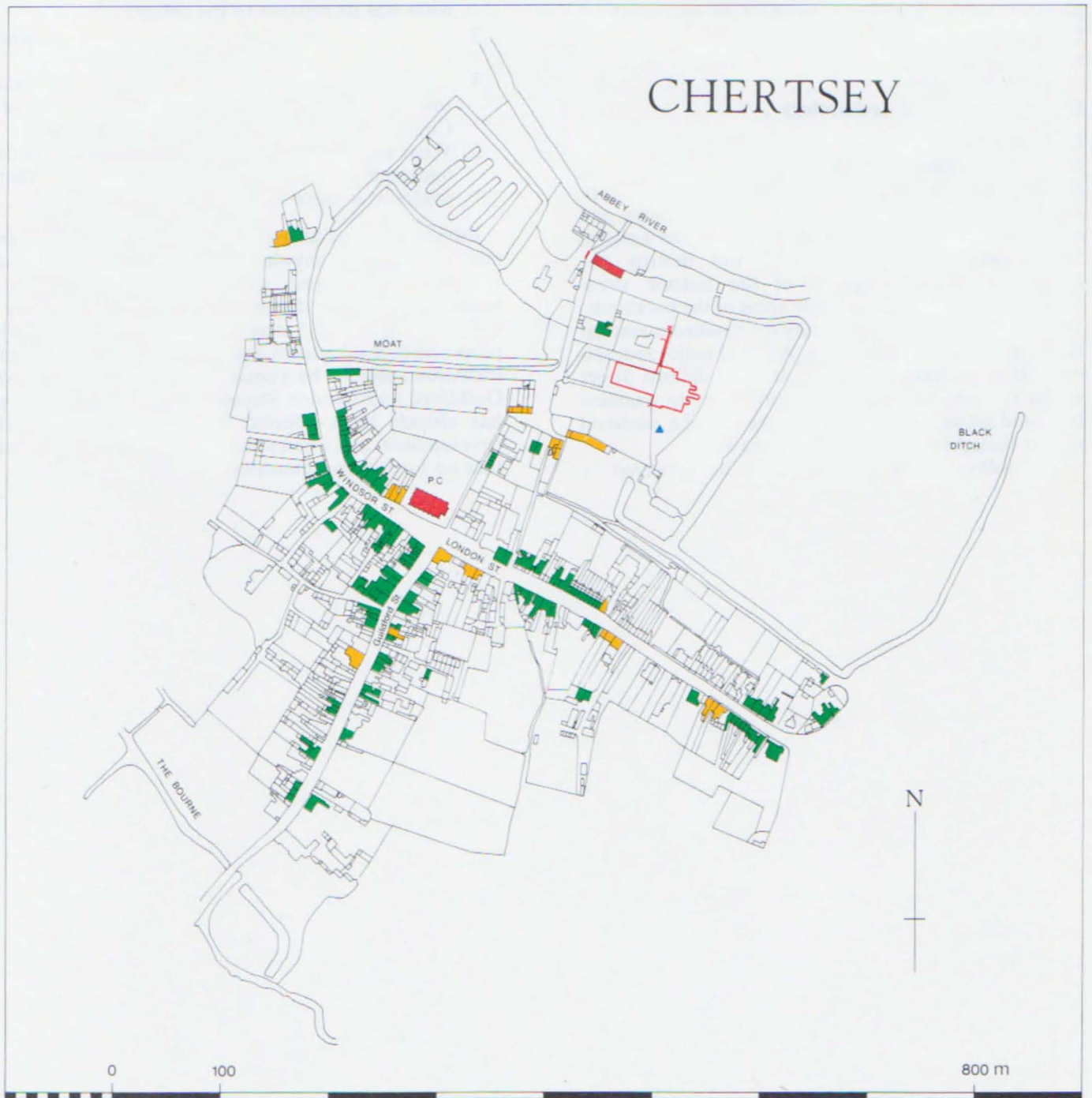Stationery Office. Crown copyright reserved.

CHERTSEY

Fig. 6. Chertsey, Map II.

Works (not published) confirmed the plan (recovered in 1861) of the 12th century abbey church. Medieval ovens have also been discovered (Nevill 1935) as well as a late 13th or early 14th century tile kiln (Gardner and Eames 1954). Fish ponds can still be seen in the abbey precinct, while earthworks to the east and north of Laleham Burway resemble medieval stock enclosures, which may have formed part of the abbey land.

Redevelopment and Archaeology

Large sections of the historic street frontage of Guild-ford Street have already been destroyed without archaeological investigation. A major redevelopment scheme is proposed for the town. Shops and offices are to be built behind Guildford and London Streets and the redevelopment will destroy the archaeology of some parts of the historic street frontages and also considerable areas of the backlands. This will provide an opportunity for detailed investigation that should not be missed. Another major redevelopment is proposed to the west of Guildford Street which will provide further opportunities to examine backland areas and possibly also the site of a medieval manor thought to underlie Gogmore House.

The following questions need to be answered by future research:

1 Where was the site and what was the extent of the first abbey?
2 What was the date of the original settlement and what was its relation to the abbey?
3 By what date did the present street pattern become established?
4 What were the economic fortunes of the medieval town? What effect did they have on the size of Chertsey?
5 What was the density of occupation and degree of backland utilisation at different periods? What evidence is there for backyard industries?

Information on at least some of these questions might be gained anywhere in the area of greatest archaeological interest, shown on the map (Fig. 5), which includes the former precincts of the abbey. Questions 3, 4 and 5 may relate to sites affected by proposed redevelopment and a programme of planned excavation should be considered in the area behind Guildford and London Streets. The site of the abbey has already been affected by piecemeal residential development, and when so much has gone it is essential that no further opportunities are lost.

Dorking

Setting

Dorking lies to the south-west of the gap in the chalk of the North Downs carved out by the river Mole, whose tributary, the Pippbrook, runs to the north of the town. The town itself is on Lower Greensand and extends on to the alluvium and gravel associated with the river. A narrow bank of Gault Clay lies on both sides of the Pippbrook.

Evidence of prehistoric occupation has come from the surrounding area, while a significant amount of Romano-British material has been found within the town. Stane Street, the Roman road from Chichester to London, passes through Dorking (Margary 1967, 66), but, although it has been detected in a number of places during construction work, its route through the town is not definitely known. According to the average distance between posting stations or *mansiones,* one should exist in the Dorking area. It has been suggested that the *mansio* is to be found within the town itself (Winbolt 1936, 135), while more recently it has been argued that a site on the river Mole at Burford Bridge is more likely (Neale 1973), but no evidence of it has been found in either place. Should the town overlie a Romano-British settlement, it would be an important area for understanding the Roman occupation of Surrey, because only two settlements approaching urban status have so far been found in the present administrative county, i.e., at Ewell and Staines.

History

The place-name contains the element *-ingas* and probably means 'the people of Deorc' (Gover et al. 1934, 269-70), suggesting an origin in the 7th or 8th century (Dodgson 1966). The only archaeological evidence of Saxon occupation is a Saxon burial west of the town (Morris 1959, 139).

Dorking was mentioned in the Domesday Survey (1086), where the manor was described as a royal demesne held by Queen Edith and rated at £18. The manor was granted to William de Warenne when he became Earl of Surrey, c 1090, and remained in his family's possession until the 14th century, before passing to the dukes of Norfolk (*VCH* **3,** 144). The church mentioned in the Domesday Survey is commonly identified with the parish church of St Martin, whose original structure is said to have contained 12th century masonry (*VCH* **3,** 48). The church was rebuilt twice during the 19th century and no medieval stonework appears to remain in situ.

A market of immemorial antiquity and an annual fair were claimed by John de Warenne for Dorking in 1278 (*VCH* **3,** 142). The town appears to have been a flourishing market centre by the 14th century and in the tax returns of 1336 it was assessed at one fifteenth, the rural rate of taxation, but was the third wealthiest of the towns discussed, paying £7 8s 5½d (Johnson 1932, lxvi).

Evidence of economic decline during the 14th century has come from the boroughs of Reigate and Blechingley but research is needed to see whether Dorking was similarly affected. The parish was divided into five tithings called boroughs (Bright 1884, 4), three of which formed the town area, namely Chipping, East and Holmwood Boroughs (Survey of the manor of Dorking, 1622, SyAS Research Material 4/25). Research is needed on what proportion of the householders listed under the three boroughs in the Hearth Tax Roll of 1664 (Meekings 1940, cvii) lived within the town. According to Yates (1961, 12), there were at least 185 households, making Dorking the third largest of the towns here discussed during the 17th century. Surrey quarter sessions and assizes were held occasionally in the town in the 17th century (Jenkinson 1931, 28). Much rebuilding took place during the 17th and 18th centuries, e.g. the Old King's Head in North Street, the White Horse Inn and the Wheatsheaf in the High Street. The road from London to Horsham via Dorking was turnpiked in 1755 (*VCH* **3,** 142), thus improving the north-south communication route which had been in a very poor state. The community was still largely an agricultural one at the beginning of the 19th century and local industries remained on a small scale. From at least the 17th century sand was extracted in the town by tunnelling and this process has left many artificial caverns which can still be seen. Brick-making and the quarrying of chalk were also successful minor industries. Pottery was manufactured in the 17th century according to Aubrey (1718, **4,** 149) and also in the 18th century in Mill Lane (Holling 1971, 185). At least one clay-pipe maker, George Thornton, is known to have been operating at the beginning of the 18th century (Oswald 1960, 96).

The Reading, Guildford and Reigate Railway (later taken over by the South Eastern Railway) opened stations at Box Hill (renamed Deepdene in 1923) and Dorking in 1849, while the London, Brighton and South Coast Railway reached the town in 1867. Together they were largely responsible for the modern development of Dorking.

Topography

It is probable that the late Saxon settlement was near the church, which lies to the north of the High Street and apart from the main street. The Survey of the manor of Dorking by William Forster in 1649 (SRO 196/2/1-2) and the first edition of the OS 1:2500 map, surveyed c 1870, preserve much of the layout of the later medieval town, which consisted of three principal streets, the High Street, West Street and South Street. Dorking lies at the junction between the main east-west route and the road from the south to London. The east-west road appears to have been the more important line of communication in the Middle Ages. Characteristic long narrow plots are discernible on either side of the main streets but are not regular enough in width to suggest formal planning. The spindle shape of the High Street indicates the probable site of the 13th century market, and a 16th century market-house stood here until 1809 (*VCH* **3,** 142). The market area probably became the nucleus of the growing community and further expansion took place piecemeal along the main lines of communication, West Street and South Street. There is also, however, an area in South Street which resembles an in-filled
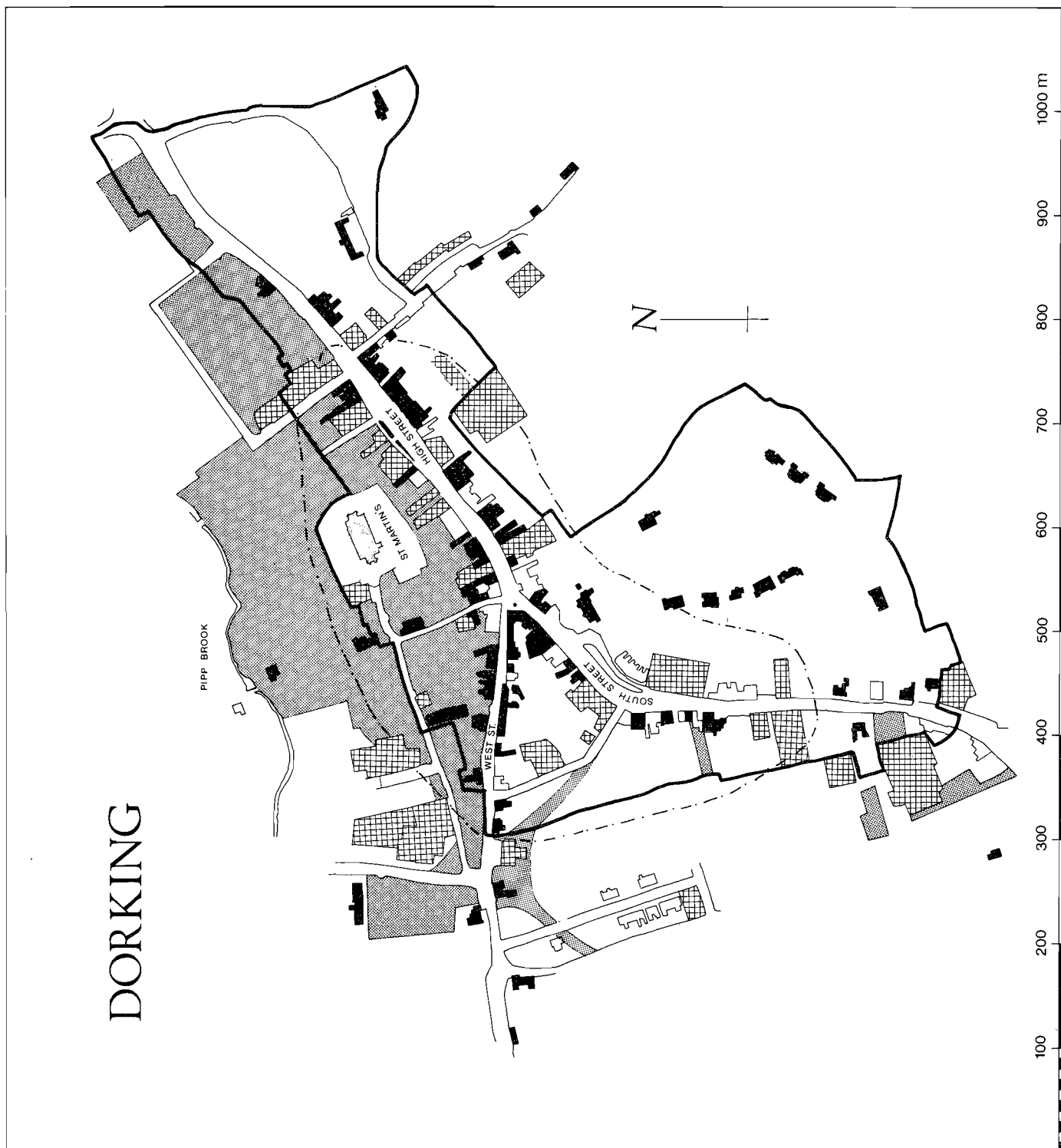
Fig. 7.   Dorking, Map I. Based upon the Ordnance Survey Map with the sanction of the Controller of H.M. Stationery Office, Crown copyright reserved.
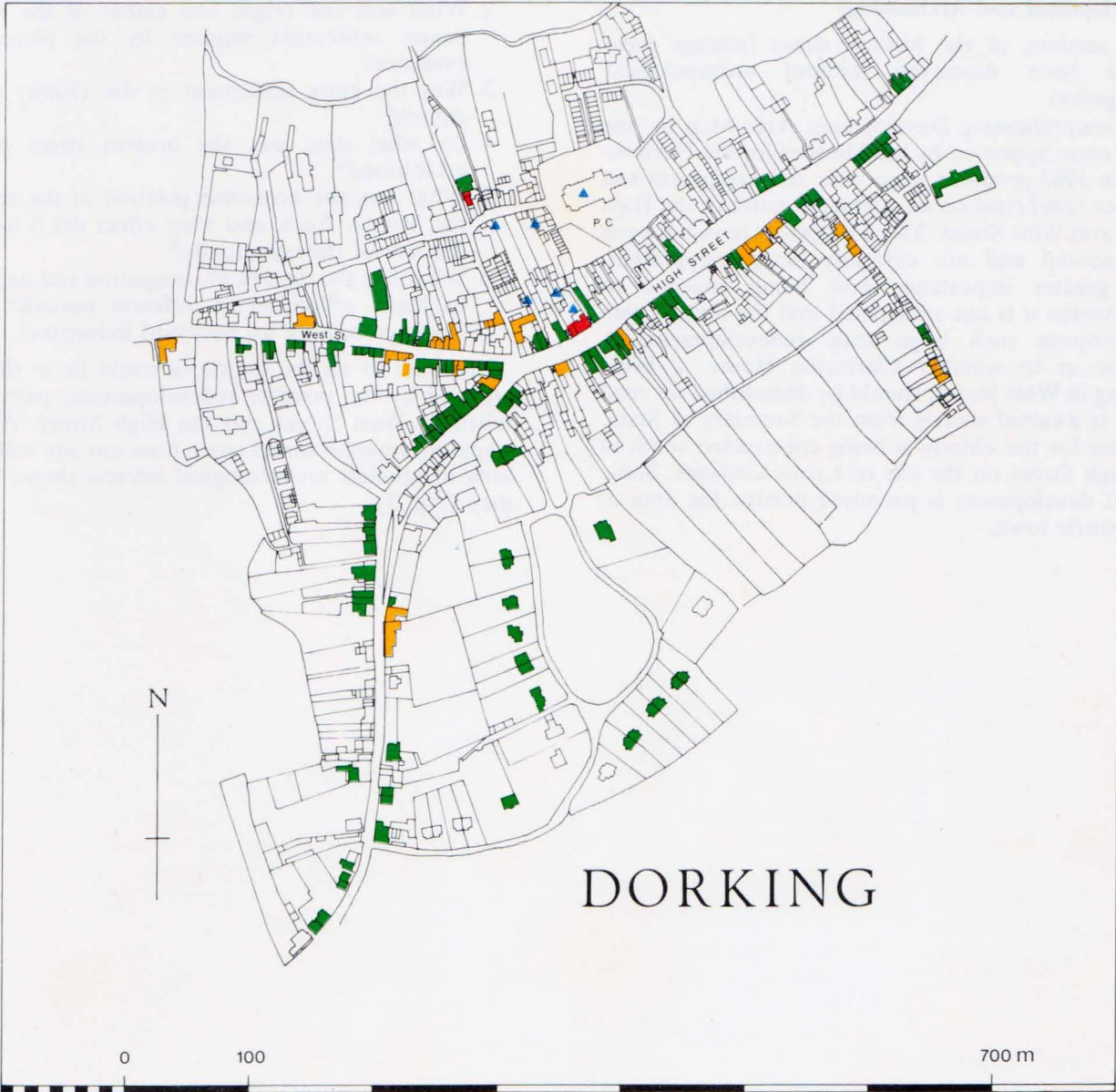
DORKING

Fig. 8. Dorking, Map II.

market-place. Forster's survey strengthens the argument for a second market, although his plan is largely schematic and may not be strictly accurate. Only archaeological investigation can clarify the picture.

Redevelopment and Archaeology

Large sections of the historic street frontage have already been destroyed without archaeological investigation.

A Comprehensive Development Area Map for the town centre approved by the Minister for the Environment in 1967 proposes large scale redevelopment and an inner relief road on an alignment north of the High Street and West Street. These proposals have not been implemented and are currently being reappraised. With greater importance now being attached to conservation it is not anticipated that the revised plan will propose such large scale redevelopment. A decision as to whether Clarendon House, a listed building in West Street, should be demolished for road works is awaited shortly from the Secretary of State. A home for the elderly is being constructed south of the High Street on the site of Lyons Cottages. Some limited development is proposed outside the area of the historic town.

Future research must concentrate on the following questions:

1 What was the extent and importance of the Romano-British occupation? What was the route of Stane Street and was Dorking the site of a posting station?
2 What was the origin and extent of the Anglo-Saxon settlement implied by the place-name evidence?
3 Was the early settlement in the vicinity of the church?
4 By what date was the present street pattern established?
5 What was the economic position of the town in the Middle Ages, and what effect did it have on the size of the community?
6 What was the density of occupation and degree of backland utilisation at different periods? What evidence is there for backyard industries?

Answers to all the questions could lie in the sites affected by the possible redevelopments, particularly north of West Street and the High Street. At least some information would come from any site within the area of greatest archaeological interest shown on the map (Fig. 7).

Farnham

Setting

Farnham lies for the most part on the alluvium and gravel associated with the river Wey, which have been deposited on Gault Clay and Upper Greensand south of a narrow ridge of chalk.

The surrounding area was the subject of archaeological research at a time when gravel extraction was destroying many important sites. As a result of the publication by Surrey Archaeological Society of *A survey of the prehistory of the Farnham district* (Oakley et al. 1939), Farnham emerged as an important area for the prehistory of Surrey (Fig. 9). Finds from the Palaeolithic period have been located within the town itself and in the surrounding area, while eighteen Mesolithic pit-dwellings have been found north of the town together with evidence of a flake-tool industry. Finds from the Neolithic period, and from the Bronze and Iron Ages confirm the attraction of the area for settlement.

Romano-British occupation took the form of small scattered settlements apparently relying largely upon the production of pottery for their existence, tapping the local supplies of clay and water (Oakley et al. 1939, 218). Nine sites have been found in the area and in each case remains of the kilns were located. The excavation of a site near the Six Bells produced evidence of a pottery works, two 3rd to 4th century buildings and an aqueduct (Lowther 1955). A 2nd century cremation group has been found at Fairfield, south of the town, and there are also scattered finds from the 1st century. The pottery industry and its supply routes are currently being studied in depth by Lyne and Jefferies (1974a and b). It has been suggested that the route of a road from Neatham, Hants, tentatively identified as the Roman town of Vindomis, passed through Farnham, and a possible Roman road surface has been recorded in West Street (Booth 1968). Further evidence of the road is needed to substantiate this argument.

History

The earliest mention of Farnham to have survived is in a charter of c 688 when Cadwalla ceded land for a monastery in the area (Sawyer 1968, no. 235). The place-name is descriptive and probably means 'enclosure in the bracken' (Gover et al. 1934, 169). On the south bank of the river Wey a 6th century riverside settlement consisting of several sunken structures *(grubenhäuser)* was discovered in 1924 during gravel working (Oakley et al. 1939, 255-9). The only suggestion of Saxon occupation from the town itself is that the church was mentioned in the Domesday Survey (1086). It may have preceded the present parish church which has been dated to the 12th century at the earliest.

At the time of the Domesday Survey, the manor covered the whole hundred and was wealthy, being rated at £47. It belonged to the bishops of Winchester who had held it from at least the 10th century (Sawyer 1968, no. 818). Shortly after the Norman Conquest, Bishop Henri de Blois began the construction of the castle, to which a shell keep was added in the 12th century together with a deer park (Thompson 1961). The castle was an important residence of the bishops of Winchester from the 12th century until 1927. Unlike those at Guildford or Blechingley, it played a prominent role during the First Civil War (1642-6), when Farnham was for most of the time a base for Waller's army and was the scene of some fighting. Although the castle was partially dismantled after the war by order of Parliament, it was restored and partly rebuilt after the Restoration.

Farnham owes much of its early development to the bishops of Winchester. It was certainly a mesne borough by the early 13th century. Bailiffs were mentioned in 1205 and Farnham was referred to as a borough in 1207. A market was granted in 1216 together with a fair, the tolls of which were a valuable asset to the growing community. The borough rapidly grew in importance and became increasingly independent of the manor. In 1225 the accounts of both were given separately, while the bishop granted the burgesses their first charter of liberties in 1249 (*VCH* 2, 585). From that date the burgesses were to have control of the whole borough and town. They now collected the tolls from the market, received an additional grant of a fair and had the right to a borough court as distinct from the hundred court which oversaw the jurisdiction of the entire manor (Robo 1935, 173-84).

During the Middle Ages the prosperity of Farnham was based on wheat and the woollen industry. In the tax returns of 1336 the town was the fourth richest of those discussed, being rated at 116s 3¼d (Johnson 1932, lxv), but although it had possessed borough status for more than a century, it was listed among the vills whose property holders paid one-fifteenth, the rural rate of taxation, instead of one-tenth, which might have been expected (see Introduction, p. 3).

In 1365 the borough was in financial difficulties and the burgesses gave up certain rights to the bishop in order to share again in the wealth of the manor (Robo 1935, 182). This period of decline seems to have been shortlived since a return had been made to the original charter of 1249 by the beginning of the 15th century, and this was confirmed in 1452 (*VCH* 2, 586).

During the 16th century, pottery was manufactured in Farnham and kilns from that century have recently been excavated in Bear Lane (Cole 1973). A new market-house was commissioned in 1566, while the market for wheat was one of the largest in the country by the end of the 17th century (Aubrey 1718, 3, 347; Temple 1965, 20). The market suffered during the Civil War but rapidly returned to its former prosperity. In the Hearth Tax Roll of 1664, 293 households are listed, making Farnham the largest of the towns discussed after Guildford (Meekings 1940, cx).

The increasing use of sea passage meant a decline in the wheat market towards the end of the 17th century but the growing of hops, which had begun at the end of the 16th century in the Farnham area (*VCH* 2, 583), had largely replaced wheat by the 18th century, and proved to be an even greater source of wealth
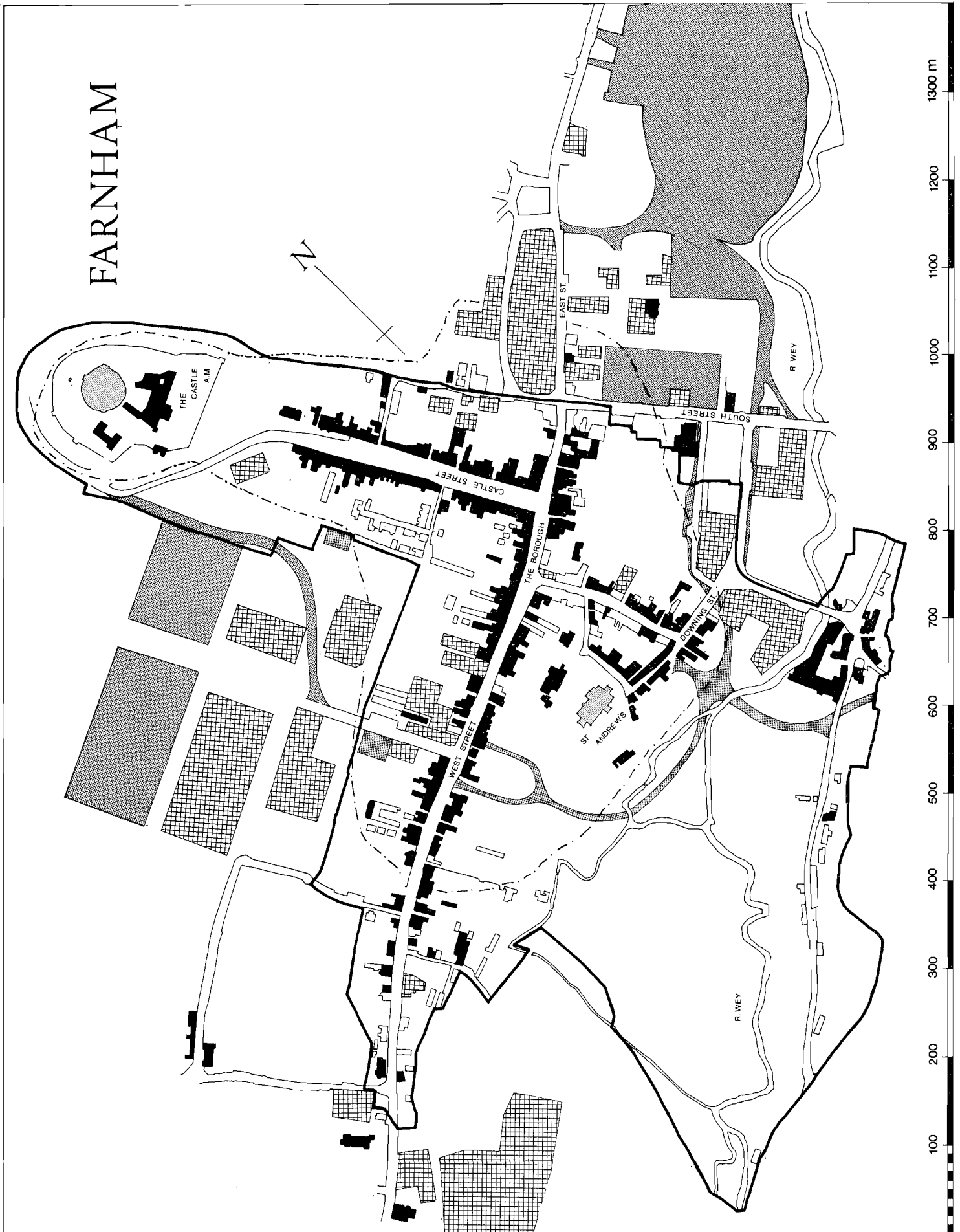
Fig. 9.   Farnham, Map I. Based upon the Ordnance Survey Map with the sanction of the Controller of H.M.
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FARNHAM

Fig. 10.   Farnham, Map II.

(Temple 1965, 30). The wealth gained from the hop industry may have prompted much of the building and rebuilding of houses which took place during the 18th century (Nairn and Pevsner 1971, 48). The town was also on an important through route and derived some of its prosperity from the coaching trade from London to Southampton. Hop growing was in decline by the middle of the 19th century as a result of the rising cost of production and the increasing competition from Kent and the continent (Temple 1965, 36-8). The inns and breweries, which had numbered 47 in 1878, began to close down towards the end of the century (Temple 1965, 37). Other small enterprises like brick-making were not large or successful enough to replace the hop industry. The railway line from London via Woking Junction and Aldershot, to Winchester and Farnham, opened in 1852 and prompted the modern expansion of the town.

Topography

The tithe map of Farnham (1839) and the first edition of the OS 1:2500 map surveyed c 1870, preserve the basic layout of the later medieval town. The pre-Conquest settlement was probably in the vicinity of the church which lies to the south of the main street. The castle was built in the most commanding position about half a kilometre to the north of the church, and it is likely that the community had gravitated to the market centre at the bottom of the wide Castle Street by the beginning of the 13th century. New burgage plots may have been laid out about the same time on either side of Castle Street and along the main street which is still known as the Borough. Long narrow holdings on either side of these two streets can be seen on the c 1870 map and probably represent the original burgage plots of the borough, which are regular enough to suggest a degree of formal planning. A similar pattern is found at Haslemere, and at Alresford which was one of the Bishop of Winchester's new towns in Hampshire (Beresford 1959, 190-3). The *villa adjacens* referred to in the charter of 1249 probably consisted of the church and Downing Street (Robo 1935, 187). A ditch was mentioned during the 13th century and may have encircled the borough, although no archaeological evidence of it has been found (Robo 1935, 185). The long narrow plots along West Street and East Street seem to belong to the later medieval and post-medieval development of the town. Certainly at the beginning of the 14th century East Street and South Street were open fields (Robo 1935, 186).

The following buildings seem to be earlier than 1550: in West Street, nos. 13 (in part), 29, 30 and 31, the cellar to the annexe of no. 38, and nos. 80, 81, 82 and 82e; no. 55 East Street; the Old Vicarage, Vicarage Lane; nos. 30 and 31 Lower Church Lane; no. 2 Downing Street; nos. 11, 12 and 13 Bridge Square. Farnham had apparently altered little in size at the time when Rocque produced his map of Surrey c 1762. Rebuilding consequent on the 17th and 18th century prosperity took place to a large extent within the limits of the medieval town and was often no more than a process of refronting. Many facades were attached to older buildings in Castle Street and West Street during the period of the corn market—for example, nos. 4a, 9, and 46 Castle Street and no. 104 West Street. Willmer House, West Street, is perhaps unusual for Farnham in that it was a new house built in 1718 on the site of an earlier building (Temple 1973, 166–70). The hop period saw the alteration of many houses in the 18th and early 19th centuries. The late 18th century facade of Bethune House in West Street, the refronting of no. 4 Downing Street and the Regency frontage of Guildford House, Castle Street, belong to this phase.

The finer examples of Georgian architecture are largely to be found in Castle Street and West Street, with others in Downing Street. East Street contained a few old houses but generally has a modest early 19th century appearance. Few inns have survived from the coaching trade; the Bush Hotel in the Borough has been largely altered, while no. 121 West Street, the former George Inn, is now the International Stores. The Lion and Lamb buildings in West Street were largely constructed about 1921.

Redevelopment and Archaeology

Part of the archaeology of the historic street frontage of West Street has already been destroyed, while a large part of East Street has been obliterated by modern redevelopment without archaeological investigation. A relief road has been proposed for Farnham. It would destroy a listed building, the Old Art School, West Street, and bisect West Street itself and an area close to the church which might contain evidence of late Saxon settlement. Other proposed schemes lie outside the medieval town but might provide important information on prehistoric settlement. Much of Farnham has been designated a Conservation Area by the local Planning Authority. They have recognised the need to maintain the quality of the principal streets and therefore would be opposed to major redevelopment of Castle Street, the Borough, West Street or Downing Street.

The following questions must be the subject of future research:
1 What was the extent and importance of the Romano-British occupation and its relation to the Alice Holt pottery industry?
2 What was the relation between the Saxon occupation south of the Wey and the earliest settlement of Farnham itself?
3 Was the late Saxon settlement in the vicinity of the church?
4 When was the present street pattern established?
5 Can more information be obtained on the details of the economic history of the borough?

Any site within the area of greatest archaeological interest (Fig. 10) could probably produce information on at least some of these questions. Questions 1, 2 and 3 may be answered on sites affected by the redevelopment proposals. The others may be more difficult to answer, however, since opportunities for excavation within the core of the medieval town are likely to be limited.
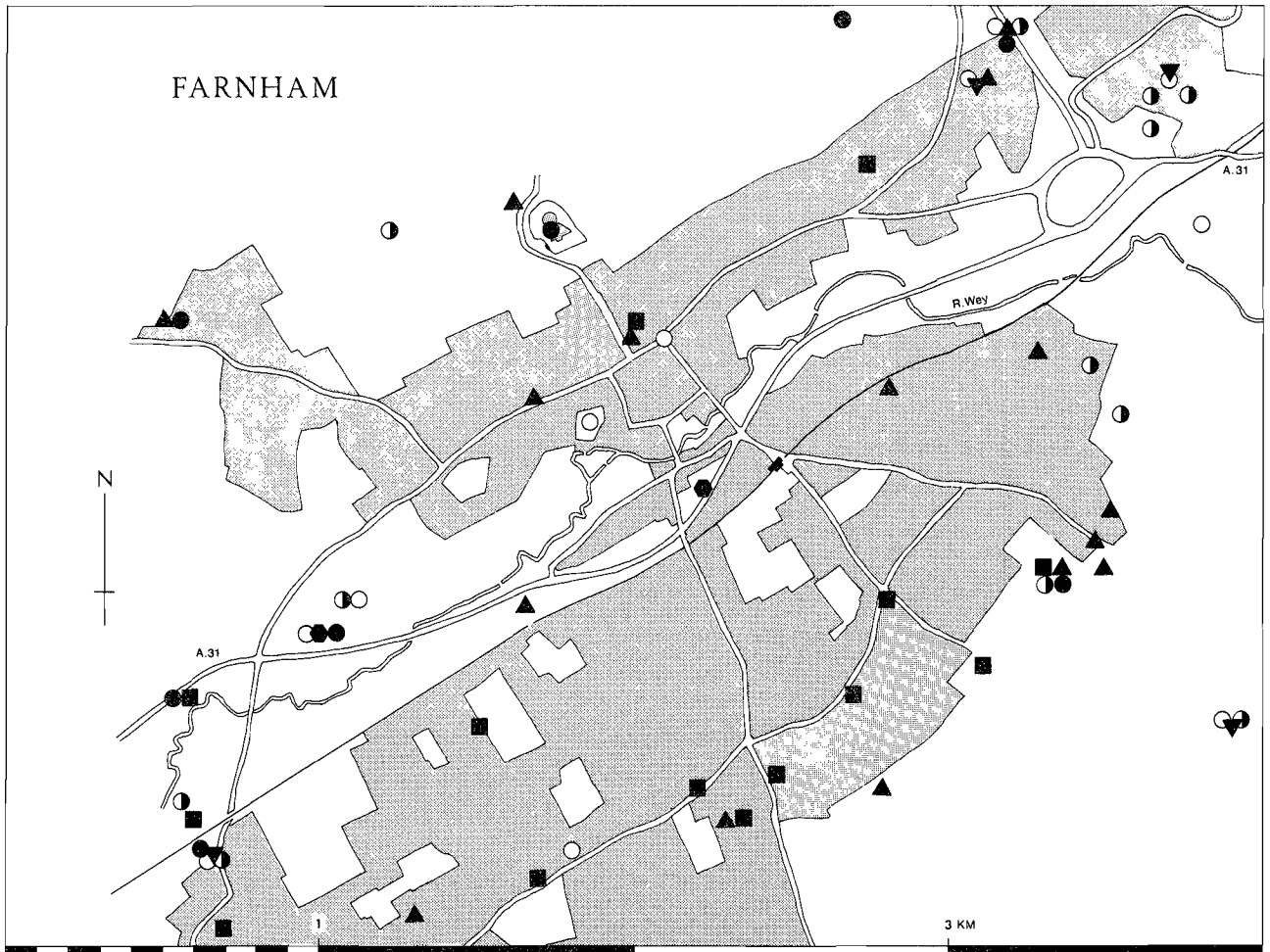
KEY

Built-up Area   Bronze Age

Palaeolithic

Iron Age

Mesolithic

Romano-British

Neolithic

Saxon

Fig. 11. Prehistoric, Romano-British and Saxon find spots in the vicinity of Farnham.