A259 GUESTLING THORN AND ICKLESHAM BYPASS, EAST SUSSEX

ADDITIONAL ARCHAEOLOGICAL STUDY
(Post-Public Consultation)

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Dept of Transport
South East Construction Programme Division
Federated House
London Road
DORKING
Surrey RG4 1SZ

East Sussex County Council
Highways and Transportation Dept
Sackville House
Brooks Close
LEWES
East Sussex BN7 1UE

David Huskisson Associates
17 Upper Grosvenor Road
TUNBRIDGE WELLS
Kent TN1 2DU

Wessex Archaeology
Portway House
Old Sarum Park
SALISBURY
Wiltshire SP4 6EB

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SUMMARY

An additional preliminary archaeological study was carried out, in November 1993, in order to assess the archaeological implications of the various routes for the A259 Guestling Thorn and Icklesham bypass (TQ 8346 1577 - TQ 9055 1895) proposed after Public Consultation.

The additional preliminary study involved a desk-top study of a variety of sources: County Sites and Monuments Record, National Archaeological Record, County Records Office, aerial photographs of the area and previous archaeological fieldwork in the area. The study also included a brief field scan/walk through of the area. This work identified a further seven sites of archaeological interest/potential, above the 24 previously identified in the study carried out in 1992 before Public Consultation.

The following routes are the subject of this document: the Black Route (including the Brown Route as its eastern continuation), the Tigtag Green and Tigtag Purple Routes, and the eastern end of the Hastings Eastern Bypass; all routes proposed after Public Consultation in May 1993. Routes which went forward to Public Consultation were the subject of a previous study (reference number W518 (Rev. 4)), which is not repeated in this document in detail.

However, this additional study does include a summary of the archaeological resource and potential development impact for **all** routes, both those proposed before and after Public Consultation. It also includes outline proposals for further (Stage 2) evaluation.

ACKNOWLEDGEMENTS

Wessex Archaeology would like to thank the East Sussex County Council Archaeological Officer Andrew Woodcock and his assistants Ros Parker and Martin Brown, for their co-operation and assistance during the course of this work. Thanks are also due to Anne Scott, Zoe Vahey and Doreen Maclean of the Hastings and Area Archaeological Research Group for their advice about local archaeology. Thanks are also owed to David Gratey, Brian Hopper and Suzanne Ferguson of the Royal Commission on Historical Monuments (England), for their help in supplying data from the National Archaeological Record. The landowners who kindly allowed access to their land are also acknowledged.

The project was managed on behalf of Wessex Archaeology by Susan M Davies and was carried out by Rachael Seager Smith and Philip Andrews. Information on the palaeoenvironmental potential of the area was supplied by Michael Allen, Wessex Archaeology's Environmental Manager, and the illustrations were compiled by Julian Cross based on originals supplied by David Huskisson Associates. This report was written by Rachael Seager Smith and Susan M Davies.

1. INTRODUCTION

1.1 THE PROJECT

Wessex Archaeology was commissioned in September 1993 by David Huskisson Associates (of Tunbridge Wells, Kent), acting in association with East Sussex County Council, Highways and Transportation Department, on behalf of the Department of Transport, to prepare an additional archaeological desk-top study and to carry out a field survey scan of the routes put forward after Public Consultation in the area of the proposed A259 Guestling Thorn and Icklesham bypass in East Sussex (**Fig. 1**).

The aim of the additional preliminary archaeological study was to collate pre-existing archaeological data and thus identify sites and features of archaeological interest and sites and features of potential archaeological interest so that the archaeological implications of each route option could be assessed.

The additional preliminary works reported here followed the proposal for undertaking the preliminary archaeological study prepared by Wessex Archaeology in June 1992, in accordance with a pre-defined scope of works for the study and approved by East Sussex County Council.

That proposal made provision for two main phases of work:-

- a desk-top study to provide a general background to the archaeology of the local area, to define areas of known archaeological interest and to locate areas of archaeological potential within the Study Area;

- a field survey scan across all the route options where access was available. All fields and any features of archaeological interest to be recorded.

The results of the preliminary study prepared in 1992 for routes being put forward to Public Consultation were presented in **Report W518 (Rev. 4)**, subsequently revised in **Report W518 (Rev. 6)**. The details in that report are not repeated here, but all sites code numbers *et al* follow the sequence established in the first report. The first report also set out a general archaeological and historical background, which is again not repeated here.

This additional report, however, does include a summary of the archaeological potential and development impact for **all** routes, both those proposed before and after Public Consultation. It also includes outline proposals for further evaluation.

1.2 THE ADDITIONAL STUDY AREA

The proposals for the A259 Guestling Thorn and Icklesham bypass allow for a number of options that pass both to the north and south of the village of Icklesham. Initially, the Study

Area comprised three main corridors from Guestling Thorn in the west (TQ 8480 1535) and finishing to the north-west of Winchelsea (TQ 9010 1830). This area was defined by placing a 200 m (ie 100m either side of the centre line) corridor along each of the route proposals.

Subsequent to the Public Consultation in May 1993, three further route options were put forward by the local group TIGTAG for consideration, the Tigtag Purple and Tigtag Green routes, and a Black Route (**Fig. 1**). These new proposals extend the study area westwards and northwards to the line of the Ashford to Hastings railway. The study area was again defined by placing a 200 m corridor along each of the route proposals and this report incorporates the results of this additional area, and incorporates previously identified sites along the Brown Route which forms the eastern part of the Black Route.

All three of these routes share a common starting point against the Ashford to Hastings railway line to the west of Guestling Thorn (TQ 8346 1577). The Tigtag Purple route runs north-east to Lower Snailham and crosses the Brede Level parallel to, and slightly south of, the railway line. The Tigtag Green route deviates from the Tigtag Purple route in Fourteen Acre Wood and crosses the southern edge of the Brede Level. From the north-west of Icklesham village, this route covers much the same area as the Brown route options but just west of White Fox Farm, the Tigtag Green route curves northwards, joining the Tigtag Purple route near Winchelsea station. The proposed roadline then continues for a further *c.* 1 km, still parallel to the railway, terminating to the north of Winchelsea at TQ 9055 1895.

The Black route curves south-east away from the starting point, to pass to the north of Guestling Thorn (a link to the starting point of the Brown, Blue and Green routes on the present A259 being provided), and continues to follow the Brown Route eastwards from Broad Street Cottages. The Black Route would also link with the east end of the Hastings Eastern Bypass at Copshalls Farm and curves north-east again, passing to the south of Pond Wood. This route crosses Broad Street north of Mill House and from there continues westwards as for the Brown route.

The routes put forward for Public Consultation and after consultation are shown on **Fig. 1**, and a correlation of nomenclature is set out in **Appendix 11.4**.

1.3 GEOLOGY AND TOPOGRAPHY

The hamlet of Guestling Thorn and the village of Icklesham lie on a spur of land underlain by Ashdown Sands. To the north the land falls sharply to the wide flat valley of the River Brede (Brede Level) with its associated colluvial and alluvial deposits. To the south the land falls away more gently to the smaller water course, the Pannel Sewer, which also has colluvial and alluvial deposits. To the east the land also falls away gently to a narrow strip of alluvial deposits separating this spur from another outcrop of Ashdown sand upon which sits the small town of Winchelsea.

A259 GUESTLING THORN AND ICKLESHAM BYPASS

N

UDIMORE

River Brede

Railway

Brede Level

TIGTAG PURPLE ROUTE

Possible Roman/Medieval causeway

BROWN ROUTE

TIGTAG GREEN ROUTE

WINCHELSEA BYPASS

Site of St. Leonards Chu

Guestling Thorn

A259(T)

BLACK ROUTE

HASTINGS EASTERN BYPASS

GUESTLING CP

YELLOW ROUTE

Roman pottery

BLUE ROUTE

GREEN ROUTE

RED ROUTE

Windmill Hill

Wickham Manor

Roman pottery

ICKLESHAM CP

Sewer

Dug-out boat

Guestling Green

PETT

CP

0m 100 200 300 400 500 1000m

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Key:

Limit of Study Area

Site of archaeological interest

Archaeologically sensitive are

Inaccessible area

not accessible for field survey

A large majority of the Study Area lies on the north side of the ridge of sand, but the northern edge crosses the colluvial and alluvial deposits associated with the Brede Level.

The soils in the Study Area fall into four categories (Jarvis *et al.* 1984). Medium- and coarse-textured soils of the Wickham group are found across the top of the sandstone ridge. Along the scarp to the centre and to the west and south-west of the Study Area silty Stagnogleyic argillic brown earths of the Curtisden group occur. The soils on the Brede levels along the northern side of the Study Area are comprised of clayey and silty soils in marine alluvium of the Newchurch 1 group.

1.4 MODERN LAND USE

Overall the land use in the Study Area is mixed (see **Appendix 9.1** for a full listing of current land use). At the time of the survey, pasture was the dominant land use with 70 % of plots visited under this regime. Arable occupies some 16.5 % of the Area, woodland a further 12.9 % of the plots,. Orchards are a relatively rare at 2.5% of land use in the area, with nurseries only occupying 1.1 % of plots.

These percentages record only the number of plots and give no indication of the actual size of the areas under the various land use regimes. Orchards often occupied large areas with no clear plot definitions, whilst the arable and pastoral lands were more easily defined and more limited in their size.

No broad zones of land use could be recognised. Patterns of land use tended to reflect the preferences of individual landowners rather than topographical or geological factors. The only exceptions to this were along the steep scarp to the north of Icklesham and on the damp, low-lying Brede Level where pasture was the dominant land use.

Areas not available for visiting are shown on **Fig. 1**.

1.5 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

Little archaeological work has been carried out in the Icklesham area and much of that which has been undertaken is not fully reported. This is reflected in the amount known about this area in the prehistoric and early historical periods. Overall therefore, the lack of detailed knowledge about the local area is more a reflection of the lack of systematic survey than a real absence of activity in the area.

Details presented in Report W518 (Rev 4); section 1.5, are not repeated here; only additional references found during the further study is noted. This includes:

A "steep-nosed" flint scraper, probably of Neolithic (*c.* 4000 - 2000 BC) date, found in the garden of Icklesham Manor (SMR No TQ 81 NE 6).

A large number of iron-working sites have been recorded in the Sussex Weald, with a group to the west of the Study Area (Cleere and Crossley 1978). To the north of the Study Area is the Rye to Uckfield Ridgeway (Margary 1965, 262-3; NAR No LIN 129) which follows one of the main ridges of the Weald. This trackway is likely to have been an important thoroughfare since prehistoric times but was probably of especial importance during the Roman period for the transportation of iron from the Sussex Weald to the London to Lewes way. It is likely that the possible Roman or Medieval causeway crossing the Brede Level and the river itself (**Fig. 1**) links with this long-distance route.

The medieval manor of Snailham (SMR No TQ 81 NE 3) is first recorded in 1543. The site of its moated manor house survives at Lower Snailham Farm and although no traces of the house survive, the moat that originally surrounded it is still well defined.

2. DESK-TOP STUDY

2.1 INTRODUCTION

The aim of the desk-top study was to define areas within the Additional Study Area of known archaeological potential and to locate areas where evidence of archaeological activity might be expected to be found. Only those records relevant to this area were studied in detail although evidence of archaeological information from the surrounding area was also noted. In accordance with the scope of works several different data sources were consulted in order to obtain as much information as possible.

2.2 COUNTY SITES AND MONUMENTS RECORD

The County Sites and Monuments Record (SMR) is compiled and maintained by East Sussex County Council. It is a register of all known archaeological sites and individual find-spots within the county and is held within the archaeology section of the County Environmental Services Department, Lewes. All entries falling within the additional Study Area were examined.

Two further SMR entries referring to archaeological sites within the additional Study Area were found (see **Fig. 2**); both are designated as Archaeologically Sensitive Areas (ASAs). They comprise: the Roman bloomery kilns and possible Roman road, to the north-west of Old Place Farm (**G.25**; ASA 571, SMR Nos. TQ 81 NE 11, 4961 & 4962); and the site of Snailham Manor (**G.26**;ASA 610, SMR No TQ 81 NE 3).

No reference to an ASA located in the vicinity of Stocks Farm was found and the County Archaeologist, Andrew Woodcock, has confirmed this.

2.3 NATIONAL ARCHAEOLOGICAL RECORD

The National Archaeological Record (NAR) is as the name implies a record of sites of archaeological interest from across the whole of England. This is compiled and held by the Royal Commission on Historical Monuments (England) (RCHM(E)) at their office in Southampton. These records were consulted but no new sites within the Study Area were recorded.

2.4 CARTOGRAPHIC SEARCH

A search for surviving map coverage was undertaken. The main sources were the Tithe maps, Ordnance Survey maps and early estate maps all held at the East Sussex County Records Office. The Tithe maps and Apportionments for the parishes of Guestling (1843), Icklesham (1845), including Winchelsea, Udimore (1838) and Brede (1840) were used to

give some indication of land use, field names, land owners and tenants and field patterns from the early nineteenth century (see **Appendix 11.1**). They may also contain sites, buildings and landscape features no longer visible. This information can be of importance to archaeologists in analysing the development of the landscape.

The 1st series of 25" Ordnance Survey maps (1888-90) was studied for indications of land use change but they are of most use in indicating changes in the built environment.

Three early estate maps for different parts of the Study Area survive. These were surveyed and drawn by hand usually for the benefit of individual landowners and generally give very little detail. The three from the Study Area all date to around the middle of the eighteenth century (1736, ref. AMS 5737, 1767, ref. AMS 5788 and 1767, ref. AMS 6114) and do indicate that there was little change in the field patterns and land use between this period and the drawing up of the Tithe maps.

In general the cartographic search did not locate any further sites of archaeological interest. However, in a few cases the evidence of former land use helped to explain earthworks still visible in the fields which were noted during the field visits.

2.5 AERIAL PHOTOGRAPH SEARCH

The National Library of Air Photographs is held by the RCHM(E) at their offices in Swindon and Acton, West London. The photographs studied as part of this desk-top study are listed in **Appendix 11.2**.

A total of seven sets of aerial photographs (verticals) was inspected at Acton. No new archaeological sites were recognised within the Additional Study Area, although a potential archaeological site, an area of low, indistinct earthworks was identified in a field adjacent to Upper Lidham Hill which lies just outside the north-west edge of the Study Area (**G.31**; TQ 8405 1655).

2.6 PREVIOUS ARCHAEOLOGICAL FIELDWORK

Archaeological fieldwork previously carried out in the Study Area has been mainly carried out by the local amateur archaeological group, the Hastings Area Archaeological Research Group (HAARG). This has included limited excavation on the moated site (Vahey n.d. 2) and the Romano-British bloomery and Roman road (Vahey n.d. 1) at Old Place Farm (**G.12** below). In addition, volunteers from this group have walked many of the fields in the area in attempt to pinpoint areas of archaeological activity. By far the biggest group of artefacts recovered has been prehistoric worked flint (see **Appendix 11.3**), with Roman and medieval material, especially bloomery slag, also being located. Unfortunately this fieldwalking has not been carried out systematically and the results have not been fully reported.

The only other archaeological fieldwork previously carried out in the Study Area was a small scale excavation/watching brief on the Roman bloomery at Old Place Farm (Homan 1936-7).

2.7 COUNTY STRUCTURE PLAN

The County Structure Plan prepared by East Sussex County Council (1991, published 1992) states that the local planning authority must be satisfied the development *'does not damage .... sites of demonstrable historical or archaeological importance'* and *'where possible provides for the satisfactory preservation of archaeological sites and areas of interest, either in situ or by excavation and recording, prior to development'* (Section S27 (d) & (i)). It also states that *'the location of development will be governed by .... protecting areas .... of designated important landscape, ecological or historic character and their settings....'* (Section S12 (a)).

This Structure Plan (East Sussex County Council publication no P/1151) has been approved by the Secretary of State for the Environment. It illustrates the importance placed on archaeological and historical sites by the local authority in determining the future location, scale and shape of development within the county.

3. FIELD SURVEY

3.1 INTRODUCTION

The intention of the field survey was to provide a rapid visual scan of the Study Area to determine the presence of possible archaeological features (e.g. earthworks), to assess the location and state of previously recognised archaeological sites and to attempt to recognise areas of archaeological potential.

3.2 FIELD VISITS

Visits were made to all available fields along the additional routes on 01.11.93 and 02.11.93. Only one landowner denied access to his land and five further areas were unavailable; a total of 96 plots was visited.

Each plot visited was given a unique code by reference to individual landowners (numbered 35-43; following sequence previously established). Details of plots were recorded including land use, topography and any surface/archaeological features. Photographs were taken of all plots where this proved practical, i.e. dense woodland and large fields where no good vantage point could be gained were not photographed.

In addition to those areas where landowners would not provide access, large parts of the Study Area could not be fully assessed due to the nature of the land use (**Fig. 2**). Some 23 % of the fields visited were under mature crop or in use as nurseries. Under these conditions it was impossible to recognise surface artefact scatters, soil marks or earthworks.

4. GAZETTEER OF SITES WITHIN THE ADDITIONAL STUDY AREA

4.1 INTRODUCTION

The following gazetteer of sites is an amalgamation of all the archaeological information collected during the additional desk-top study and field survey. This includes all known archaeological sites and potential archaeological sites within the Additional Study Area. The sites have been given a unique G (Guestling) reference code for ease of use, and this number sequence follows on from that established in Report W518 (Rev. 4). All sites/areas are shown on **Fig. 2**.

Sites from the previous study which are relevant to the additional study area (the Brown Route) are detailed below along with new sites.

4.2 GAZETTEER

G.1 - G.2, G.5, G7-10, G.17-G.18, and **G.22-G.24** - see previous report (W518 (Rev. 4)).

Brown Route

G.3 - TQ 8595 1610
A linear earthwork crosses the field from north to south, this was observed during the field survey. Study of the Tithe map and aerial photographs from the 1950s show this as a field boundary (WA plot No 8.3).

G.4 - TQ 8515 1635
Iron slag, possibly representing an iron working site, was found on the floor of the wood at this location during the field survey (WA plot No 9.1).

G.6 - TQ 8645 1645
This location has been recorded as a possible iron working site (Straker 1931). The exact location of this site is unclear (SMR No TQ 81 NE 10) (WA plot No 11.2).

G.11 - TQ 8790 1670
Two linear earthworks survive in this plot. One of them runs north-south along the top of a break of slope and the other is L-shaped. Both of these probably represent former field boundaries. They were observed during the field survey and can also be seen on aerial photographs of this area (WA plot No 22.9).

G.12 - TQ 8795 1659
A series of six bloomery furnaces were recorded during sand quarrying in this area in the 1930s (Homan 1936-7). From two of the furnaces were recovered a single sherd of 'Belgic' pottery and a heat-affected coin of Hadrian (117-138 AD). Further work has been carried out on the site by HAARG between 1978 and 1982. These investigations uncovered a road

metalled with slag and debris from the bloomery furnaces and dated by the excavator to the Roman period (Vahey n.d.1).

This site has been designated as an Archaeologically Sensitive Area (ASA No 571) (SMR No's TQ 81 NE 11, 4961 & 4962) (WA plot No 22.9).

G.13 - TQ 8800 1670
Prehistoric worked flints have been found at this location (SMR No 5012) (WA plot No 22.9).

G.14 - TQ 8804 1647
St Nicholas's Church and graveyard. The tower and other features of the church are of early Norman date (12th century) although the main part of the fabric was the subject of restoration in 1848-9. The graveyard is likely to contain graves dating back to the churches foundation (SMR No TQ 81 NE 9).

G.15 - TQ 8810 1665
Two lynchets running east-west across a very steep slope can be seen in this plot. These were observed during the field survey and can also be seen on aerial photographs of this area (WA plot No 25.1).

G.16 - TQ 8815 1680
A moated site of medieval date (12th-16th century) survives at this location. This would probably have been the location of the medieval manor of Icklesham and would also have controlled a possible causeway which ran north across Brede level from here.

Limited excavations during the construction of field drains have been carried out by HAARG (Vahey n.d.2). These produced a large number of finds dated to the sixteenth century including a large group of imported material, pottery vessels from the Netherlands, France, Germany and Spain. During the dry summer of 1976 several buildings were recorded from parch marks visible on the site.

The monument survives as a very slight earthwork and can be seen on aerial photographs of this area. This monument has been protected by the provision of Scheduled Ancient Monument status (SAM No 451) by English Heritage and also by its designation as an archaeologically sensitive area (No 572) by East Sussex County Council (SMR No TQ 81 NE 4) (WA plot No 22.12).

G.19 - TQ 8895 1690
Romano-British pottery and bloomery slag have been found at this location (SMR No 4964) (WA plot No 28.2).

G.20 - TQ 8895 1700
Romano-British pottery has been found at this location (SMR No 4960) (WA plot No 28.1).

G.21 - TQ 8900 1690

Prehistoric worked flints have found at this location during fieldwalking (for details see **Appendix 9.3**) (WA plot No 28.1).

Additional Sites

G.25 - TQ 8414 1581
Substantial quantities of bloomery slag found in a stream bed from TQ8414 1581 to TQ 8419 1611, suggest that several bloomeries, must have existed in close proximity to the stream (Straker 1931, 340). No traces of bloomery hearths have been found in this area and the date of this activity is uncertain (SMR No TQ 81 NW 1) (WA plot No 64).

G.26 - TQ 8514 1734
The site of the moated house of the manor of Snailham is recorded in this location (SMR No TQ 81 NE 3). The manor is first recorded in 1543. The house itself has been destroyed but parts of the moat survive, in places up to 2 m deep, although the northern side was destroyed by the railway cutting. Traces of artificial ponds, possible building platforms and hollow ways survive to the east and south of the moat. Several small lynchetted enclosures are located on the hillslope to the south of the moat but it is currently uncertain whether these are contemporary with the moated site or with the later (*c.* early nineteenth-century) Lower Snailham Farm.

The site has been designated as an Archaeologically Sensitive Area (No 610) by East Sussex County Council.

G.27 - TQ 8488 1660
A linear earthwork, up to 0.50 m high and 1.50 m wide, crosses the field keeping to the very bottom of a small north/south valley. Slight ditches, now largely infilled, were noted on either side of this feature which was observed during the field survey. This feature probably represents an old field boundary although no such boundary is recorded on the Guestling tithe map (1843). A large, disused burrow, probably of a fox or badger, now runs the entire length of the earthwork. (WA plot No 5.17).

G.28 - TQ 8473 1658
Location of a large pit, now surrounded by trees. A pit is recorded here on the Guestling tithe map (1843) and this feature probably represents a marl pit of eighteenth- or nineteenth-century date. Marl, a decayed chalky soil, was used widely as an agricultural fertiliser from the Iron Age (*c.* BC 800 - AD 43) onwards. (WA plot No 516).

G.29 - TQ 8441 1643
Location of a large pit, probably also a marl pit of post-medieval date, noted during the field survey. (WA plot No 5.24).

G.30 - TQ 8490 1640
A bank, up to 1.5 m high, runs along the line of a change in slope and crosses the field from east to west. The bank has been ploughed over and probably represents an old field boundary

although no such boundary is recorded on the Guestling tithe map (1843). (WA plot No 5.18).

G.31 - TQ 8405 1657
An area of low, indistinct earthworks was identified from air photographs, in a field adjacent to Upper Lidham Hill which lies just outside the north-west edge of the Study Area. It is possible that these represent a settlement of medieval or later origin, but the Guestling tithe map (1843) records this area as being part of the gardens of Upper Lidham Hill and it is perhaps more likely that these features relate to horticultural activities in this area.

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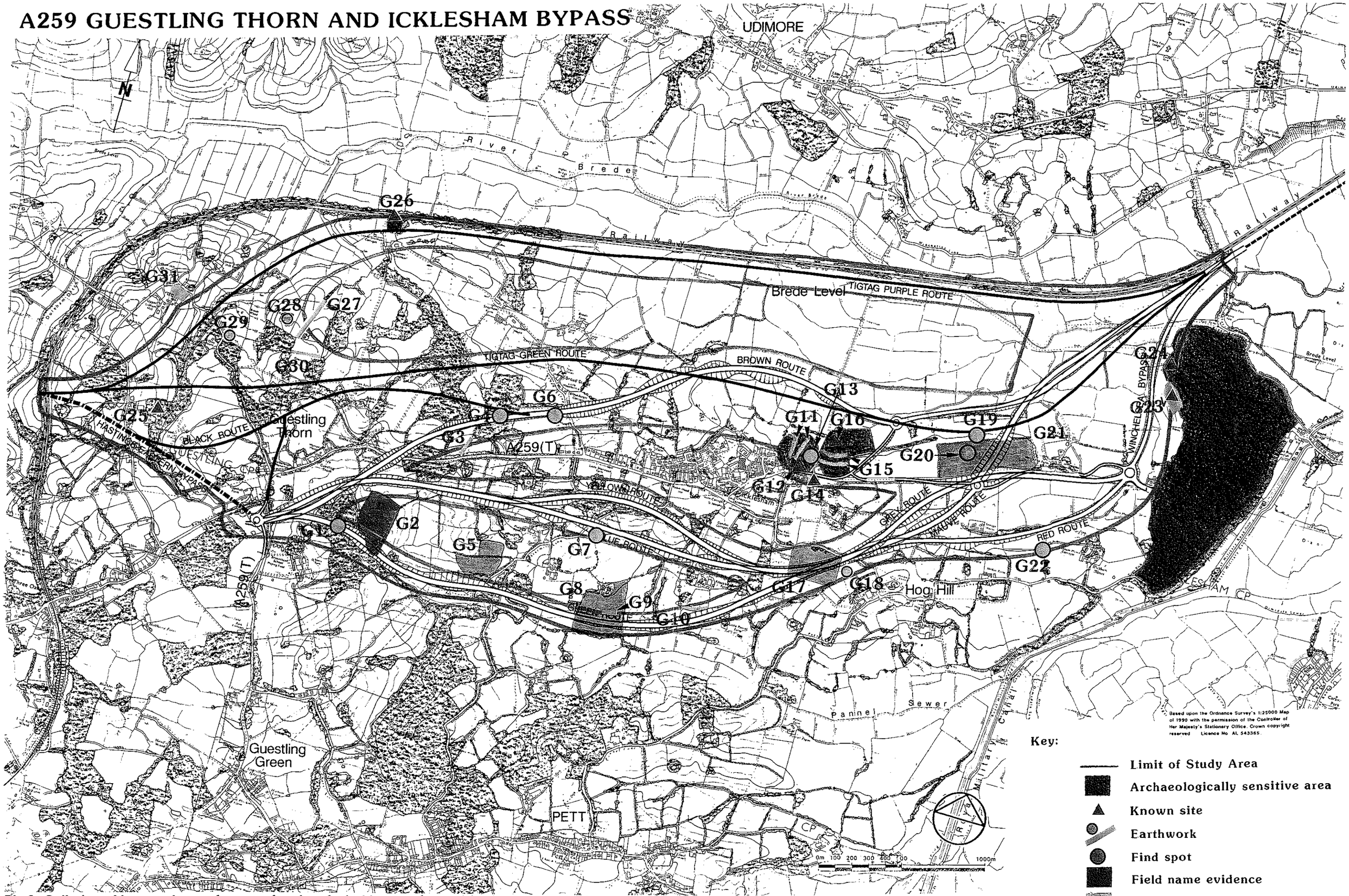

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Key:

- Limit of Study Area
- Archaeologically sensitive area
- Known site
- Earthwork
- Find spot
- Field name evidence
- Previously fieldwalked area

Fig.2: Collation of known sites and areas of archaeological interest located in the Stage 1 Study

5. RANKING OF KNOWN ARCHAEOLOGICAL SITES/AREAS OF INTEREST

5.1 INTRODUCTION

Overall the Additional Study Area contains further 'sites' varying from isolated find spots to sites recognised as of national importance. In order to assess the significance of the sites they are here ranked in three broad categories:-

- sites of high archaeological importance/potential. Interpreted as sites already recognised as or with the potential to be of national or regional importance.
- sites of medium archaeological importance/potential. Interpreted as sites already recognised as or with the potential to be of local importance.
- sites of low archaeological importance/potential. Interpreted as sites which, based on current data, appear to be of limited and/or localised archaeological value.

5.2 SITES OF HIGH ARCHAEOLOGICAL IMPORTANCE/POTENTIAL

One site, the moated site at Lower Snailham, **G.26**, falls into this category in the Additional Study Area. It is also designated as an Archaeologically Sensitive Areas.

5.3 SITES OF MEDIUM ARCHAEOLOGICAL IMPORTANCE/POTENTIAL

Six of the sites in the Additional Study Area are considered to be of medium potential. The flint scatter site found by fieldwalking, **G.21**, the possible iron working sites **G.4**, **G.6** and **G.25** , the finds of Roman material **G.19** and **G.20** are included in this category.

The potential of the flint scatter sites is adequately illustrated by the excavations at Pannel Bridge (see Report W518 (Rev. 4)). The discovery there of an *in situ* Mesolithic site and associated late Neolithic/early Bronze Age material is of great importance to the understanding of the prehistoric activity in this area. The nature and the locations of the flint scatters from the Study Area would indicate that they may not have the same potential as the Pannel Bridge site. The sites have been or are currently in use for arable farming and plough damage to underlying deposits should be expected.

Iron-working is an industry well known and much studied in the High Weald area. The Study Area falls on the south-east edge of the High Weald and the potential for the discovery of new iron-working sites is therefore good. Evidence of Roman iron-working is already known within the Study Area. The three sites that have been included in this section may be of higher potential but are referred to here as there is little known about their exact location, date

or nature. As iron-working was also practised through into the post-medieval period, there is every possibility that the evidence recovered belongs to activity of a more recent date.

The finds of Roman material, **G.19** and **G.20**, have been placed in this rank because whilst they indicate activity of Roman date in this area, they are unlikely to represent actual settlement/activity sites.

5.4 SITES OF LOW ARCHAEOLOGICAL IMPORTANCE/POTENTIAL

Sites of low potential form the largest group with nine of the sites in the Study Area considered to be in this category. These are the earthwork sites, **G.3**, **G.11**, **G.15**, **G.27**, **G.30** and **G.31**, the marl pits **G.28** and **G.29** and the find-spot **G.13**.

Of the earthwork sites one, **G.15**, represents evidence of former cultivation practices in the form of lynchets and ridge and furrow. Unfortunately the ridge and furrow no longer survives. Whilst the lynchets themselves are of low archaeological importance it should be pointed out that features of this type often mask earlier sites and this possibility should be considered. Sites **G.27** and **G.30** probably represent old field boundaries. The earthworks of **G.31** most probably relate to post-medieval horticultural practices.

The marl pits, **G.28** and **G.29** are both likely to be of post-medieval date. The potential for the survival of significant archaeological deposits relating to the working of these pits is low and the extraction process itself would have destroyed any traces of earlier activity previously surviving in these locations.

The find spot,**G.13**, represents prehistoric worked flint although the quantities and nature of the material recovered is unknown. They may be part of similar assemblages to those found elsewhere in the Study Area or they could be stray finds.

6. THE PALAEO-ENVIRONMENTAL POTENTIAL

6.1 INTRODUCTION

The importance of palaeo-environmental data to our understanding of the development of the natural environment, use and exploitation of available resources and man's effect on the landscape is extremely high. The Weald contains many valleys and low lying coastal areas which have accumulated considerable depths of sediments over the last 10,000 years. A number of palynological (pollen analysis) and palaeo-geographical studies have been conducted within the vicinity of the Study Area providing a broad palaeo-environmental background. In particular, the Additional Study Area includes one major sedimentary basin, the Brede Level. The deposits within this area has allowed the construction of pollen sequences which show vegetation change throughout the last 10,000 years and significantly, these changes can directly, or indirectly, be related to the archaeological sites and known activity in the area.

6.2 THE PALAEO-ENVIRONMENTAL BACKGROUND

Much palaeo-geographical work, discussion and dispute deals with the litho-stratigraphy at The Crumbles, Langney Point and alluvial sequences at Combe Haven (Jennings and Smythe 1982a; 1985) and the sedimentary alluvial and coastal sequences in the southern Weald (Jennings and Smythe 1982b, Burrin 1982; 1983; 1985; Shennan 1983) which have broad palaeo-environmental and archaeological implications. More detailed and archaeologically relevant sedimentological and palynological analysis has been conducted in Brede and Pannel valleys at Pett (Waller 1987; Woodcock 1984; Holgate and Woodcock 1988), the Romney Marsh area (Waller *et al.* 1988) and the Rother Valley (Scaife and Burrin 1987) which relate to the more general and synthetic works of Burrin and Scaife (1984) and Burrin (1985).

The detailed studies demonstrate the palaeo-environmental potential of the area and indicate the potential for integration with the archaeological record (cf. Holgate and Woodcock 1988; 1989). These studies show that estuarine conditions formed *c.* 9000 BC (cf. Jennings and Smythe 1985; Waller 1987) and that peat formation was initiated at some time in the later Mesolithic (*c.* 5,000 - 4,000 BC). These peats were associated with deciduous woodland and Alder (*Alnetum*) and Willow fen carr conditions. Local modification of the woodland and local increase in *Corylus* (Waller 1987; Burrin and Scaife 1987) reflects the anthropogenic activity evidenced by local flint scatters (e.g. Holgate and Woodcock 1989). Such evidence is demonstrably of regional, if not national significance. No major clearance episodes are recorded until *c.* 1750 BC (Waller 1987), but continued small scale and localised vegetation clearances are seen within the alluvial silts and peats and probably relate to the later Neolithic and early Bronze Age for which there is artefactual evidence in the form of flint scatters, some of which comes from within the Additional Study Area. Major clearance episodes are not recorded locally until the pre-Roman Iron Age and Romano-British periods and may relate to settlement and the start of the Wealden iron industry (Cleere 1974). Such large-scale clearances are relatively late (cf. Allen 1988; Thorley 1981;) for East Sussex, but may relate

7. SUMMARY AND REVIEW - ADDITIONAL AREA

7.1 INTRODUCTION

The additional work has provided further useful background to the known archaeology of the Study Area. It has demonstrated that evidence for prehistoric (Mesolithic and later Neolithic/Early Bronze Age), Romano-British, medieval and later activity exists within the Study Area. Gaps in the archaeological record still appear with little evidence of activity in the later Prehistoric period and in the early medieval (pre-conquest) period.

The evidence for archaeological activity within each of the main corridors which make up the Additional Study Area (including the Brown Route) is summarised on Table 1. As noted above, it is considered that the level of pre-existing archaeological data is more a reflection of the level of survey/excavation in the area than a true representation of archaeological activity within the Additional Study Area. Two aspects of the archaeology defined may increase the significance of the activity in the Study Area, the presence of specialised industrial sites (iron-working) from the Romano-British period on and the potential for palaeo-environmental data from the low lying Brede Level.

Table 1: Summary of known sites/areas of archaeological interest in additional route corridors

ROUTE OPTION	RANK OF ARCHAEOLOGICAL IMPORTANCE/POTENTIAL		
	HIGH	MEDIUM	LOW
Brown route	G.12 G.14 G.16	G.4 G.6 G.19 G.20 G.21	G.3 G.11 G.13 G.15
Tigtag Purple Route	G.26	-	-
Tigtag Green Route	-	G.19 G.21 G.25	-
Black Route	G.12 G.14 G16	G.4 G.6 G.19 G.20 G.21	G.3 G.11 G.13 G.15
East end Hastings Eastern Bypass	-	G.25	-

8. OVERALL ASSESSMENT OF THE ARCHAEOLOGICAL RESOURCE AND POTENTIAL IMPACT OF ROUTES (PRE- AND POST-PUBLIC CONSULTATION)

8.1 KNOWN SITES WITHIN THE STUDY AREAS

Table 2 totals the *known* archaeological sites, whilst Table 3 orders them by numbers of sites of high, medium and low potential (rather than total number of sites); but this does not fully take account of any designated status, nor of any sites as yet unrecognised. If the table were ordered by total number of sites, the Brown and Black Routes would still retain their places, but the order of other routes would change, so the table should be used with caution.

In summary the studies have revealed that the Brown Route and the Black Route contain the highest number (12) of *known* archaeological sites and/or areas of archaeological interest, and the largest number of sites of high archaeological potential. However, this is largely due to the focus of activity represented by sites **G.11** - **G.16**. These two Routes also contain the only Scheduled Monument (**G.16**, also an Archaeologically Sensitive Area - ASA) and two other ASAs (**G.12** and **G14**).

Six other routes contain two areas of high archaeological potential, and one route (Tigtag Purple) contains only a single site of high potential.

Only five route options, and the eastern end of the Hastings Eastern Bypass (HEB), contain no sites of high archaeological potential, but all, except HEB, contain within their corridors between three and five sites of medium potential. The least damaging routes, based on current knowledge, would appear to be the Tigtag Green Route (3 sites of medium potential), or the Blue Route Northern (four sites of medium and one of low potential).

Table 2: Summary of known sites/areas of archaeological interest in the alternative route corridors

ROUTE OPTION	RANK OF ARCHAEOLOGICAL IMPORTANCE/POTENTIAL		
	HIGH	MEDIUM	LOW
Brown route	G 12 G 14 G 16	G 4 G.6 G.19 G.20 G.21	G.3 G.11 G.13 G.15
Blue route	-	G.7 G.17 G.19 G.20 G.21	G.18
Blue Route - Option A	G 23 G 24	G.7 G.17 G19 G.20 G.21	G.18
Blue Route - Option B	G 23 G 24	G.7 G.17 G.19 G.20 G.21 G.22	G.18
Blue Route Northern	-	G.17 G 19 G 20 G.21	G 18
Blue Route Northern - Option A	G 23 G 24	G 17 G 19 G 20 G.21	G 18
Blue Route Northern - Option B	G 23 G 24	G 7 G 17 G 19 G 20 G 21 G.22	G 18
Green route	-	G 2 G 5 G 8 G.17	G.1 G.9 G.10 G.18
Green Route - Option A	G 23 G 24	G 2 G 5 G 8 G.17	G.1 G.9 G.10 G.18
Green Route - Option B	G 23 G 24	G.2 G 5 G.8 G.17 G.22	G 1 G 9 G 10 G 18
Tigtag Purple Route	G.26	-	-
Tigtag Green Route	-	G.19 G.21 G.25	-
Black Route	G 12 G.14 G16	G.4 G.6 G.19 G 20 G.21	G 3 G 11 G 13 G 15
East end Hastings Eastern Bypass	-	G.25	-

Table 3: Numbers of sites affected and provisional ranking of routes by potential of sites

ROUTE OPTION				TOTAL	COMMENTS
	HIGH	MED	LOW		
Brown route	3	5	4	12	One Scheduled Monument/ ASA; two other ASA
Black Route	3	5	4	12	One Scheduled Monument/ ASA; two other ASA
Blue Route - Option B	2	6	1	9	Two ASA
Blue Route Northern - Option B	2	6	1	9	Two ASA
Green Route - Option B	2	5	4	11	Two ASA
Blue Route - Option A	2	5	1	8	Two ASA
Green Route - Option A	2	4	4	10	Two ASA
Blue Route Northern - Option A	2	4	1	7	Two ASA
Tigtag Purple Route	1	-	-	1	One ASA
Blue Route	-	5	1	6	
Green Route	-	4	4	8	
Blue Route Northern	-	4	1	5	
Tigtag Green Route	-	3	-	3	
East end Hastings Eastern Bypass	-	1	-	1	

8.2 PRELIMINARY ASSESSMENT OF IMPACT

The potential impact on individual sites is set out in Table 4 in relation to presently defined route lines. As no detailed information on precise methods of construction is currently available, the assessment must be regarded as a preliminary statement which will require review. The assessment of impact is based on 1:20,000 base maps supplied by David Huskisson Associates (February 1994).

The impacts are described as:

Direct adverse:	site within route line, damage or destruction likely
Likely Direct Adverse:	close to line, but insufficent detail available
Possible Direct adverse:	within *c.* 50m of route
No likely impact:	site within study area, but *c.* 100 m + from present route lines

Seven sites are listed as having a potential **Direct adverse** impact: three on the Green Route, two on the Black/Brown Route, one each on the Blue/Green/Yellow and Mauve Routes. A further two sites appear to have a potential **Likely Direct adverse** impact (one each on Blue and Green Routes); with five **Possible Direct adverse** impacts (Green Route - two; Tigtag Green Route - two; Mauve Route - one).

There is no likely impact on a further 16 'sites' (all routes), but the precise areas which these sites cover require clarification, as do the details of construction.

Whilst **Direct** impact is unlikely on the single Scheduled Monument (also an ASA), the moated manor of Snailham, the site does lie within 100 m of the Tigtag Purple Route and its setting would potentially be effected.

Table 4: Summary of Potential Impact
(based on 1:20,000 copies Route Maps supplied February 1994)

Site	Arch. Potential	Potential Impact
G.1	Low	**Direct, adverse** (Green route embankment)
G.2	Medium	**Partial Direct, adverse** (Green route embankment, affects extreme south end site)
G.3	Low	No likely impact (but within 100m Brown Route)
G.4	Medium	**Direct, adverse** (close to junction Brown/Black Route)
G.5	Medium	**Likely direct, adverse** (south edge cutting, Green Route)
G.6	Medium	**Direct, adverse** (on line Brown/Black Route)
G.7	Medium	**Likely direct, adverse** (Blue Route cutting)
G.8	Medium	**Direct, adverse** (Green Route cuts area)
G.9	Low	**Possible** direct, adverse (50m north of Green Route)
G.10	Low	**Possible** direct, adverse (on north edge cutting Green Route)
G.11	Low	No likely impact (but within 200m TIGTAG Green and 300m Brown/Black Route)
G.12	High	No likely impact (within 350m TIGTAG Green and 400m Brown/Black Route)
G.13	Low	No likely impact (within 300m TIGTAG Green and 350m Brown/Black Route)
G.14	High	No likely impact (within study area TIGTAG Green and Brown/Black Route; close to possible road improvements)
G.15	Low	No likely impact (but within 300m TIGTAG Green and Brown/Black Route)
G.16	High	No likely impact (but within 150m TIGTAG Green and Brown/Black Route)
G.17	Medium	**Direct, adverse** (Yellow/Blue/Green Routes)
G.18	Low	**Possible** direct, adverse impact (within 50m Yellow/Blue Routes)
G.19	Medium	**Possible** direct, adverse impact (within 100m TIGTAG Green Mauve Routes)
G.20	Medium	**Possible** direct, adverse (within 50m TIGTAG Green Route; within 100m Mauve Route)
G.21	Medium	**Direct, adverse** (Mauve Route)
G.22	Medium	Unlikely (but within 100m Red Route)
G.23	High	No likely (but within 150m Winchelsea Bypass Route)
G.24	High	No likely (but within 100m Winchelsea Bypass Route)
G.25	Medium	No likely (but within 200m Black Route/Hastings Eastern Bypass Route)
G.26	High	Direct impact unlikely, but possible adverse impact on *setting* of Scheduled Monument (within 100m of TIGTAG Purple Route)
G.27	Low	No impact (300m + from TIGTAG Green and Purple Routes)
G.28	Low	No impact (400m from TIGTAG Green and Purple Routes)
G.29	Low	No likely impact (200m from TIGTAG Purple Route)
G.30	Low	No likely impact (but within 150m of TIGTAG Green Route)
G.31	Low	No likely impact (200m + from TIGTAG Purple Route)

8.3 PALAEO-ENVIRONMENTAL IMPLICATIONS OF THE ROUTES

The Study AreaS impinge on both the Pannel Sewer and Brede Level sedimentary basins. The palaeo-environmental potential of both areas is well demonstrated by the work outlined above. Destruction of palaeo-environmental and archaeologically significant deposits may occur as a direct or indirect result of road development. Physical destruction obviously will have a major impact, but localised, even temporary de-watering, can destroy the pollen record and compression by dumped build-up (road embankment) may result in localised changes in the hydrological status and destruction of the pollen record.

Although most of this discussion is based upon pollen analytical work from the sedimentary units, the potential for recovering environmental information from sealed archaeological contexts must not be dismissed. In particular the importance of Mesolithic - Early Bronze Age sites with associated features may provide environmental material. Although material such as terrestrial Mollusca and bone are not likely to, well carbonised plant macrofossils and charcoals may be significant in interpreting the human economy of these periods. Their absence in the archaeological data-base of this area is due to the lack of investigation rather than preservation. Other terrestrial deposits (colluvium) are also significant if dated (cf. Waller 1987; Woodcock pers. comm.) and although will not contain land snails as in chalkland hillwash (cf. Allen 1988; Bell 1983), they may contain pollen (Scaife pers. comm.) and sealed archaeological horizons. Such deposits are likely at the foot of the Ashdown Sands on the edge of the alluvial plains.

9. STAGE 2 WORKS

9.1 STAGE 2 ARCHAEOLOGICAL STUDY

The results from the preliminary archaeological studies have shown the potential for archaeological activity across various parts of all the road corridors which make up the Study Area. Furthermore the areas in which archaeological activity is not presently known or represented cannot be discounted as of no archaeological potential. It is considered that detailed field evaluation should ideally be undertaken across the Study Area prior to the adoption of a preferred route.

The Stage 2 programme of archaeological evaluation should have two main aims:-

- to determine more precisely the nature, extent and date of sites which are already represented in some form in the archaeological record;

- to evaluate the areas currently devoid of archaeological sites along the route.

9.2 AN OUTLINE STRATEGY FOR THE STAGE 2 STUDY

The full and final strategy for the Stage 2 field evaluation would need to be formulated in conjunction with the appropriate regulatory authority following reference to the relevant statutory consultees. It is therefore appropriate at this stage to put forward an outline as to the type of field work appropriate for the Stage 2 archaeological study.

Overall, an appropriate strategy would combine fieldwalking in areas of arable agriculture with manually-excavated trial pits (usually 1 x 1 m) in all other areas, e.g. pasture, woodland etc. Augering would also be a useful technique to use across the valley floors. In addition, it may be appropriate to implement targeted machine-trenching at a later stage in order to answer specific questions posed by the results of the fieldwalking and trial-pitting and thus help to define the nature of the preserved archaeology more precisely.

Each type of fieldwork should be carried out in accordance with recognised standards of methodology and recording. Given the width of the Study Area corridor (generally 200 m), it would be appropriate to undertake fieldwalking based on a 25 m interval line-spacing. Manually-excavated trial pits are usually 1 x 1 m in size (plan) and are excavated down through the ploughsoil or to a depth of 0.30 m. The objective of this technique is to collect artefacts from areas where fieldwalking is not possible, to record details of soil depths and profiles and to record any archaeological features encountered. It is considered that a staggered grid, aligned on the road corridor, and based on 50 m spacings would be appropriate in this case. In addition, it may be appropriate to sieve the contents of some trial pits in those areas with potential for early prehistoric flint scatters. In those areas where the Study Area crosses the valley floors of the Pannel Sewer and the Brede Level augering would be a suitable methodological approach to determine the nature of the colluvial and alluvial

deposits present. This technique may also aid in the recognition of sites where earlier prehistoric settlement activity may be encountered.

Following the implementation of the strategy outlined above, it may be appropriate to implement a final stage of archaeological evaluation in the form of targeted machine-trenching. The need for machine-trenching will depend on the results gained from the earlier evaluation and/or statutory consultation. It is considered that it would only be appropriate to undertake machine-trenching along the adopted preferred route. The aim of the machine-trenching would be to answer specific questions which arise from the earlier stages of evaluation and to determine more precisely the nature, extent, degree of survival etc. of sites already located.

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11. APPENDICES

11.1 Tithe Map Field Names and Current Land Use (Additional Area only)

For previous data see **Report W518 (Rev.4)**.

Summary of data retrieved from the Tithe maps and apportionments
N.B. Where the term 'part of' is written in italics this field has been subdivided since the tithe map and apportionment was drawn up

WA Plot No.	Parish	Tithe map field name/s	Current land use
1.4	"	Orchard	Pasture
1.5	"	*part of* No name field	Pasture
1.6	"	*part of* No name field	Pasture
1.7	"	*part of* No name field	Arable
1.8	"		Arable
1.9	"		Arable
1.10	"	Stable field	Pasture
5.3	"	New planted wood	Woodland
5.5	Guestling		
5.6	"	Pond Wood	Woodland
5.7	"	Hollow Field Shaw and HF Brook	Pasture
5.8	"	Tall Hop Garden	Pasture
5.9	"	Alder Shaw	Pasture
5.10	"	Tildens Marsh + Barn Field	Pasture
5.11	"	Four Acres + Five Acre Brook	Pasture
5.12	"	Lower Snailham Farm Buildings	Pasture
5.13	"	Ten Acres	Arable
5.14	"	Bay Cakes Marsh	Pasture
5.15	"	Little Bay Cakes	Pasture
5.16	"	Glovens Field	Arable
5.17	"	Eight Acres	Pasture
5.18	"	Nine Acres or Grubed Field	Arable
5.19	"	Upper + Lower Strawberry Fields	Pasture
5.20	"	Pit in Glovens Field	Woodland
5.21	"	Glovens Wood	Woodland
5.22	"	Grays Wood	Woodland
5.23	"	Upper Grove Wood	Woodland
5.24	"	Stoathy Field	Pasture
5.25	"	Crab Wood	Woodland
5.26	"	Brambley Wood +	Arable
5.27	"	Little Marl Pit field	Arable
5.28	"	North Lane Lodge field	Arable
5.29	"	Upper + Lower Strawberry Fields	Pasture
5.30	"	Part of Eleven Acres or Stub Field	Pasture

contd

WA Plot No.	Parish	Tithe map field name/s	Current land use
5.31	"	Eight Acres or White Field	Pasture
5.32	"	Barn field and Bunters field	Pasture
5.33	"	-	Pasture
5.34	"	-	Pasture
5.35	"	Hop field	Nurseries
15.4	"	Three corner wood	Woodland
15.5	Icklesham	Middle Turnpike Marsh + Rams Marsh	Pasture
15.6	"	Middle Turnpike Marsh	Pasture
15.7	"	Upper Turnpike Marsh	Pasture
15.8	"	-	Pasture
15.9	"	Eleven Acres	Pasture
15.10	"	Way Marsh	Pasture
15.11	"	North Garden	Pasture
15.12	"	Five Acres	Pasture
15.13	"	Bell Marsh + Five Acres	Pasture
15.14	"	Hollow Wood	Pasture
15.15	"	Little Wood	Pasture
15.16	"	Valentine Marsh	Pasture
15.17	"	Blackmans	Pasture
15.18	"	Eleven Acres	Pasture
15.19	"	-	Pasture
15.20	"	-	Pasture
15.21	"	Eighteen Acres	Pasture
15.22	"	Back Door + Plantation	Pasture
17.4	Icklesham	Round Nine Acres, Twelve Acres and Fourteen Acres	Pasture
22.17	"	Nine Acres	Arable
22.18	"	Eight Acres	Arable
23.2	Guestling	Northcroft and *part of* North Wood	Woodland
23.3	"		Arable
28.22	"	Thirteen Acre Marsh	Pasture
28.23	"	Long Field	"
28.24	"	Footway Field	"
33.7	Icklesham	Channel Marsh	Pasture
34.2	Guestling	Thirteen Acres	Pasture
39.1	Guestling	-	Pasture
39.2	"	Lower Lyndhams + *part of* North Wood	"
39.3	"	Stone House field	Arable
39.4	"	Lower Gras field, Six Acres + an unnamed field	Pasture
39.5	"	Oak field	"
39.6	"	*Part of* North Wood	Arable
39.7	"	Hop Garden field	Pasture
39.8	"	*Part of* North Wood	"
39.9	"	*Part of* North Wood	Woodland
39.10	"	Denshaw field, Little Stock field, + Flatfields	Arable
39.11	"	Fve Acres	Pasture

contd

WA Plot No.	Parish	Tithe map field name/s	Current land use
39.12	"	*Part of* North Wood field	"
40.1	Guestling	*Part of* Wood field, Plaid field + Hop Garden Brook	Pasture
40.2	"	*Part of* Alden Shaw and Brook Hop Garden	"
40.3	"	-	"
40.4	"	*Part of* Barn field	"
40.5	"	Ash Field	"
40.6	"	*Part of* Brook Hop Garden + Brook Wood	"
40.7	"	Two Acres and Great Gate field	"
43.1	Icklesham	Road field	Arable
43.2	"	Brook Willow Bed wood	Woodland
43.3	Icklesham/Guing	Hollow Field and *part of* Toll Marsh	Orchard
43.4	Icklesham	Ten Acres and Eight Acres	Pasture
43.5	"	*Part of* Middle field	Orchard
43.6	"	Barn field + Little Bumpkins	Arable

Most of the field names listed are self explanatory and relate to land use and land ownership/tenure.

11.2 Aerial Photograph Search: Sources Consulted

The photographs listed are vertical views held at the National Library of Air Photographs, Acton, West London. These were nearly all taken as survey data for non-archaeological reasons and are of widely varying quality.

Vertical aerial photographs consulted

Library No.	Sortie Number	Date	Start Frame	End Frame
10492	OS/73183	15.05.73	616	616
1090	541/537	30.05.50	3160	3160
1922	58/2937	15.06.59	121	121
2862	3G/MEW/T/6	08.07.45	5094	5096
509	CPE/UK/1842	18.11.46	3024	3024
528	CPE/UK/1874	05.12.46	4019	4019
7595	MAL/79047	12.12.79	38	38

11.3 Summary of flint artefacts from fieldwalking

The table below lists the type and number of flints retrieved during fieldwalking undertaken in the Study Area. This information was collated and supplied by A. Woodcock, East Sussex County Council.

Flints	**SITE G.21**
Flakes and blades	233
Cores and core fragments	31
Core rejuvenated pieces	-
Scrapers	40
Blunted backed blades	-
Awls	-
Burns	-
Axe & axe fragments	2
Fabricator	1
Miscellaneous retouched	12
Hammerstone	1
Others	-
TOTAL	**321**

11.4 Correlation of nomenclature of routes selected for study and submitted to Public Consultation

The broad route corridors studied as part of the archaeological assessment fall into two main groups, located either to the north or to the south of the main Icklesham ridge. At the time of the Public Consultation the eastern and western alignments of the southern routes, which met at a common intersection point in the vicinity of Workhouse Lane, were studied independently thus allowing a wider range of options to the south of Icklesham.

The Public Consultation western route options follow the alignments of the western parts of previous routes with the exception of the Green Route, which is a slight modification of Green Route C. The eastern routes however, derive from a number of alternative routes over the Icklesham ridge and Brede Level. The Red Route is a modification of the Blue Route F/Green Route D, and the western part of the Mauve Route is the same as the eastern part of Blue Route E2, and the eastern part of Green Route C2.

To the north of Icklesham the Brown Route options fall into two sub-categories: Brown Routes A to D would be aligned to the northern edge of the settlement, on the top of the ridge, whilst Brown Routes F1A and F2 would be aligned further north at the base of the slope.

The development of the historical routes to Public Consultation and the relevant changes in nomenclature is summarised below:

Public ConsultationName	**Previously Called**
BROWN ROUTE	BROWN ROUTE F1A/F2 (Slightly modified) WINCHELSEA BYPASS
GREEN ROUTE	GREEN ROUTE C2
BLUE ROUTE	BLUE ROUTE D
YELLOW ROUTE	BLUE ROUTE E2 (Western end)
GREY ROUTE	BLUE/GREEN ROUTE OPTION A WINCHELSEA BYPASS 4
RED ROUTE	BLUE/GREEN ROUTE OPTION B Similar to GREEN ROUTE D, BLUE ROUTE WINCHELSEA BYPASS 4
MAUVE ROUTE	GREEN ROUTE C2 BLUE ROUTE E2 (Western end) Similar to BLUE ROUTES D & E (Western ends) but eas junction to the south of the existing A259. WINCHELSEA BYPASS 1

Brown Routes A to D were not taken forward to Public Consultation, but parts of the eastern end of D would be adopted by the Grey Public Consultation Route on the ridge by Crutches Farm.