



# Post-Medieval Surrey



## Royal palaces

In the late medieval period, rural royal residences were prominent in Surrey, as royalty – and their hunting parties – moved from one manor to another. By Tudor times, Henry VIII owned as many as eleven houses in the county and is estimated to have spent a quarter of his reign there, including palaces at Guildford, Richmond, Woking (*bottom*), Oatlands and Nonsuch (*above and cover*). This work came at great expense, and not only were abbeys stripped of material for reuse in the new structures – as with Chertsey's stone cornice (*right*), which was transferred to Oatlands – but the entire village of Cuddington was demolished to make way for the grand palace at Nonsuch. (Images: Bourne Hall Museum, Steve Nelson, Surrey County Archaeological Unit, Elmbridge Museum, Elmbridge Borough Council)



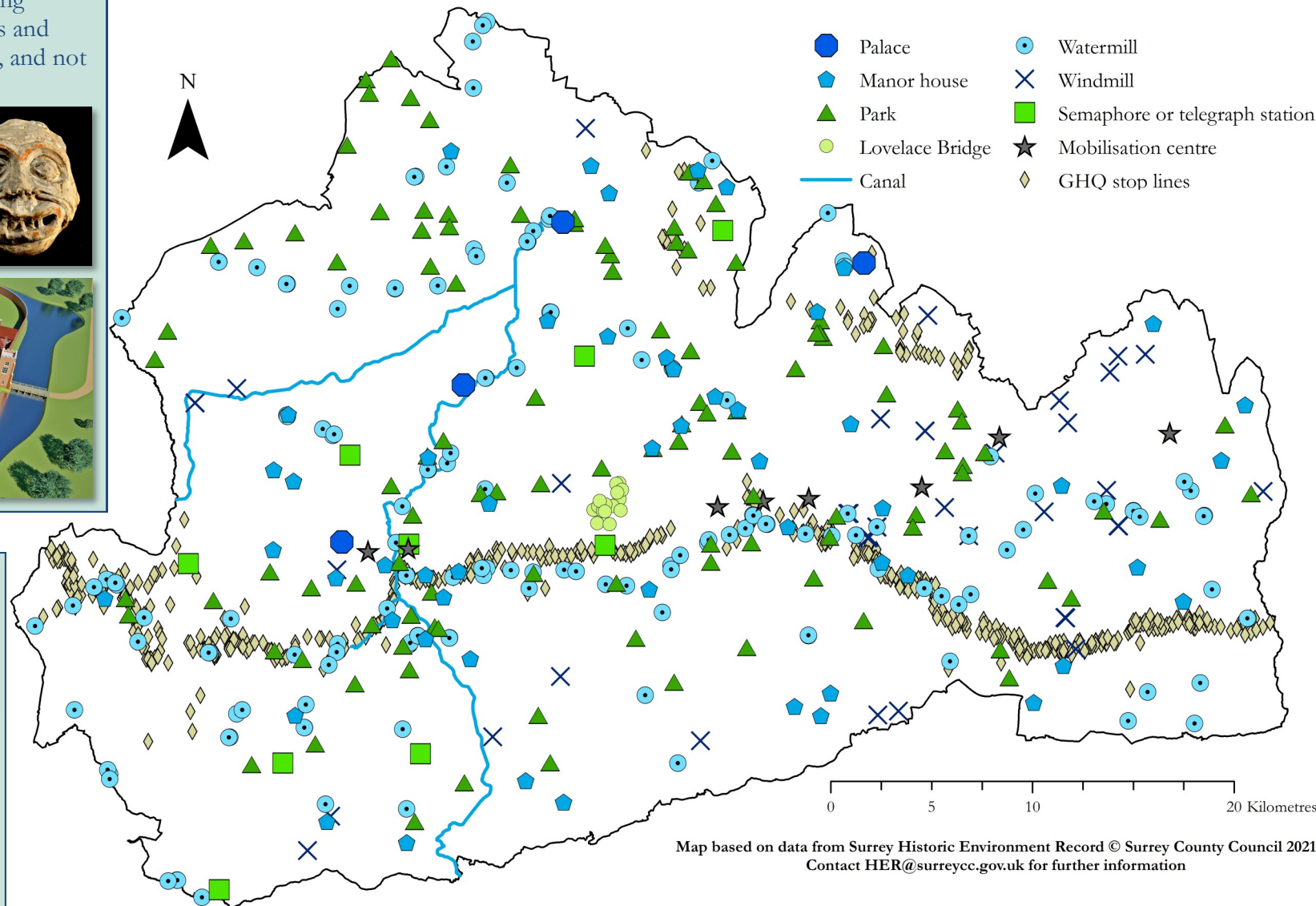
## House and home

By the 15th century, changing social patterns also led to yeomen farmers – particularly in the Weald – rebuilding on a notable scale. This included timber-framed hall houses, which saw many developments – such as smoke bays and brick chimneys – throughout the vernacular period. From the early 17th century, timber was replaced in favour of stone and brick, with many structures (e.g. Bletchingley Place Farm, *above*) given brick facades in the Georgian period. Domestic architecture in Surrey peaked however in the later 19th century, with work including Augustus Pugin's Gothic Revival style (as on Albury's ornate chimneys, *below right*), Lord Lovelace's flint-and-brick buildings (East Horsley, *left*) and Edwin Lutyens' Arts and Craft 'Surrey style'. (Photos: Brigid Fice, Rob Briggs, Anne Sassin)



## A changing landscape

Many changes to the rural landscape took place in the early modern period, from an agricultural surge in production and improvements in the 17th century – brought about by London's population rise – to the enclosure movements of the 18th and 19th. Surrey also has a wealth of historic parks and gardens – both privatised urban parks and at rural estates – including Polesden Lacey (*left*) and Deepdene (*upper left*), many of which were supplied from prominent nurseries, particularly in the Woking region. Victorian London's growth also led to the Necropolis at Brookwood (*right*), at a time when large municipal cemeteries were established and denominational worship became more varied, with Britain's oldest mosque – Shah Jehan – built in 1889. (Photos: Denise Furlonger, Chris Reynolds)



## Metal Detecting

If undertaken responsibly, detecting can make important contributions to archaeological knowledge. Detectorists are reminded that it is illegal to trespass – remember all land has an owner! – and to record finds with their local Finds Liaison Officer and the Portable Antiquities Scheme. For more on the Code of Practice, see [www.finds.org.uk](http://www.finds.org.uk).



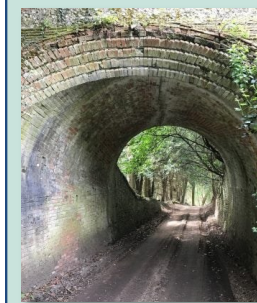
## Industry and manufacturing

While many medieval industries – for instance cloth-making and leather-working – continued to flourish in early modern Surrey, some restrictions saw others come to an end, such as the Chiddingfold glasshouses, which suffered both from monopolies and charcoal prohibitions, or Wealden iron, which could not compete with new processes and the raw material available elsewhere. Despite notable mills such as Outwood (the oldest working windmill built in 1665, *right*), Surrey's rivers played a key role in most industries and supplied the water to drive the machinery. The variety of mills along the Tillingbourne alone included corn, malting, fulling, tanning, iron, copper-beating, wire-making, gunpowder (as at Chilworth, *left*) and paper. (Photos: Anne Sassin, Chris Reynolds)



## Transport and communication

As each parish was responsible for the upkeep of its own roads, recognition of their generally impassable state in the 17th century led to the 'Turnpike Act' and its maintenance tolls. The Wey Navigation also created a new route, allowing more efficient transportation of goods. Early 19th century transport still largely relied on horse-power, including the 'Surrey Iron Railway' – the world's first public line – and the 'Lovelace bridges' (*left*) which aided movement through woodland. Soon, however, steam-power took over the railways, eventually replacing canals as a means for moving goods and leading to centres such as Woking being established. In the late 19th century, the advent of the motor car gave Surrey additional claims in transport history, including the first ever traffic fine issued to Farnham's John Henry Knight (*below*) and Britain's oldest motor racing circuit at



Brooklands. (Photos: Rob Briggs, Peeps into the Past)



## Military and mobilisation

Many of Surrey's castles played a military role in the Civil War, but it was not until the 18th century when the fear of French invasion led to newly established defensive features. This included the semaphore system in 1795 – an experimental line of shutter telegraphs, as at Chatley Heath (*right*) – and late Victorian mobilisation centres such as Reigate (*below*). Second World War defences, based on anti-tank obstacles, were numerous and comprised gun emplacements, pill-boxes and even an 'Atlantic Wall' at Hankley Common (*bottom right*) which was used for D-Day training. (Photos: Martin Higgins, Paul Bowen, Anne Sassin, Chris Reynolds)

