

Town Trails: Activity 3 - Worthing

TEACHERS' NOTES

Learning Objectives

- Learn about Victorian architecture in Worthing
- Learn to recognise some typical features of Victorian architecture
- Gain an understanding of how buildings may be altered, and the way they are used may change, over the years

Sources



Sources 1 - 8 are Word documents, each containing a selection of modern and/or Victorian photographs of a particular kind of Victorian building in Worthing, including general views and closeup details:



Source 1. Churches



Source 2. Hotels and pubs



Source 3. Working class terraces



Source 4. Middle class terraces



Source 5. Houses for wealthier people



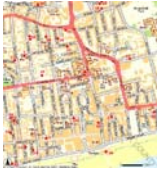
Source 6. Commercial and other buildings



Source 7. The Pier



Source 8. Railway stations



Source 9. Maps of Worthing Town Trail showing the sites of the buildings shown in sources 1-8: one overall map and three enlarged sections of the map, with numbers corresponding to each building

Note: These maps are extracts from the West Sussex County Council Interactive Map (iMap) and are copyright of the Ordnance Survey. They may be used in the classroom but must not be reproduced for any other purpose.

To access the iMap website, click this link:

<http://www.westsussex.gov.uk/imap>

- Click 'Launch the iMap'
- Search 'city, town or village' for 'Worthing'
- Close the pop-out box by clicking the x on its top right hand corner
- Reduce the scale of the map by clicking the minus sign on the scale bar twice
- Under the 'Local Information' heading to the left of the map, select 'Town Trails'
- The various buildings will be displayed on the map, with each one numbered.
- If you can't see them all, you can use your mouse to "drag" the map to the right position
- To identify a building, click the symbol on the map, and a pop-out box will display information about it.

Note: the numbers of the buildings listed in the sources are the same as the numbers for these buildings on the iMap Town Trail.

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CHURCHES

In the 1860s, 70s and 80s, there was a rapid rise in the population of Worthing. New churches were built to serve the new residential areas of the town, reflecting the different materials and styles of Victorian church architecture, especially large churches in the Gothic style built of brick and flint, stone, stone and flint, or red brick. Other typical examples are the smaller and plainer mission halls or Methodist churches, often in stuccoed brick.

Victorian churches in central Worthing still existing in 2005:

- 1840 - Methodist Church, Bedford Row (2005: part of Vintner's Parrot pub)
- 1843 - Christ Church, Grafton Road
- 1861 - New Steet Baptist Chapel, Montague Street (2005: shop)
- 1862 - Crescent Road Mission, Crescent Road (2005: attached to Scadgell's shop)
- 1864 onwards - St Mary of the Angels and Sion Convent, Richmond Road
- 1868 - St George's, St George's Road
- 1873 - St Botolph's, Lansdowne Road (tower and spire added 1879)
- 1800 - Anglesea Street Mission, Anglesea Road (2005: Verrall Hall scout hut)
- 1883 - Holy Trinity, Shelley Road (spire completed 1887)
- 1885 - Ham Arch Mission, Ham Road (2005: overgrown and used as a workshop)
- 1885 - Baptist Church, Christchurch Road
- 1886 - St Andrew's, Clifton Road/Victoria Road (opened 1888)
- 1899 - St Matthew's, Tarring Road
- 1900 - Methodist Church, Steyne Gardens

Source 1. St Andrew's Church, Clifton Road/Victoria Road - 1910 postcard

- opened in 1888
- architect: Sir Arthur Blomfield.
- building material: flint and Bath stone
- architectural detail: tall narrow building of flint with decorative stone dressings, in the early English Gothic Revival style. Note the narrow single windows and pointed arches.

Source 2. St Botolph's Church, corner of Manor Road and Lansdowne Road, 2005

- built in 1873, tower with spire added in 1879.
- architect: Scott & Hyde (Brighton).
- building material: flint and brick
- architectural detail: flint with decorative red brick buttresses and dressings in early English Gothic Revival style. Patterned brickwork around the openings of the belltower.

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Source 3. Holy Trinity, Shelley Road, 1910 and 2005

- opened in 1883, tower with spire completed in 1887.
 - architect: Henry E. Coe and S. Robinson.
 - building material: red brick
 - architectural detail: red brick with decorative stone dressings in early English Gothic Revival style.
- Victorian pillar box (next to tree in lower left corner of postcard), still standing in 2005.

Source 4. Methodist Chapel, Bedford Row, 2005

- opened in 1840, the Gallery was added in 1847 and the schoolroom on the north side in 1861.
 - architect: Charles Hide
 - building material: stuccoed brick
 - architectural detail: Egyptian style with windows and doors narrowing towards the top.
- In 2005, the chapel was part of the Vintner's Parrot pub.

Source 5. New Street Chapel, 96 Montague Street

- opened in 1861
 - architect: possibly Charles Hyde
 - building material: stuccoed brick
 - architectural detail: Baptist chapel in Classical style with a triangular pediment which can still be seen above the modern shopfront. This is a good example of how some original architectural features still exist on upper storeys of buildings whose ground floor has been altered.
- In 2005, the chapel was a shop.

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HOTELS AND PUBS

Hotels in the mid and late Victorian period often had quite elaborate designs, and the Burlington and Downview are good examples of this. Inns and pubs, which catered more for the less well-off than the wealthy traveller, were usually plainer and with less decoration, as seen in the illustrated examples.

Some Victorian hotels and pubs in Worthing still existing in 2005:

1865 - Burlington Hotel, Marine Parade

c1866 - Globe Inn, Newland Road

c1868 - Richard Cobden, Cobden Road (originally Cobden Arms)

c1868 - Montague Arms, Montague Street

c1870 - The Alexandra, Lyndhurst Road (originally the Alexandra Hotel)

1874 - The Brunswick, Thorn Road (remodelled from c1839 "King and Queen")

1874 - Half Brick Inn, corner of Brighton Road and Ham Road. Rebuilt on site of earlier which was partly washed away by the sea in 1869.

1891 - Downview Hotel, Tarring Road

1893 - Dolphin Court, Grand Avenue (originally designed to be the Metropole Hotel but was not finished until 1923 when the building was completed as flats)

1898 - Grand Victorian Hotel, Railway Approach (originally Central Hotel)

Source 6. The Burlington Hotel, Marine Parade, c1890 and 2005

- built in 1865
- architect: G. A. Dean
- building material: stuccoed brick
- architectural detail: arched windows on ground floor and first floor; dormer windows; balcony with canopy on the original south side; decorative stone brackets below the roof; decorative iron railings on first-floor windows and roof.

Built as part of the West Worthing development, it was first called the Heene, then West Worthing Hotel, and was renamed the Burlington Hotel in 1890. The south front was altered in 1911.

Source 7. The Downview Hotel, Tarring road, c1895 and 2005

- built in 1891, after the opening of West Worthing station in 1889.
- building material: red brick
- architectural detail: brick arches above first-floor sash windows (compare with Chapman's Brewery, and Twine and Sons/Barneys); large chimneys; Dutch gables.

Note the contrast between the lamp post in the early photograph and the street light on the extreme right of the 2005 image.

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Source 8. The Alexandra, corner of Lyndhurst Road and Selden Road, 2005

- built c1870 as a hotel; remodelled c1898
- building material: stuccoed brick
- architectural detail: elaborately decorated facade with miniature "gables"; sash windows; much decoration around windows and doors; cornices above the first-floor windows.

Source 9. The Brunswick, corner of Brunswick Road and Thorn Road, 2005

- originally built c1839 as the King and Queen; remodelled in 1874 when it was renamed the Brunswick.
- building material: brick
- architectural detail: simple square design; plain facade with little decoration; sash windows.

Source 10. The Half Brick, corner of Brighton Road and Ham Road, 1910

- originally built c1835; rebuilt in 1874 after being damaged by the sea in 1869.
- building material: brick
- architectural detail: simple square design; plain facade with little decoration; sash windows

Note: originally built of half-bricks as an inn for the local brickmakers, hence the name.

Source 11. The Richard Cobden, corner of Cobden Road and Clifton Road, 1911 and 2005

- built c1868 as the Cobden Arms
- building material: stuccoed brick
- architectural detail: quite plain design; cornice below first floor windows; sash windows; unusual corner doorway.

HOUSES

Worthing grew rapidly in the Victorian period, particularly in the 1870s and 80s when the area between the town centre and the station was developed, mostly for residential use. Many of the houses that were built during this period reflect three typical styles of Victorian dwellings: working-class cottages and terraces, middle-class terraces, and large villas for wealthier people. The terraces usually had slate roofing and sash windows, though these have often been replaced with tiles and double-glazing.

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WORKING-CLASS COTTAGES AND TERRACES

Many can be found in the streets close to the railway station, an area which was built up largely in the 1870s and 80s: Teville Road, Cross Street, Station Road, Newland Road, Lyndhurst Road. Some early Victorian examples are in Surrey Street and West Street near the seafront.

Typically, these terrace houses are narrow and flat-fronted, often stuccoed, and with raised stone or brick roof "dividers"; roofs would originally have been of slate though most have been replaced with tiles. Others are in a more "cottage" style and built of brick and flint (e.g. Church Cottages in Selden Lane, and parts of Ham Road); but with similar flat fronts and divided roofs.

The people who lived in these terraces were typically manual workers such as carpenter, labourer, bricklayer, railway porter, market gardener, lamplighter, farrier, gasworker, coachsmith, bath chairman, carter; and also such occupations as dressmaker, upholsterer, plumber, 'bus driver, engine driver, postman, fly driver, shop assistant, mariner and milkman*.

* occupations listed for these streets in census returns or trade directories.

Photographs from 2005: Lyndhurst Road, Station Road, Teville Road, Newlands Road, Church Cottages, Ham Road

Source 12. West Street, 2005

- built c1845
 - building material: brick
 - architectural detail: flat-fronted, narrow, steep roofs, no front gardens.
- Note: In the 2005 photo, many of the original sash windows have been replaced.

Source 13. Surrey Street, 2005

- built c1845
 - building material: probably brick (painted)
 - architectural detail: flat-fronted, narrow, divided roofs, no front gardens.
- Note: In the 2005 photo, many of the original sash windows have been replaced.

Source 14. Church Cottages, Selden Road, 2005

- built c1892
 - building material: flint with decorative red brick facings
 - architectural detail: flat-fronted, divided roofs, small front gardens.
- In the 2005 photo, they still have slate roofs (though they may not be the original slates).

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Source 15. Ham Road, 2005

- built c1884
- building material: flint with brick facings
- architectural detail: flat-fronted, narrow, divided roofs, small front gardens.

Note: In the 2005 photo, the roof slates have been replaced with tiles, one house has been rendered.

Source 16. Teville Road, 2005

- built c1870
- building material: brick
- architectural detail: flat-fronted, narrow, divided roofs, small front gardens.

Note: In the 2005 photo, many of the original windows and roof slates have been replaced.

Source 17. Lyndhurst Road, 2005

- built c1884
- building material: probably brick (painted or stuccoed)
- architectural detail: flat-fronted, narrow, divided roofs, small front gardens.

Note: In the 2005 photo, many of the original windows and slate roofs have been replaced.

Source 18. Newland Road, 2005

- built c1880
- building material: probably brick (painted or stuccoed)
- architectural detail: flat-fronted, narrow, divided roofs, small front gardens.

Source 19. Station Road, 2005

- built c1882
- building material: probably brick (painted or stuccoed)
- architectural detail: flat-fronted, narrow, divided roofs, no front gardens.

Note: In the 2005 photo, many of the original windows and slate roofs have been replaced.

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MIDDLE-CLASS TERRACES

Many of these can be found in the streets between the town centre and the railway station, an area which was built up largely in the 1870s and 80s. Streets include: Lyndhurst Road, Hertford Road, Lennox Road, Eriswell Road, Clifton Road, Stanley Road, Sussex Road, Wenban Road.

Typically, these houses are larger than the terraces where manual workers lived. They often have bay windows and decorative plasterwork. As with the workers' terraces, many have raised stone or brick roof "dividers"; and most roofs would originally have been of slate though most have been replaced with tiles.

Some of the people who lived in these terraces were "living on their own means" i.e. had a private income. Others were typically professionals or owners of small businesses such as architect, surveyor, solicitor, schoolteacher, accountant, governess, insurance agent, scripture reader, church organist, county court bailiff, dressmaker, milliner, homeopathist, brewer, butler, clerk of works, ladies' nurse, private school, lodging house; or tradesmen such as printer's foreman, watchmaker, decorator, stone mason, whitesmith, engineer, gasfitter, carpenter, builder*.

* occupations listed for these streets in census returns or trade directories..

Photographs from 2005: Hertford Road, Wenban Road, Eriswell Road, Lyndhurst Road

Source 20. Hertford Road, 2005

- built in: 1880s
- building material: probably brick, stuccoed and painted
- architectural detail: divided roofs, bay windows on ground floor, elaborate decorative mouldings and roof brackets, small front gardens.

Note: In the 2005 photos, original windows and doors have been replaced.

Source 21. Lyndhurst Road (opposite Gannon Road), 2005

- built c1890
- building material: probably brick, stuccoed and painted
- architectural detail: divided roofs, bay windows on ground floor and first floor, elaborate decorative mouldings, small front gardens..

Note: In the 2005 photos, some houses still have slate roofs and sash windows.

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Source 22. Wenban Road, 2005

- built c1880
- building material: probably brick, stuccoed and painted
- architectural detail: divided roofs, bay windows on ground floor and first floor, decorative mouldings, small front gardens.

Note: In the 2005 photos, original windows have been replaced, and roofs are tiled.

Source 23. Eriswell Road, 2005

- built c1884
- building material: probably brick, stuccoed and painted
- architectural detail: bay windows on ground floor and first floor, decorative mouldings and roof brackets, small front gardens.

Note: In the 2005 photos, some roofs still have slates.

HOUSES FOR WEALTHIER PEOPLE

These are mostly villas - detached large houses in a variety of styles, and with many different decorative features. Some (e.g. in Richmond Road) date from the 1830s and 1840s; others were built during the 1870s-80s spurt of development between the town centre and the railway; and yet more in the area between Heene Road and Grand Avenue which was developed in the 1870s, 80s and 90s.

Typically, the people living in these villas would be "living on their own means" i.e. had a private income. A small minority of the residents were professionals or businessmen such as solicitor, architect, surgeon, professor of music, organist, owner of a large market-garden, school for young ladies*.

* occupations listed for these streets in census returns or trade directories.

Photographs from 2005: Victoria Road, Richmond Road, Christchurch Road Chesswood Road.

Note: many of the larger villas that still exist in 2005 are no longer family residences but are used as nursery schools, residential and nursing homes, doctors' or vets' surgeries.

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Source 24. St Georges Lodge, corner of Chesswood Road and Ladydell Road, 2005

- built c1885
 - building material: probably brick, stuccoed and painted
 - architectural detail: detached house standing in its own grounds. Double front with central porch with pillars and balcony on top. Bay windows on ground and first floors. Typical decorative mouldings, quoins with stippled effect, and eave brackets.
- Note: in 2005 photograph it is a residential home for the elderly.

Source 25. Rosemary Mount, Chesswood Road, 2005

- built c1885
 - building material: probably brick, stuccoed and painted
 - architectural detail: detached house standing in its own grounds. Double front with central door. One set of bay windows on ground and first floors. Typical decorative mouldings above the ground floor windows, quoins with stippled effect, and eave brackets.
- Note: in 2005 photograph it is a residential home for the elderly.

Source 26. Christchurch Road, 2005

- built c1880
 - building material: probably brick, stuccoed and painted
 - architectural detail: detached house standing in its own garden. Double front with bay windows on ground and first floors on either side of the door. Typical decorative mouldings above the ground floor windows, quoins with stippled effect, and eave brackets.
- Note: in 2005 photographs the houses still have sash windows.

Source 27. Westerfield, Richmond Road, 2005

- built c1840
 - building material: probably brick, stuccoed and painted
 - architectural detail: detached house standing in its own garden. Double front with central domed porch. Less decoration than most later villas
- Note: in 2005 photograph the house is in use as a nursery school.

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Source 28. 50 Victoria Road, 2005

- built c1880
 - building material: probably brick, stuccoed and painted
 - architectural detail: detached house standing in its own garden. Double front with large bay windows on ground and first floors on either side of door. Eave brackets and some mouldings, but less heavily decorated than many villas built around the same date.
- Note: in 2005 photograph the house is in use as a doctors' surgery.

Source 29. Henne Terrace, c1865

- built in 1865 as part of the development of West Worthing (plans also included a pier at the end of Grand Avenue but it was never built).
 - architect: G.A. Dean
 - building material: yellow brick and stucco
 - architectural detail: a terrace of 18 four-storey houses with pillared porches. First-floor balcony with wrought-iron railing, decorative brackets above the second floor and on the chimneys.
- The people living in Heene Terrace were mostly "living on their own means" i.e. had a private income. In the 1880s and 90s there were a few professional residents including barrister-at-law, steamship manager and solicitor; a clergyman; and some military officers.

COMMERCIAL AND OTHER BUILDINGS

Source 30. Champan's "Tower" brewery, Warwick Road and Alfred Place, 1893 and 2005

- built c1840, attached to the Egremont public house which had been open since 1835.
 - building material: brick
 - architectural detail: four-storey brick tower, recessed windows on each floor with arches in different coloured brick (see detail).
- Note the typical patterned brickwork above the windows.
- This building was converted into flats in 2005 but the exterior remains unchanged.

Source 31. Twine & Son, now Barney's, corner of Portland Road and Shelley Road, 2005

- built c1899
 - building material: brick
 - architectural detail: general design, window shape and brickwork are typical (compare with Chapman's Brewery).
- Note the green tiles "GAS FITTING" and "PLUMBING" at the foot of the windows - another typical Victorian tradesman's touch.

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Source 32. South Street, west side, 1895 and 2005

- built after 1866
- building material: brick
- architectural detail: brick with stone window facings and decorative sculpted stonework between first and second floors; bay windows and Dutch gables.

Source 33. The Lifeboat House, 107 Marine Parade, 1907 and 2005

- opened 1875
 - building material: flint and stone
 - architectural detail: narrow building with large double doors on the ground floor opening into the storage area for the lifeboat. Pointed turret above, slate roof. Note the decorative stone quoins and roof bracket - even on a utilitarian building.
- The building, complete with turret, still stands today although the front is largely obscured by a balcony.

Source 34. Victorian pillar box, near Holy Trinity, Shelley Road, 2005

The VR on the front indicates it was put up in Victoria's reign. There are also several VR post-boxes set in walls, for example at the corner of Homefield Road and Thurlow Road; on the south east corner of the Chatsworth Hotel on the Steyne; and on the corner of Wordsworth Road and Southey Road.

Source 35. Coal hole cover, Heene Terrace, 2005

Many Victorian houses had a storage area in the basement where coal was kept. The coal was poured through holes in the pavement which had iron or iron-and-glass covers that were opened when coal was delivered.

These examples in the pavement in front of Heene Terrace have the date 1854. (The Terrace was built in 1865, so this indicates the covers were manufactured on a large scale rather than made to order). The glass-covered openings in the cover were to let light into the basement area.

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PIERS

During the 19th century, many seaside towns, in Sussex and elsewhere in the country, developed as resorts, originally because of the health-improving qualities of the sea air and water. Piers began to be built for "promenading", places where people could walk out over the sea to "take the air". Later, the piers developed as places where people came for entertainment, such as music played by bands or small orchestras. With the development of paddle steamers, many piers also served as jetties making the steamboats accessible at high or low tide.

By the end of the 19th century, there were some 100 piers at seaside resorts around the country.

Source 36. Worthing Pier, 1865-66, 1880, 1889 and c1900

Note: technically, little of the original Victorian structure remains because of the various rebuildings; but it retains its significance as a typical Victorian architectural feature.

- built 1861-62, opened in 1862
- architect: Sir Robert Rawlinson
- building material: iron and wood

; rebuilt and enlarged 1887-1899

- architect: James Mansergh
- building material: iron and wood

The first pier, which opened in 1862, consisted of an iron jetty 960 feet (291m) long with a wooden promenade deck 15 feet (4.6m) wide. There was a toll hut at the landward end and a platform at the seaward end. In 1884, the toll hut was replaced by two kiosks at the pier entrance.

Major reconstruction of the pier began in 1887 and was completed in 1889. The new pier was 30 feet (9.2m) wide at the landward end, and 105 feet (32m) wide at the seaward end with a landing-stage where paddle steamers could take on passengers. A 650-seat South Pavilion for concerts and other entertainments was built at the seaward end.

On March 22nd 1913, a violent storm destroyed the deck of the pier, although the South Pavilion remained standing. The pier was restored, and re-opened in May 1914. Another pavilion (the Pier Pavilion) was built at the shore end in 1925. On September 10th 1933, the south (seaward end) pavilion was destroyed by fire. A new South Pavilion was opened in 1935, and slightly altered in 1986.

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RAILWAY STATIONS

Many early railway stations in West Sussex were of relatively plain design and built of local materials, often brick and flint, or weatherboarded. Later stations tended to be built in more flamboyant styles such as mock Tudor, or Italianate. The two Worthing stations are good examples of these early and late styles.

Source 37. Worthing Station, Railway Approach, c1871 and 2005

First station building

- opened in 1845
- building material: brick and flint
- architectural detail: Five-bayed two-storey building with single-storey offices on each side. Note the tall brick chimney on the left. This building was restored in 1988. Note the modern blue plaque.

Second station building

- opened in 1869
- architect: Sir Robert Bushby
- architectural detail: Glass-roofed gables, visible on the left of the general view. Three of these gables remain, although the roof is no longer glass; you can see them at the far west end of the down (westbound) platform, with three original cast-iron columns decorated with six-pointed stars.

Source 38. West Worthing Station, Tarring Road

- architect: J. T. Firbank (London)
- building material: Brick and stucco
- architectural detail: Italianate style; decorative stone brackets on the chimneys and under the roof; decorative plasterwork underneath ground floor windows; stuccoed brick quoins on the corners of the building.

Note: the original canopy was removed but otherwise the south side remains largely the same as originally built.