RPS Planning, Transport and Environment

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CONSULTING
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THE ENVIRONMENTAL CONSULTANCY

DEPARTMENT OF TRANSPORT

SOUTH EAST CONSTRUCTION PROGRAMME DIVISION

A27
LEWES TO POLEGATE
IMPROVEMENT

INITIAL ARCHAEOLOGICAL SURVEY

Project No.90017

Report No.14

SEPTEMBER 1991

SUMMARY

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EDITION RECORD

VERSION A - 25 SEPTEMBER 1991

1.0 INTRODUCTION

1.1 This report has been produced by RPS Watson as commissioned on the 19 June 1991 by Bullen and Partners, Consulting Engineers to the Department of Transport for the A27 Lewes to Polegate Improvement. It provides an initial appraisal for the archaeological implications of alternative routes currently under consideration.

1.2 The scope of the investigations is:

An initial survey of the archaeological sites comprising:

- a survey of existing information available from local sources and existing data from:

    - o Royal Commission on Historic Monuments (England) [RCHM(E)] National Aerial Photographic Library
    - o Local aerial photograph libraries
    - o Cambridge University Aerial Photographic Committee
    - o English Heritage
    - o East Sussex County Archaeologist
    - o East Sussex Public Records Office

    to be carried out as a desk study in accordance with Department of Transport's Manual of Environmental Appraisal, Part B Section 6.2.5.

1.3 On the basis of this survey the following elements of the study are reported on here:

- identification of archaeological sites that may be affected by the alternative routes under consideration
- an on-site inspection of all sites identified in the Landscape Part 1 Report affected by the alternative routes using Public Rights of Way
- a review of previous evaluations carried out on any sites that have been previously reported
- an assessment of the probable effect, direct and indirect, of selected alternative routes
- recommendations as to further study requirements

2.0 STUDY METHOD

(numbers in the text refer to Appendix 1 and RPS Map No 1)

2.1 This report had been produced in accordance with the study brief (attached at Appendix 2) and relevant guidance given in the Manual of Environmental Appraisal. The sources consulted can be summarised as follows:

i) RCHM(E) National Aerial Photographic Library, Swindon.

ii) East Sussex County Council aerial photographs.

iii) Cambridge University Aerial Photographic Committee.

iv) English Heritage Scheduled Ancient Monuments register.

v) East Sussex County Council Sites and Monuments Record.

vi) Printed sources have included the Victoria County History of Sussex (VCH) Sussex to AD 1500 by P.L. Drewett et al, Sussex from AD 1500 by Peter Brandon, and selected volumes of the Sussex Archaeological Collections (SAC).

Aerial Photographs

2.2 Aerial Photographs (APs) can reveal buried features through the pattern they sometimes cause in crops or soils, or the shadows that even slight earthworks can cast in low sunlight. APs for archaeological survey purposes are taken in circumstances chosen to maximise these effects, but they depend upon a combination of factors which cannot be precisely predicted, so the lack of an AP indication does not mean that there is no archaeological potential. Both verticals and obliques have been studied, although verticals are usually taken for purposes other than archaeology and so may be less useful.

2.3 [RCHM(E)] maintains the National Aerial Photograph Library at Swindon, which contains both oblique and vertical APs. The Cambridge University Aerial Photographic Committee also maintains a nationwide collection of archaeological APs. The Sussex Archaeological Society at Barbican House, Lewes and the East Sussex County Council Planning Department also hold small collections of APs. The County Council collection are verticals taken for planning control purposes, together with some obliques taken specifically for archaeological survey.

2.4 The Cambridge catalogue has been searched and there are 26 photographs in their collection which ~~may~~ cover part of the Study Area. They have not yet been viewed. The 1987 County Council 1:10,000 verticals have been examined, but no new information was observed. A search has been made of the RCHM(E) Library material in Swindon, but no new sites have been noted. It is likely that the E.S.C.C and the other archaeological groups in the area (the Sussex Archaeological Society and the University of London Field Archaeology Unit) have already gleaned any information there is in the local and national records, however, and it is generally acknowledged that there is a paucity of both flights and significant AP traces recorded from the route corridors off the Chalk.

Scheduled Ancient Monuments

2.5 English Heritage has supplied details of the Scheduled Ancient Monuments (SAMs) in the area. No SAMs should be directly affected by the routes, but the settings of SAMs are taken into consideration. The routes do pass within 300m of some SAMs and on-site inspection has been carried out to assess the potential impact of the scheme on them. (See RPS Map 1).

2.6 The SAMs are principally on high ground. The two on Mount Caburn and Ranscombe Hill (SAM 58 and SAM 314 respectively) are over the brow of the hill from the road line at its nearest. The shrunken Medieval village at Berwick (SAM 475) borders the on-line option and may be directly affected as well as it setting. The early medieval and medieval church at Arlington (SAM 422) is 300-400m from the northern route, but its setting may be affected. No other SAMs are likely to be affected.

East Sussex County Council Sites and Monuments Record

2.7 The County Sites and Monuments Record (SMR) is held at Lewes in the Planning Department. It has been compiled from Ordnance Survey Record Cards, early map evidence, museum accessions, aerial photographs, documents, historical records and excavated evidence. As with all SMRs it does not claim to be complete, accurate or up-to-date. The data should only be used as a guide to archaeological potential, and the lack of a record of archaeological discoveries at any one location cannot be interpreted as indicating an absence of archaeology at that point. It should be noted that, compared to the Downs, little work has been directed toward the archaeology of the clay vale.

2.8 A summary printout of the East Sussex County Council SMR has been consulted. The sites are briefly listed and mapped by the County onto 1:10,000 OS base maps. Areas of particular archaeological interest are designated by the county as Archaeologically Sensitive Areas (ASAs). The boundaries of ASAs give a margin around the known sites.

Documentary Research

2.9 The principal printed sources used are the Victoria County History of Sussex, Sussex to AD 1500 by P.L. Drewett, Sussex from AD 1500 by P. Brandon which provided general historical background for the county. The volumes of the Sussex Archaeological Collections (SAC) provided specific technical and research records for sites in the study area.

Site Visits

2.10 All the sites which may be affected by the route corridors have been visited and observations included in the assessment of the potential impact. The sites which have been visited (within the limits imposed by using only public rights of way) and observations are included in the site list at Appendix 1.

Review of previous evaluations

2.11 The sites within the Study Area have previously undergone a variety of levels of study, ranging from speculative identifications derived from observations or documentary search, to full scale scientific area excavation. There has been a study of the evidence for Wealden archaeology carried out on behalf of English Heritage by the Institute of Archaeology, London, Field Archaeology Unit (FAU) and briefly summarised in 1990 (SAC) vol. 128). This notes the difficulties encountered in identifying sites in the area, and suggests that there are more sites to be discovered, especially on sandstone geology. The clay vales are acknowledged to be much less likely to produce new sites, and a number of surveys have confirmed this. The evaluations noted below are those which have included active field work - either fieldwalking or excavation.

2.12 The Wadhurst Parish Survey, carried out by D. Freke in 1975-78, was a detailed study of a Wealden parish. Only one possible new mesolithic flint site was found despite extensive systematic field walking and that site was on Ashdown Sandstone. No new sites were discovered on the claylands.

2.13 The Cuckmere Valley Survey, carried out by F.A.U. in 1984 included the systematic field walking of 38ha near Selmeston. The fields were haphazardly chosen and all were on Greensand or Head. Although worked flints were found on all fields only two fields produced any clusters, the others were described as thin scatters. The field which produced the most flint (75) was adjacent to the known prehistoric site at the sandpit east of the church (23-34). The second concentrated area (76) was about 700m north. No clayland fields were examined in this survey.

2.14 In 1978 a systematic search was carried out on 10 fields south and east of Selmeston by G. Burstow. Seven of the 10 fields were on Greensand and 1 of these (77) and another on Alluvium ((71) produced concentrations of mesolithic flint, the others and those on Gault Clay produced thin scatters only.

2.15 F.A.U. reported mesolithic flints and medieval tiles on a site at Sessingham Farm (41). No further information is available at present about this site, which is on Greensand.

2.16 Sites discovered during digging operations include the Roman industrial sites to the west of Arlington (38 and 39) now under the reservoirs. These were recognised during construction operations and rapidly recorded by Holden and Holmes and reported in 1985 (SAC) vol 23). These clayland sites were presumably sited to utilise the forest for fuel, and the kiln site (38) was located to exploit clay resources as well. A stray bronze age spearhead was found near Berwick Station during clay digging (67).

2.17 The various excavations and observations at Selmeston Sandpit (23-34) were summarised in 1985 by Rudling (Sussex Archaeological Collections vol 123). He concluded that there was a mesolithic camp site there, and discussed the location of the site in relation to water resources and the Greensand.

2.18 The rescue excavation of the Ranscombe Hill Roman farm (55) was carried out in 1976 by O. Bedwin and published in 1978 (SAC vol 117).

2.19 The excavation of the Preston (Beddingham) Roman villa (5) and associated Roman Road (59) is currently proceeding.

2.20 A field walking programme was carried out in advance of the A27 Brighton Bypass by Holgate, Hartridge and Kenward in 1988 and published in 1989 (SAC vol 127). Three kilometres of the 12km route was available for study. No new settlement sites were identified, but quantities of neolithic or bronze age flintwork were found and evidence of Romano-British cultivation. The majority of this route is on Chalk or Head, with a short section on Alluvium. No geological breakdown of the results is given in the report, but the possibility that some material might be obscured by Alluvium is noted.

2.21 To summarise the previous studies which might be relevant to the potential archaeology of the A27 Lewes to Polegate Improvement:

(a) there has been some systematic study of all the geological and topographical elements represented in the route corridors;

(b) the productive areas have been those on Chalk, Head or Greensand;

(c) the claylands have been unproductive, except for isolated medieval sites (moated farms, etc) or industrial sites exploiting the fuel and/or clay resources;

(d) fieldwalking has not located new sites on the claylands, whereas it is effective on the Chalk, Head and Greensand areas.

3.0 NATIONAL POLICIES

Ancient Monuments

3.1 Statutory protection for archaeology is principally enshrined in the Ancient Monuments and Archaeological Areas Act of 1979, amended in 1983 by the National Heritage Act. Nationally important sites are listed in a Schedule of Ancient Monuments which is maintained by the Secretary of State for the Environment. Extensive areas of archaeological importance are designated as Archaeological Areas.

3.2 Proposals which will affect Scheduled Ancient Monuments (SAMs) or their settings must be approved by the Secretary of State prior to works commencing. English Heritage (The Historic Buildings and Monuments Commission for England) advises the Secretary of State on scheduling and other archaeological and historic building matters. There are currently some 13,000 SAMs, but a 10 year review (the Monuments Protection Programme) is in progress which will lead to a substantial increase - possibly 10 fold - in the number of SAMs.

3.3 The works which require the consent of the Secretary of State are any which would have the effect of demolishing, destroying, damaging, removing, repairing, altering, adding to, flooding or covering up the monument or its setting.

English Heritage

3.4 English Heritage (E.H.) is the official body incorporated by the National Heritage Act 1983 with responsibility

"so far as is practicable to secure the preservation of ancient monuments and historic buildings in England".

3.5 English Heritage may be called upon to advise on archaeological matters even if they do not affect SAMs, and E.H. monitors the working of the 1979 Act and PPG 16 (see para. 3.3). E.H. will be consulted on the impact of the present scheme.

3.6 English Heritage published Roads for Prosperity: The Archaeological Impact in September 1990, in response to the Government's 1989 White Papers Roads for Prosperity published in 1989 and Trunk Roads, England: Into the 1990's, published in February 1990.

3.7 Although it has no statutory or mandatory force Roads for Prosperity: the Archaeological Impact is a succinct statement of English Heritage thinking in relation to road construction. The conclusions of the study are summarised as follows:

a) based on existing knowledge, the trunk road scheme is likely to impact on over 800 known archaeological sites.

b) the full extent of impact is likely to be significantly greater, by a large factor, when the potential for further discoveries prior to and during development is taken into account.

c) the potential costs for archaeological recording of such an impact would be in excess of £70 million at 1990 prices, and the true costs in the light of the potential for further discoveries would undoubtedly be much higher.

d) these conclusions indicate that the environmental impact must be fully assessed in advance of route selection to allow for the consideration of the possibilities for mitigation of impact and the reduction of possible recording costs.

e) it is, therefore, necessary to give greater weight to the archaeological implications of trunk road development and to integrate fully such considerations into the process of assessment required for all such Developments.

3.8 The A27 Lewes to Polegate programme of archaeological study can claim to meet the conditions in (d) above.

DoE Planning Policy Guidance

3.9 The Planning Policy Guidance (PPG 16) published by the DoE in November 1990 consolidates advice to local authorities on the treatment of archaeology in the planning process. PPG 16 emphasises the importance of archaeology (paras 3-14) particularly in terms of the irreplaceability of the archaeological resource and its variety.

3.10 PPG 16 also outlines the interaction of central government, English Heritage and local authorities and the importance of the latter is reiterated. Development plans are identified as providing the policy framework for the protection, enhancement and preservation of sites of archaeological interest and their settings. The County Sites and Monuments Record (SMR) is the primary source of data on such constraints. Applicants for planning permission are advised to consult the SMR and county archaeological officer at the earliest opportunity to make an assessment of the archaeological impact and put forward proposals for its mitigation prior to the determination of the application. This may require an evaluation of the site prior to determination to provide sufficient information to enable an informed decision to be made.

3.11 Conditions may be attached to the consent which require the applicant to "preserve by record" (excavate) sites which are not to be preserved in situ. These conditions should be fair, reasonable and practicable (DoE Circular 1/85).

3.12 The discovery of unsuspected archaeological remains in the course of development is considered to be a matter for informal agreement between the developers and archaeologists and attention is drawn to the British Archaeologists' and Developers' Liaison Group and English Heritage as possible sources of advice.

3.13 A recent Parliamentary Written Answer by the Minister of State, Department of Transport implied that the Department accepts the precepts of PPG 16 in that

"The effect on archaeological sites is assessed before decisions on routes are taken"

(Hansard, 18th December, 1990; WA48).

3.14 The procedure adopted for the A27 Lewes to Polegate road scheme are in accordance with the advice in PPG 16 and with the Minister's written answer. This stage takes the form of a desk-top study of available information (this report). The proximity of major archaeological features will probably prompt the County Archaeological Officer to request a field evaluation prior to a final decision on routes.

Department of Transport

3.15 The Government's policies for trunk roads were set out in Trunk Roads, England; into the 1990's published in February 1990. Paragraph 1.8 emphasises that

"the requirement for road travel are met in as environmentally friendly a way as possible".

3.16 The paper goes on to point out that

"a great deal of effort already goes into assessing the environmental impact of potential schemes and designing them to fit as sympathetically as possible into the road programme the Government intends to do even more".

3.17 Paragraph 4.6 notes that it has been standard practice to undertake an environmental assessment of trunk road schemes since the Leitch report in 1977.

3.18 Paragraph 5.7 reports that new initiatives are to be taken on the funding of archaeological investigations in advance of works and paragraph 5.9 announces an increase in the amount the DTp pays to English Heritage to fund archaeological survey and excavation work in advance of schemes from £100,000 to £500,000 annually.

3.19 The Department of Transport Manual of Environmental Appraisal (1983) includes a section (B6) on Heritage and Conservation Areas. This summarises the statutory protection given to SAMs and Listed Buildings and also accepts that other archaeological features, while not necessarily rare examples, are nonetheless part of the Nation's heritage, and that schemes should avoid them where practicable (paragraph 6.3.5).

3.20 The Manual advises that a summary of the heritage information (archaeology and buildings) should be included in the Consultation Framework. If further information is forthcoming at the public consultation stage, then it should be followed up

"since it is preferable, for instance, to have a building or archaeological site added to the schedule at an early stage rather than to risk delaying a scheme in the final stages" (6.5.5).

It is also suggested that the preferred line be resurveyed before the public inquiry to ensure that all heritage sites have been identified (6.5.7). This would now, post-PPG 16, imply a field evaluation.

3.21 In the Department's Preliminary Report following the public consultation, the presence of heritage sites and the proposed response in the form of rescue archaeology, etc. should be noted. The Public Inquiry framework will have a more detailed summary of sites and the impact and mitigation proposed (6.7.3). This would include the results of the evaluation carried out before the Public Inquiry.

3.22 In the light of PPG 16 (see paragraph 3.3) Trunk Roads, England: into the 1990's and English Heritage's Roads to Prosperity, the archaeological Impact the survey, identification, impact assessment and mitigation proposals are now envisaged as taking place at an earlier stage and in more depth than previously. The Department of Transport's Manual of Environmental Appraisal is presently undergoing revision.

National Policy Summary

3.23 The Department of Transport has a long history of concern for statutory protected heritage sites, with ES's being required, and archaeological and listed building surveys being carried out on proposed new road lines since 1977.

3.24 The DoE, in PPG 16, advises that an applicant for planning permission should furnish sufficient archaeological information before determination to enable a decision to be made. This may require an evaluation of a site where information is lacking. The Minister of State, Department of Transport, stated in a written answer on 18th December 1990, that

"the effect on archaeological sites is assessed before decisions on routes are taken. The procedures are set out in the Department's Manual of Environmental Appraisal; the manual is being revised and English Heritage are being consulted".

Part of this revision is presumably intended to take PPG 16 into account, and the Minister's reply indicates that the Department intends to take note of its advice

4.0 LOCAL POLICY CONTEXT

4.1 The East Sussex County Structure Plan 1988 has an archaeological policy:

CAC 6 **It is intended where appropriate and practicable, to preserve sites of archaeological importance in town and countryside**

In the 6th Alteration (October 1989) under Policy S16 to the countryside the county archaeological policy is stated as:

S16 **The activities, landscape, wildlife and character of the rural areas will be conserved and enhanced. It is intended to pursue programmes of countryside management, including:**

e) safeguarding and investigating archaeological sites and areas of interest

In the Approved 6th Alteration as modified by the Secretary of State, 24.1.91, this policy is renumbered S17 and changed to:

e) Safeguarding investigating and preserving in situ or by record archaeological sites and areas of interest

4.2 The County Planning Officer has issued a Statement on Strategic Planning Policy and Design Considerations (February 1990). In it he points out the presence of many areas of archaeological interest (para 2) and the need to consider archaeological interests (para 5). The expertise of the Council's officers is offered to the Department and its consultants.

4.3 The South Wealden Local Plan does not mention archaeological issues, either in its general strategy, or in its policies for specific areas.

4.4 The County's published policies are general strategic statements, set out before the publication of PPG 16, so they fall short of the actual practice now expected. The Local Plan does not address archaeology in the manner signalled in PPG 16, but it is to be presumed that local planning authorities will be advised by the CAO, who will carry out the advice contained in PPG 16.

4.5 Recent (15.8.91) discussions with the CAO confirmed that the County Council will expect the proposals to conform to PPG16, in particular early consultation with the county and early evaluation of the route. The CAO emphasised that absence of recorded archaeology is not necessary an indication of lack of archaeology.

5.0 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND
(numbers in the text refer to Appendix 1 and RPS Map no. 1)

Palaeolithic (up to c. 8,000 BC).

5.1 There is considerable evidence for human occupation in Sussex before the end of the last glaciation (c. 10,000 BC). This would have been by groups of hunter gatherers, and the evidence for their presence is their flint tools and waste and the bones of their prey. The known major settlement sites are on the raised beach deposits at Boxgrove and Slindon in West Sussex, but casual finds have been made over much of the country. No in situ finds are known from the Study Area.

Mesolithic (c. 8,000 BC-4,500 BC).

5.2 The Hunter-Gatherers of the earlier millennia of this period in Sussex seem to have remained restricted to the Downs and their Wealden fringe, the type site being on the Greensand at Iping Common. After about c. 6,000 BC, when the landbridge to the continent had been inundated there is evidence from all over the Weald, which was densely forested. From within the Study Area an occupation site is known at Selmeston sandpit (31).

Neolithic (c. 4,500 BC- c. 2,000 BC).

5.3 There is considerably more evidence of the first farmers and settlers in Sussex. The Downs are particularly rich in remains of their communal monuments and material culture, probably because their wooded cover was cleared early, and they remained the focus of settlement for several millennia, before the heavier, less attractive soils of the Weald could be exploited. The Study Area probably remained wooded, utilised for hunting and gathering for much the same reasons as for the earlier groups. Small satellite settlements may have established themselves on the higher sandstone outcrops within the Weald, such as the occupation at Selmeston, in the Study Area, but the clays appear to have been unsettled during this period.

Bronze Age (c. 2,000 BC-c. 600 BC).

5.4 The introduction of first copper and then its alloy, bronze, seems to have made little impact on life styles at first. A greater effect seems to have been caused by a combination of environmental factors around 1,000 BC when deteriorating climatic conditions coupled with agricultural over-exploitation led to the abandonment of marginal upland areas. The resulting social tensions may be seen in the rise of the hillfort and territoriality, and the change in ritual observances from celestial to terrestrial concerns. In Sussex evidence of the earlier part of the period is concentrated on the Downs, with only the occasional axe from the Weald. The generally more abundant evidence for the later period indicates lowland settlement in the Weald, although still the greatest concentrations are on the Downs. Within the Study Area there is evidence of later settlement at Selmeston (30) and more fragments of pottery at Arlington (15). Both these locations are on lighter soils.

Iron Age (c. 600 BC-AD 43).

5.5 It is generally agreed that there was a considerable population increase at this period, with movement of people off marginal, and perhaps exhausted, soils such as the South Downs. The claylands of the Weald, however, appear to have remained forested and unsettled. The hillforts on high ground are the characteristic field monument of the period. There is only one in the Study Area, Mount Caburn (53) (Ranscombe "Camp" (54) nearby which was thought to be another hillfort is now interpreted as a territorial boundary marker) which seems to start life as a farmstead in the sixth century BC, and was fortified as late as the first century BC. It was refortified in the 1st century AD presumably as a defence against the Romans. Early Iron Age evidence was found at Selmeston, as part of continuous occupation from the Bronze Age (28).

Roman (AD 43-AD 410).

5.6 The Roman occupation appears to have been generally welcomed by the rulers of West Sussex, who had been client-kings of the Roman Empire for some time before the invasion proper. The evidence of re-defence at Mount Caburn may suggest that some parts of East Sussex were allied with the resistance in the Thames Valley area. However, the south-east region rapidly fell under Roman domination and adopted Romanised ways. Sussex was exploited for cereal production on the Downs where there is a high density of native farmsteads related to rich villas on the Greensand to the north (Bignor, for example). In the Study Area the Beddingham villa (5) represents a smaller version of this pattern, while the Ranscombe Hill (55) farmstead is the only known native farm in the corridor. In the Weald the Classis Britannica organised the mining and smelting of iron on an industrial scale.

5.7 Towards the end of the Roman period the Forts of the Saxon Shore were constructed along the coast to defend the country against the raids of Saxon pirates. Pevensey is the closest to the Study Area. The heavy clays of the Weald remained difficult to cultivate, and outside the iron production centres here the traditional exploitation of woodland resources remained the lifestyle. All these activity centres were linked by roads and tracks, which, unlike the trackways of earlier periods, were sometimes purposefully constructed, some leaving traces to this day. The principal route in the Study Area was the military road to Lewes from Pevensey (46), ultimately linked to London and Chichester. From this road several minor tracks branched off (often at right angles) over the Downs, and north to the regular fields (49) set out at Ripe - the "centuriation" - on the lighter sandy soils there.

Anglo-Saxon (AD 410-1066).

5.8 Anglo-Saxon settlement begins early in the South-East and there is a fine group of early Saxon cemeteries in the block of land between the Ouse and the Cuckmere (3, 12 and 61). Place names also suggest primary settlement in this area. The fertile Greensand strip north of the Downs at Beddingham, Preston, Selmeston, Arlington, together with the adjacent block of Downland may have been granted, by treaty, by the Romano-Britains of the Chichester area to Saxon mercenaries in a bid to establish a "buffer zone" against further incursions from the German plain. If this was the plan it failed; within a century or so Sussex - the "South Saxons" - was colonised, or at least ruled, by Germanic tribes. It is possible that the "Rapes" of Sussex, - large territorial land divisions - were established at this time, giving their inhabitants access to coast, Down, and Weald.

5.9 In the later Saxon period some settlements became more substantial and nucleated, focused on royal or ecclesiastical centres. In the 10th century the threat of Danish attack prompted the kings of Wessex to establish the "burgh" system, a circle of large defended settlements around the borders of the kingdom as refuges for the surrounding population. Lewes was one, although its precise boundaries remain speculative. In the event of an attack up the Cuckmere or Ouse valleys the populations of Selmeston and Beddingham, both of which were substantial settlements, would have resorted to Lewes.

Medieval (1066-1500).

5.10 In this period power was increasingly centralised, with the feudal authority for the area based at Lewes. The parish, based upon churches in nucleated settlements, was the local administrative unit. Most of the present settlements were in existence by the beginning of the Norman period as the Domesday Book indicates. The villages cluster along the spring line on the Greensand at the foot of the Downs, with no major settlements on the claylands. Isolated farms are to be found there, however, frequently moated for a combination of defence, drainage and prestige. With better drainage of the clays, heavier ploughs, and systematic crop rotation, the wet but fertile clay lands were brought into cultivation. The High Weald clays were the last to succumb, and the pattern of settlement here was still scattered, with active woodland clearance (assarting) continuing throughout the period.

5.11 In the later medieval period there was a move of people out of some settlements, leading to deserted or shrunken villages. The causes are various; the change from cereals to sheep farming, emparking, urbanisation and the plague may all have been factors. In the Study Area, Berwick (20) and Arlington (14) both show signs of partial desertion. Other villages moved to adjacent sites, Selmeston for instance, for reasons which are unclear. Climatic conditions may have played a part in some changes. There was a turn towards stormier, wetter, cooler conditions in the 13th century, leading to the flooding of many coastal lands, and the creation of marshes and ill-drained areas inland. The Ouse, Glynde and Cuckmere Valleys may have become wetter at this period.

Post-Medieval: (AD 1500 - present day).

5.12 The post-medieval period saw the creation of a number of major parks by powerful landlords. In the Study Area Firle and Glynde are examples created in the 16th century. This could also depopulate settlements. In Firle Park the village of Heighton St Clere (8) was cleared to make way for deer. The reformation led to the break-up of large monastic estates, and the conversion of their buildings to secular uses, such as at Michelham Priory and Wilmington Priory, or their destruction for the reuse of their materials, as at Lewes Priory. The corridor between Lewes and Polegate was utilised for the railway in the 19th century, and the main east-west road connection (now the A27) also uses this route. The increasing demands of the construction industry has led to quarrying on a large scale, creating pits such as Southerham, Beddingham and Balcombe. Many other pits have been excavated along the north scarp of the Downs. The growth of Lewes and Polegate beyond their medieval cores became accelerated in the late 18th and 19th centuries, and has continued to this day, responding to the greater prosperity of the region, no longer solely based on agriculture.

6.0 GEOLOGICAL CONTEXT

6.1 It is clear that the geology of the route corridors is a major factor in the distribution of known archaeological sites. There is a clear contrast between the well drained lighter soils which develop on Chalk, Head and Greensand and the heavy, wet, acidic soils of the Gault Clay, Weald Clay and Alluvium. The effect of these differences can be seen in the greater density and survival of sites on the lighter soils, even to the extent that "islands" of lighter soils seem to have been "colonised" when surrounding claylands appear to be deserted. RPS Map 1 shows this relationship between geology and sites. RPS Map 2 is the full geological survey of the area.

6.2 East of Mount Caburn the route corridors follow the vale at the foot of the northern scarp of the South Downs, along the grain of the geology. The archaeology in this area encompasses all periods from mesolithic to modern, although the recent agricultural use of the vale would have erased any prehistoric earthwork evidence, such as that which survives on the Downs. There has been some systematic archaeological survey on the clay lands, but the discovery of some early material there has been contingent on chance, resulting from soil disturbance caused by quarrying, road building, ploughing etc. The distribution of the known archaeology in the corridors, therefore, is the result of the pattern of the original exploitation of the area and the subsequent survival and discovery of the traces left by it.

6.3 The route corridors, going from west to east, begins on the alluvial flood plain south of Lewes. This was probably a tidal estuary up to and including the Roman period, so most prehistoric periods are unlikely to have left any traces, except for the very early peat deposits related to palaeolithic periods of fluctuating sea levels. These are deeply buried by alluvium and are unlikely to be affected by the road works except that piling and sample cores taken for engineering purposes may provide an opportunity to study the palynological record of the early environment.

6.4 The flood plain may have become freshwater, or brackish, water meadows by Norman times, and they were probably used as pasture until the floods of the 13th century. The area remains waterlogged. The monks from the nearby Lewes Priory, founded in the Norman period, might have laid tracks across the marsh to cross the river near Old Eye ("old island").

6.5 The River Ouse runs close under a spur of chalk to the east. The route corridors here risk contact with archaeological features typical of the chalk uplands of the south - bronze age burial mounds, iron age hilltop defences, small Roman farms etc. The routes are low on the slope to Mount Caburn (53), an iron age hill fort, and so do not directly affect either it or Ranscombe Camp (54), another iron age earthwork on the top of the hill. The nearest bronze age barrow, above Grey Pit quarry, has been totally excavated (56), and the ASA around the concentration of features on the hilltop is outside the route corridors.

6.6 The southern flank of the hill was occupied by a Roman farm (55), however, and road widening on the A27 in the 1970's cut through a corn drying kiln and other structures associated with it. A rescue excavation was carried out, which made it clear that the farm buildings extended beyond the area threatened by the road widening. The present proposals may impact on other features associated with this farm.

6.7 The route corridors then descend to Glynde Reach, which was also tidal until the end of the Roman period. The Roman routes (46, 51) used two river crossings near Glynde village. The alluvial plain is narrow between the spur of Mount Caburn and the chalk outcrop at Beddingham. This outcrop is occupied by the early Saxon settlement of Beddingham village (1). The "ingas" element in the place name is considered by scholars to be characteristic of the very first settlements of the Saxon invaders in the early 5th century AD. Beddingham is part of a network of early settlements in Sussex some related to early cemeteries, which have led to speculation that these were the homes of mercenaries invited in by the beleaguered Britons to defend them in the aftermath of the withdrawal of the Roman army. They rapidly turned on their hosts. A little further east is a Saxon settlement and cemetery at Preston (3), and another at Selmeston (12).

6.8 All these settlements, as well as other medieval villages, such as Glynde, Berwick, Ripe and Alciston are on Chalk, Head or Greensand. The wide expanse of Gault Clay between Glynde and Polegate is virtually unoccupied except by isolated farms, or the later developments of earlier settlements. The medieval villages were established off the bleak heights of the Downs, but avoiding the wet clays of the vale. The earlier settlements made the same choices. The mesolithic occupation at Selmeston (31) is on an outcrop of Greensand. Although not farmers, mesolithic groups seem to have avoided the no doubt heavily forested clay lands except for hunting. Their choice of the drier sand was followed by subsequent settlers from the neolithic, to the present day.

6.9 The intensive arable regime of the Roman period was also concentrated on the lighter soils of the Chalk, Head and Greensand. The "centuriation" - the roman grid pattern of fields around Ripe (49) - is roughly defined on the north by the Weald Clay and the south by the Gault Clay. The Roman desire for regularity is maybe the reason for the south-east corner of the system encroaching onto Gault Clay.

6.10 Communications also relate to the geological and topographical conditions. Crossing points of rivers inevitably focus routes, such as the crossings at Glynde and Lewes. The ridgeway on the crest of the Downs escarpment is the long distance prehistoric track. The Roman road system is based on an east-west trunk road from Pevensey to Lewes via Polegate (46), with spurs to outlying areas, such as Ripe (48) or the Preston villa (59) and connections south over the Downs (48, 52). The much later railway follows essentially the same route from Polegate to Glynde, where it then takes the flatter route south of Mount Caburn rather than the Roman route north to Malling. Both avoid the Gault Clay as far as is possible, consonant with a reasonably straight route.

Discussion

6.11 The potential for the discovery of new archaeology is related to geological factors. Where the routes cross the Gault Clay, Weald Clay and Alluvium, they are unlikely to impact on major settlement evidence of any period. There remains the possibility of stray finds, and evidence of the Roman communication system. The well researched areas of Chalk, Head and Greensand are unlikely to reveal any new major medieval or later settlements, but the discovery of the slighter evidence of prehistoric, Saxon or Roman occupation is a possibility on these lighter soils. RPS Map 1 indicates the areas of Gault Clay, Weald Clay and Alluvium, which are considered to be least archaeologically productive. The full geological map has been reproduced as RPS Map 2 to give fuller detail.

7.0 ARCHAEOLOGICAL IMPACT OF ROUTES

7.1 The routes considered are those indicated on Bullen and Partners Plan no. 90017, 1426-7, March 1991.

The route options have been considered in the following sections:

i) all routes, Lewes to Balcombe Pit
ii) on-line route, Balcombe Pit to Cuckmere River (LC1, LC2)
iii) on-line route, Cuckmere River to Polegate (LE3, LE2)
iv) railway route, Balcombe Pit to Cuckmere River (RC1, RC2, RC3)
v) northern route, railway to C39 junction (NC4, NC6)
vi) northern route, C39 road to Polegate (NE1, NE2)

These sections are examined in turn for their affect on the known archaeology. A full impact assessment will require more information about the sites themselves, plus an appraisal of the areas with no known archaeology, and full engineering details. The numbers refer to RPS Map 1.

All routes, Lewes to Balcombe Pit

7.2 This route begins west of the River Ouse on the flood plain. In the Roman period it was part of the tidal estuary. The route crosses the river at a location called Old Eye where there was probably an islet in the medieval period. The flood plain was used for water meadows in the medieval period, and probably before. A climatic deterioration in the 13th century then made the area unfit for any other functions. It is possible that tracks from Lewes Priory (57), founded in the 11th century, forded the river here. There may also be peat deposits of archaeological interest below the alluvium.

7.3 After crossing the river the route runs at the base of the steep slopes of Mount Caburn (53) and Ranscombe Camp (54), an Archaeologically Sensitive Area. Mount Caburn and Ranscombe Camp are both Scheduled Ancient Monuments, whose settings are subject to statutory protection. They are, however, over the crest of the hill from the route, and not visible.

7.4 A site not shown on the county SMR as provided to Bullen and Partners is the Roman farm (55) excavated in the 1970's during the widening of the A27 on the bend of Ranscombe Hill (NGR TL 434087). This was not completely excavated as it extended beyond the area of the road works, it may therefore require further work in the proposed scheme.

7.5 Leaving Mount Caburn the route descends to cross Glynde Reach then rises to the Balcombe Pit area. The Glynde Reach would have been a tidal estuary in Roman times. There is no known archaeological interest in the descent to the Glynde Reach, but on its southern bank is the village of Beddingham (1). This is an Archaeologically Sensitive Area (134) on account of its early Saxon beginnings. There is no evidence, however, that the settlement extended to the north of the present A27.

7.6 There is a second Saxon settlement (7) at Preston, in an Archaeologically Sensitive Area (382) which includes the Saxon settlement cemetery (3) and a Roman villa (5), currently being excavated, and a medieval manor (6). More information is required to assess whether the Saxon settlement extends north of the present A27 into the route corridor.

On-line route: Balcombe Pit to Cuckmere River(LC1, LC2, part LE3, LE2)

7.7 The on-line route begins at Balcombe Pit immediately adjacent to the Saxon settlement (7) described in para 7.6 above. Immediately to the east it crosses a Roman track (51) from Glynde to the Downs near Preston House. The track is marked by a modern lane.

7.8 At Wick Street this route crosses the intersection of 2 Roman tracks (46, 52) - as indicated by the place name ("Wick" - farm, village, "Street" - Roman road). One track went from Heighton Street the other probably went to the villa at Preston Court. Only old lanes and other alignments remain to indicate their course in the vicinity of the A27.

7.9 A further 500m east the route cuts another Roman road (48), which crosses from Heighton Street to Ripe. This survives as an agger along the hedgerow to the south of the present A27.

7.10 A few hundred metres further east again the present A27 adopts the line of the Polegate to Lewes Roman road (46) at Stamford Buildings (Staneford in 1463). The A27 and the Roman road continue on the same alignment for 3.5km to the junction to Selmeston, where the modern A27 turns south east. Very little of the Roman road, apart from the alignment will have survived the modern A27 road construction.

7.11 At Stamford Buildings is a cross (21). This survives as a plinth and the stump of an octagonal shaft about 1m high.

7.12 At Berwick (20) the route passes close to the shrunken medieval village (ASA 199, SAM 475). The precise boundaries of this area will need to be checked and engineering proposals examined to assess if there is likely to be any impact on the SAM or its setting. There is no further known archaeology on the on-line route to Cuckmere River except for scattered finds of mesolithic flints (72 and 73).

On-line route: Cuckmere River to Polegate (LE2, LE3)

7.13 A bronze age hoard was found east of Home Farm (66) but there is no remaining trace of a site in the field. There are no other known archaeological sites or finds on this section of the route.

Railway route: Balcombe Pit to Cuckmere River (RC1, RC2, RC3, RE2, RE3)

7.14 Just east of Balcombe Pit at Loover Barn this route encounters the junction of the Roman road from Glynde to the Downs (51) and the Polegate to Lewes road (46). The alignments are marked by lanes, hedgerows, cropmarks and hollows.

7.15 Also in this area is the ASA (381) to the north east of Balcombe Pit. The reason for this designation is a prehistoric settlement (2). A bronze age barrow (58) in the area was destroyed by quarrying some time ago. To establish the extent of the prehistoric features requires further research.

7.16 The cross-link RC2 cuts the Polegate to Lewes Roman road (46) approximately 100m north of the present A27 east of Nursery Cottages, where it is represented by a hedgerow.

7.17 The railway route crosses the supposed line of the Roman road from Firle to Ripe. There is no trace of the road remaining.

7.18 The cross-link RC3 diverges from the on-line route at Stamford Buildings to join the railway route to the north. There is no known archaeology on RC3, except the cross (21) at its junction with LC1 and LC2 (see paragraph 7.11).

7.19 The railway route passes 300m north of Sherrington Manor (11) (Listed Building 163). The settings of Listed Buildings need to be taken into account.

7.20 Selmeston village is an ASA (no. 200) although the majority of the features which contribute to its status are near the village centre. These comprise two Saxon cemeteries and settlements dating from the mesolithic to the modern periods. The road line is about 300m north of the ASA boundary, and should have no impact.

7.21 The route crosses the Selmeston to the Dicker Roman road (47) alignment about 100m east of Selmeston level crossing. There is no physical trace of the road at this point.

7.22 Just east of this point RE2 and RE3 curve south-east, cutting the Polegate-Lewes Roman road (46) near Stonery Farm, where it survives only as a hedgerow alignment. There are no further known archaeological sites between this point and the Cuckmere River, where the railway route merges with the on-line route (see para. 7.13). However there have been scattered neolithic and mesolithic finds in this area (69, 71, 77) and a concentration of finds centred on Berwick Common (70).

Northern route: from railway to C39 junction (NC4, NC6)

7.23 The divergence of this route from the railway route occurs at the Roman road junction at Balcombe Pit (see para 7.14) near ASA 381 (see para 7.15).

7.24 The northern route cuts the presumed alignment of the Firle to Ripe Roman road (48) west of Middle Barn, but there is no physical evidence of its course.

7.25 At Langtye Lane the route encroaches upon the Ripe "centuriation" grid pattern (49), believed to date to the Roman period. Roman features may survive in this area, and artefacts have been found west of Ripe (50) and east of Chalvington (10).

7.26 The eastern edge of the centuriation is formed by the alignment of the Selmeston to the Dicker Roman road (47), which the route crosses near Bungalow Farm. There is no physical trace of the road.

Northern route: C39 junction to Polegate (NE1, NE2)

7.27 About 400m east of the C39 junction the route passes close to an ASA west of Sessingham Farm (41). No details have been provided to support this designation.

7.28 The route passes 300m north of Arlington village (14), an ASA (207) on account of its shrunken medieval village features and prehistoric and Roman discoveries. The shrunken village is scheduled (SAM 422). The setting of the SAM must be taken into account.

7.29 There are two moated sites east of Arlington (18, 22) and the route passes about 250m north of eastern one of the pair. It should not be affected by the route.

7.30 Route NE1 does not encounter any more known sites before joining the A22 north of Polegate.

7.31 Route NE2 diverges from NE1 east of Arlington and cuts the Polegate to Lewes Roman road (46) twice. The road in both these crossings is represented by old track called Farnestreet (- street = Roman road), and a layer of flints was observed when the A22 was constructed.

Summary

7.32 It is considered that, subject to the assumptions set out in para. 6.1 concerning the relationship of geology and archaeology, there is sufficient information in this current study to allow a recommendation on initial route preference. There are no known important sites affected by any of the route corridors, but there is a difference in the potential for new discoveries, which can be expressed as the length of each route which traverses geology with a high archaeological potential.

7.33 All routes from Lewes to Balcombe Pit except an option south of the railway line between Grey Pit and the A27 level crossing, have an almost equal high potential, with only 0.5km to 1km out of a total of 4km on Alluvium, the remainder being on Chalk, Head or Greensand. A line south of the railway would add at least 1km to the length on Alluvium.

7.34 From Balcombe Pit to Polegate the length of each line which crosses high potential geology is given below:-

On-line	LC2		3.5km
On-line	LC3		3.25km
Railway Route	RE2		7.5km
	RC1	}	6km
	RC2	}	
	RC3	}	
	RE3	}	
Northern Route	NC4	}	4.25km
	NC6	}	
	NE1	}	
	NE2		5km

7.35 These impacts are summarised in the comparative summary at Table 1, together with the implications for route planning. These are stated in terms of the action that should be taken to investigate further any of the alternatives prior to it being confirmed as a preferred route, or prior to construction.

TABLE 1: COMPARATIVE SUMMARY

Stretch of Road	Sites Affected RPS No.	Name	Implications for route planning
All routes, Lewes to Balcombe Pit	55	Ranscombe Hill Roman Farm	Avoid with route to south of existing A27 if possible, excavation probable if unavoidable impact. Evaluate in advance of final route choice.
	1	Beddingham Village ASA	Check extent of Saxon settlement and and avoid if possible. Risk of major discovery along southern edge of corridor which may prove to be absolute constraint. Evaluate prior to final route choice.
	7	Preston ASA	Check extent of Saxon settlement. Risk of major discovery. Evaluate prior to route final choice.
Balcombe Pit to Cuckmere River on-line. LC1, LC2	51,46 52	Various Roman roads	Evaluate intersections in advance of construction
	21	Medieval Cross, Stamford	Avoid if possible, record and move if necessary.
On-line, Cuckmere River to Polegate LE2, LE3	20	Berwick Village SAM, ASA	Shrunken medieval village. Evaluate prior to final route choice.
	46	Roman road	Evaluate intersection in advance of construction.
Railway route, Balcombe Pit to Cuckmere River RC1,RC2, RC3	2	Balcombe prehistoric settlement ASA	Check extent of settlement. Evaluate prior to final route choice.
	11	Sherrington Manor List Building	Check Listed Building setting if this route is chosen
	ASA 200	Selmeston village and environs ASA	Route crosses potential archaeologically productive area. Evaluate prior to final route choice.
	51,46 47,48	Various Roman Roads	Evaluate intersections prior to construction.

Stretch of Road	Sites Affected RPS No.	Name	Implications for route planning
Northern Route, Balcombe Pit to C39 junction (NC4,NC6)	2	Balcombe prehistoric	Check extent of settlement (as for railway route). Evaluate settlement ASA prior to final route choice.
	49	Ripe centuriation ASA	Potential for Roman features. Evaluate prior to final route choice.
	51,46 47,48	Various Roman Roads	Evaluate intersections prior to construction.
Northern route C39 junction to Polegate NE1, NE2	41	Sessingham Farm ASA	Locate details, assess priority.
	46	Roman Road (NE2 only)	Evaluate intersections prior to construction.

8.0 CONCLUSIONS

8.1 Known Sites directly affected by the routes are few, but the potential for impact varies for each alignment, and for different parts of the routes.

8.2 The western end of the corridor from Lewes to Balcombe Pit is the most likely to encounter archaeological problems. Routes along the existing A27 would directly affect the Roman farm on Ranscombe Hill. However, this site is already partially excavated and affected by the existing A27. Alternatives south of the existing alignment are favoured on archaeological grounds. There may be waterlogged deposits both in the Ouse flood plain and Glynde Reach. The limits of the Saxon settlements at Beddingham and Preston require definition. Routes along the southern edge of the corridor may encounter major archaeological finds. The geology in this stretch is also likely to produce material.

8.3 The on-line route from just east of Balcombe Pit is almost entirely on Gault Clay and the potential for new discoveries is slight.

8.4 The railway route moves on to Head and Greensand around Selmeston, a notable focus of activity, where the potential for new discoveries is high.

8.5 The northern route impinges on the corner of the Ripe centuriation, albeit on an area of Gault Clay. It is possible that Roman features associated with the centuriation may be encountered here. The northern route is on Gault Clay until north of Arlington reservoir. Arlington is another focus of settlement on more attractive soil, and there is the potential for new discoveries in the vicinity. East of Arlington the northern route is on Weald Clay, another unattractive geology in agricultural terms, and hence in archaeological terms also.

8.6 The network of Roman roads is encountered by all the routes. The on-line route follows the Polegate-Lewes road for about 3km, and the others cross it at least once. The physical survival of this network in the area of the crossings need to be established.

8.7 The full descriptions of the known and potential impacts of the route options are set out in section 7. The following is a ranking of routes based on the available information and using professional judgement.

TABLE 2: SUMMARY OF MAIN IMPACTS

Ranking	Route	Nos. of Sites	Comment
High potential impact	All routes from Lewes to Balcombe	1	Major site on southern edge of corridor in vicinity of Beddingham
		2	ASAs productive geology, 3-3.5km out of 4km total
moderate potential impact	Railway route RC1, RC2, RC3, RE2, RE3.	1	ASA directly affected (on RC1 only)
		1	ASA close. 2km stretch of productive geology vicinity of Selmeston, 6-7.5km
slight potential impact	Northern route NC4, NC6, NE1, NE2	1	ASA directly affected on NC4 only
		2	ASAS directly affected
		1	ASA close. Little productive geology east of Balcombe, except in small patches, 4.25-5km
Least potential	On line Routes LC1, LC2, LE2 LC3		No sites directly affected. Very little productive geology east of Balcombe, 3.25-3.5km

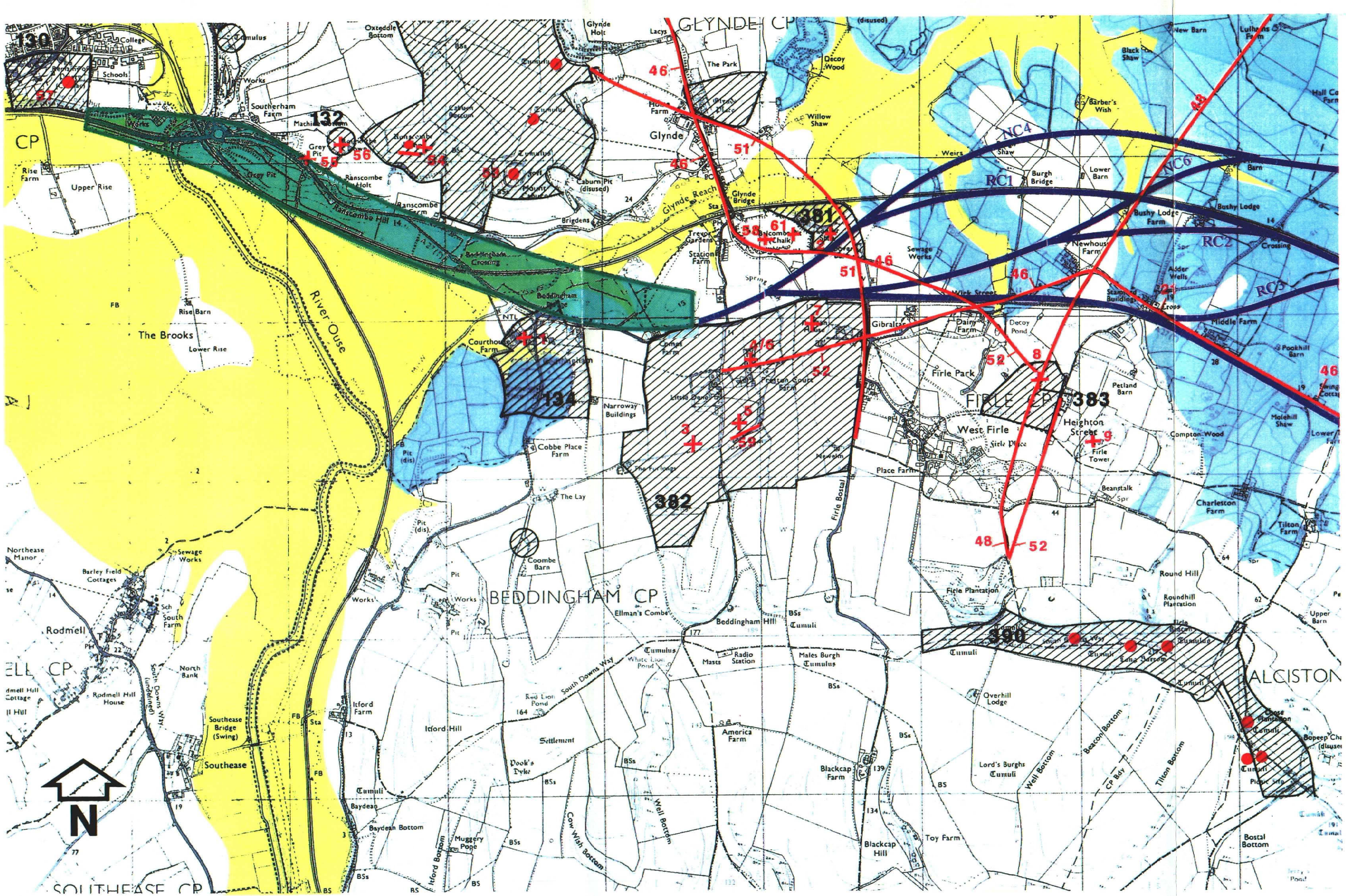
8.8 The inclusion of a factor for potential sites not so far discovered is important in this ranking. This potential has been assessed principally on the geology of the area and the relationship of known sites to the geology. It is notable that in the clay vale the villages of Selmeston and Arlington are both on limited areas of lighter sandy or chalky soils, and both have long occupational histories, whereas the occupational evidence from the clay areas is limited and of recent origin (medieval and later). As the railway route crosses about 2km of the lighter soils in the vicinity of Selmeston and a further 1.5km near Wootton Manor it is considered to have a higher potential for new sites than either the northern route, which crosses less than 2km of these soils, or the on line route, which hardly impinges on these productive geologies east of Preston. The impact on the lines of the numerous Roman roads is taken as a constant, as all the route options cut them more or less equally.

9.0 RECOMMENDATIONS

9.1 It is recommended that the main assumption made in the ranking as set out here, (that the clay areas are archaeologically of little potential), should be tested through a sampling programme designed to investigate both the artefact content of the topsoil (field walking, test pitting) and buried features (trial trenching) on the line of the chosen route.

9.2 Field walking and test-pitting should be carried out to fit in with the crop cycle (i.e. in the Autumn). Much of the route corridor is ploughed and the areas of known potential along possible route options should be systematically field-walked before a choice is made.

9.3 Trial trenching is a more intensive technique, and it would be appropriate to design a trenching programme in response to the results of the field walking once the preferred route option has been selected.



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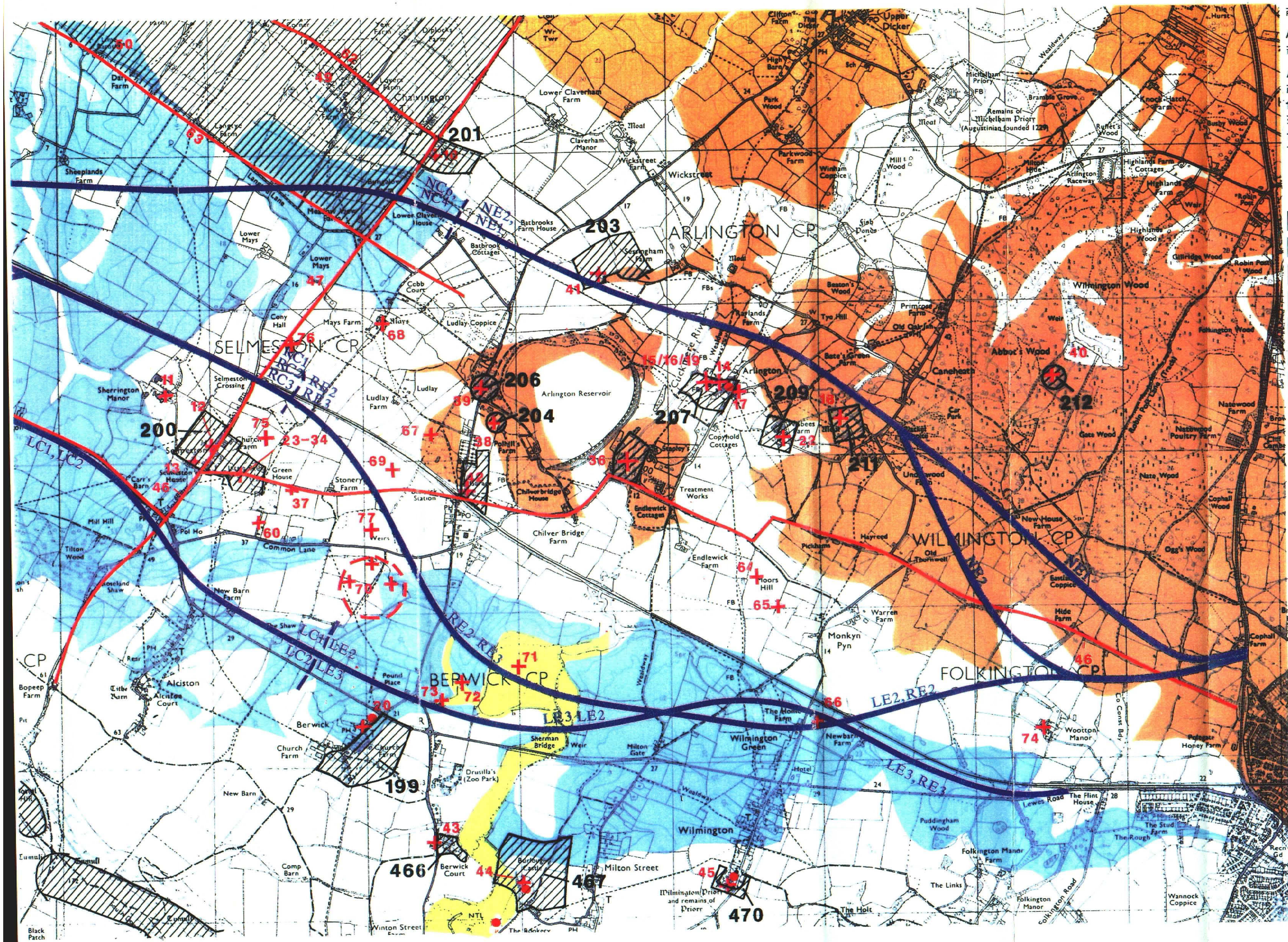
ORIGINAL AT A3



PROJECT	A27 LEWES-POLEGATE IMPROVEMENT
TITLE	ARCHAEOLOGY & GEOLOGY
PROJECT NUMBER 1701	DRAWING NUMBER RPS MAP 1
SCALE 1:25,000	DATE

- 'SMR sites' RPS Clouston no.
- Archaeologically sensitive area and numbers
- Scheduled Ancient Monument
- Roman roads
- A27 improvement routes
- Gault Clay
- Weald Clay
- Alluvium
- Chalk, Head and Greensand
- Corridor for Preliminary **Archaeological Survey**

Gault Clay, Weald Clay, Alluvium: Areas of unproductive geology

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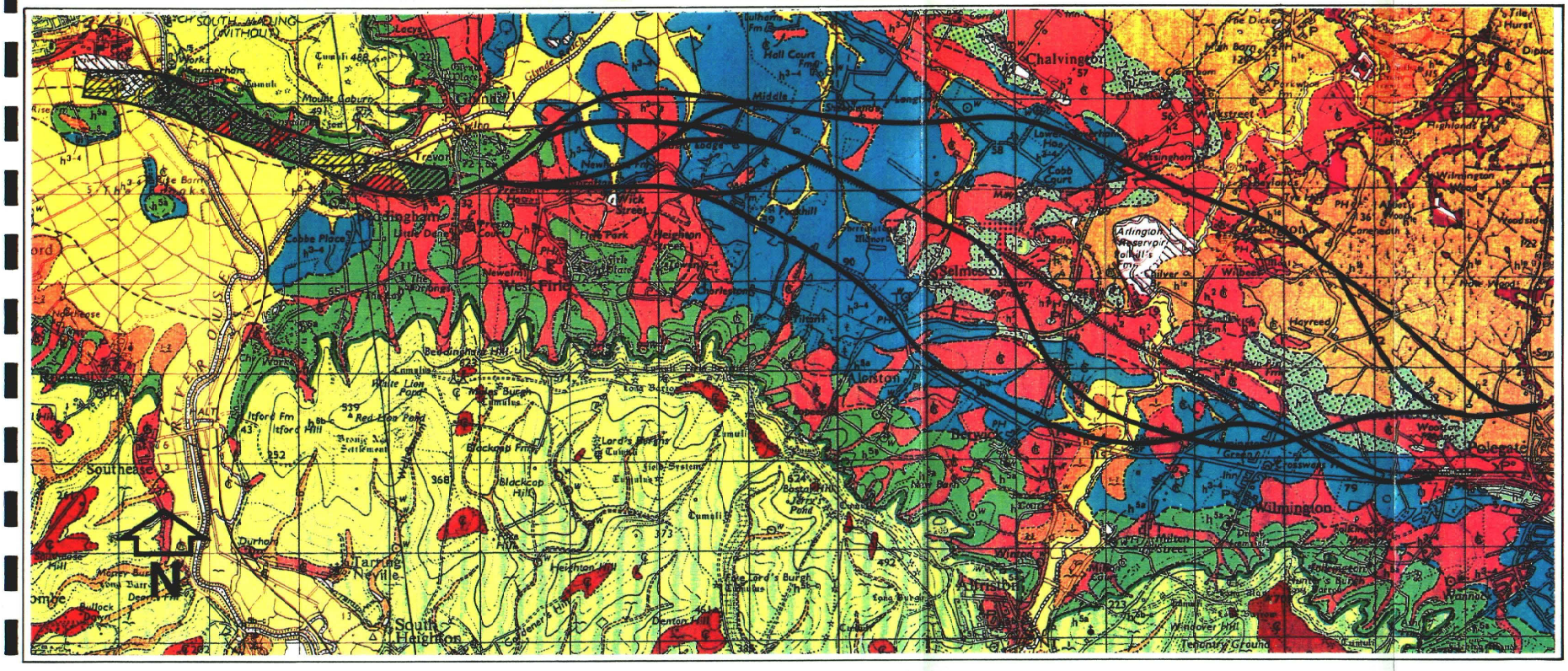
RPS MAP 1

ARCHAEOLOGY AND GEOLOGY

ORIGINAL IN COLOUR

ORIGINAL AT A3



ORIGINAL AT A3

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SCALE 1:50000

RPS MAP 2

EXTRACT FROM GEOLOGICAL SURVEY SHEET 319

BULLEN AND PARTNERS CONSULTING ENGINEERS

RPS WATSON THE ENVIRONMENTAL CONSULTANCY

APPENDIX 1

EAST SUSSEX COUNTY COUNCIL
SMR INFORMATION

APPENDIX

Archaeological Sensitive Areas (A.S.A.), Scheduled Ancient Monuments (S.A.M./I.N.S.A.M.), And Other Areas of Archaeological Interest

RPS no.	Site Name	SMR no.	Area Status	Period	NGR: TQ:	Site Visit Observations
1	Beddingham Early Saxon Settlement	2604	ASA 134	Early Medieval	444 079	Earthworks north of church
2	Balcombe Pit Settlement Site	2625	ASA 381	Iron Age	462 085	No visible signs. Pasture and arable
3	Preston Anglo-Saxon burial ground	2613	ASA 382	Early medieval	455 073	No visible signs
4	Preston Macehead	2644	ASA 382	Bronze Age	460 070	No visible signs
5	Preston (Beddingham) Roman Villa	3262	ASA 382	Roman	458 074	In process of excavation. In arable field
6	"Preston Beckhelwyne" Manor House and Hollow Way	2626	ASA 382	Medieval	4593 0758	Occupied buildings
7	Cropmarks - west of Court Barn	4698	ASA 382	Early medieval settlement, ring ditch	463 078	No visible signs. Ploughed
8	Heighton St. Clere DMV - Site of	2616	ASA 383	Medieval	4771 0762	No visible signs. In pasture/arable

RPS no.	Site Name	SMR no.	Area Status	Period	NGR: TQ:	Site Visit Observations
9	Firle Tower	2610	None	Post medieval	4809 0720	Not visited
10	Chalvington Roman pottery occupation site	3135	ASA 201	Roman	525 090	No visible signs
11	Sherrington Manor	3139	Listed Building 163	Post medieval	5065 0745	Private land. Well screened occupied house
12	Selmeston Early Anglo Saxon inhumation cemetery	3138	ASA 200	Early medieval	5106 0717	Rear of private houses. Excavated
13	Mesolithic tranchet axe Old Vicarage - Selmeston	3166	ASA 200	Mesolithic	509 070	Private land. No visible sign
14	Arlington - shrunken medieval village - earthworks	3128) 3129)	ASA 207	Medieval, Post Medieval	5420 0747	Earthworks south and east of church
15	Bronze Age pottery - St. Pancras's Church	3151	INSAM 422 ASA 207	Bronze Age	5428 0748	Church. No visible signs of prehistoric activity
16	Roman Tile - St. Pancras's Church Arlington	3152	INSAM 422 ASA 207	Roman	5428 0748	Church, tiles in window head.
17	Site of Chapel Arlington	3127	ASA 207	Medieval	5432 0742	Foundations in church yard

RPS no.	Site Name	SMR no.	Area Status	Period	NGR: TQ:	Site Visit Observations
18	Homestead Moat (remains of)	3179	ASA 211	Medieval	5515 07130	Earthworks in pasture
19	St. Pancras's Church, Arlington	214) 215)	SAM 422 ASA 207	Early medieval Medieval	5428 0748	Church.
20	Shrunken medieval village, Berwick	216	SAM 475 ASA 199	Medieval	5210 0520	Earthworks in field south of A27
21	Remains of Wayside Cross, Stamford	2645	None	Medieval	4845 0804	By roadside, broken shaft and plinth in undergrowth
22	Remains of Homestead Moat, Wilbees Farm	3133	ASA 209	Medieval	5467 0713	In working farm, no visible signs
23	Mesolithic flint concentration - Selmeston.	3167	ASA 200	Mesolithic	513 068	Overgrown area. No visible signs
24	Medieval pottery - Selmeston	3168	ASA 200	Medieval	513 068	Overgrown area. No visible signs
25	Neolithic Arrowhead - Selmeston	4891	ASA 200	Neolithic	513 068	" "
26	Neolithic Settlement at Selmeston	3140	ASA 200	Neolithic	5122 0688	" "
27	Anglo-saxon pottery finds - Selmeston sandpit	3142	ASA 200	Early Medieval	5122 0688	" "

RPS no.	Site Name	SMR no.	Area Status	Period	NGR: TQ:	Site Visit Observations
28	Early iron age material - Selmeston.	4888	ASA 200	E. Iron Age	5122 0688	Overgrown area. No visible signs
29	Medieval pottery - Selmeston sandpit	4884	ASA 200	Medieval	5125 0688	" "
30	Bronze Age objects - Selmeston sandpit	4883	ASA 200	Bronze Age	5122 0688	" "
31	Late Mesolithic settlement site - Selmeston	4882	ASA 200	Late Mesolithic	5122 0688	" "
32	Romano-British Objects - Selmeston sandpit	3141	ASA 200	Roman	5122 0688	" "
33	Medieval Pottery - Selmeston	3170	None	Medieval	513 066	" "
34	Mesolithic flint scatter - Selmeston.	3169	None	Mesolithic	513 066	" "
35	Mesolithic flint scatter - Selmeston	4894	None	Prehistoric	513 066	No visible signs, ploughed field
36	Roman pottery tile & glass - remains of walling	3130	ASA 208	Roman	5368 0694	No visible signs. Water, control buildings on site
37	Stonery Farm Roman road	Not listed	None	Roman	515 065	No visible signs. Occupied dwellings

RPS no.	Site Name	SMR no.	Area Status	Period	NGR: TQ:	Site Visit Observations
38	Arlington Res. I Roman pottery kiln	3164	ASA 204	Roman	528 073	No visible signs. Grassland/ reservoir
39	Arlington Res. II Roman industrial site	3160	ASA 206	Roman	527 075	No visible signs. Grassland/ reservoir
40	Abbots Wood Medieval pottery kilns	3184	ASA 212	Medieval	567 076	Not visited (not affected by proposals)
41	Sessingham Farm Mesolithic flint working. Poss. site of medieval settlement	3162 3163	ASA 203	Mesolithic Medieval	535 083	No visible signs. Ploughed fields.
42	Berwick Station Roman pottery kiln	3164	None	Roman	527 069	Occupied dwelling. Observation not possible
43	Berwick Court Medieval and post-medieval Manor complex	3210 3211	ASA 466	Medieval P-Medieval	526 045	Not visited (not affected by proposals)
44	Milton Street earthwork castle, prehistoric implements	228 229 4772, 3212	SAM 114 ASA 467	Medieval Prehistoric	530 041	Not visited (not affected by proposals).
45	Wilmington Priory	233	SAM 122 ASA 470	Medieval	544 042	Not visited (not affected by proposals)
46	Polegate to Lewes road. Part RR145 Part RR142	4299	None	Roman	585 047- 440 100	Roads, tracks. No trace of metaling

RPS no.	Site Name	SMR no.	Area Status	Period	NGR: TQ:	Site Visit Observations
47	Bopeep to the Dicker road. RR141	4300	None	Roman	497 050-530 100	Hedges and boundaries. No sign of metaling
48	Firle to Ripe road	Not listed	None	Roman	475 060-500 110	Hedge lines. No sign of metaling
49	Ripe centuriation	3395	None	Roman	510 100 (centre)	Field boundaries
50	Ripe Roman pottery	3394	None	Roman	505 105	Not visited
51	Firle-Heighton St Saxon Down road	Not listed	None	Roman	477 076-445 100	Roads, tracks, mark in fields NE of Balcombe Pit
52	Wick Street to Little Dene Road	Not listed	None	Roman	475 080-457 075	Footpath, hedgerows. No visible sign of road metaling
53	Mount Caburn Hillfort, Iron Age, R.B., and medieval	112 113 114	SAM 58 ASA 132	Iron Age RB Medieval	444 089	Earthworks
54	Ranscombe Camp	127	SAM 314 ASA 133	Iron Age	438 091	Earthworks
55	Ranscombe Hill Roman farm	Not listed	None	Roman	433 087	Excavated, destroyed in part by A27
56	Round the Down barrow (site of), Roman pot site	2540 2541	ASA 132	Bronze Age Roman	433 092	Excavated
57	Lewes Priory	118	SAM 25 ASA 130	Medieval	415 096	Ruins in park and gardens

RPS no.	Site Name	SMR no.	Area Status	Period	NGR: TQ:	Site Visit Observations
58	Balcombe Pit barrow,(site of) later windmill site	2623 2624	ASA 381	Bronze Age Post-Medieval	462 085	Destroyed by pit
59	Roman Road at Preston Villa	Not listed	None	Roman	458 074	
60	South of Selmeston, Mesolithic and neolithic	3169 3170 4894	None	Prehistoric	513066	No visible evidence, ploughed field
61	Balcombe Pit Anglo-Saxon burial ground	2617	None	Early Medieval	462085	Destroyed by pit
62	Ripe Roman road RR146	4301	None	Roman	525090 (approx)	
63	Centuriation southern boundary. Roman road.	Not listed	None	Roman	-	
64	Moors Hill, Roman finds	3158	None	Roman	54650620	No sign. Ploughed field
65	Endlewick Manor House 14th cent. site of	3150	None	Medieval	54650615	No sign. Ploughed field
66	Home Farm, Late B.A. hoard	3149	None	Prehistoric	549053	No sign. Ploughed
67	Berwick Station B.A. spearhead	3165	None	Prehistoric	524073	No visible evidence. Rough pasture

RPS no.	Site Name	SMR no.	Area Status	Period	NGR: TQ:	Site Visit Observations
68	Mayes, house (site of)	3136	None	Medieval	521079	Occupied dwellings
69	Berwick Station. Neolithic arrowhead	3174	None	Prehistoric	523069	No visible evidence, ploughed field
70	Berwick Common Mesolithic finds	3175 3172 3173	None	Prehistoric	520062 (centred)	No visible evidence, ploughed field
71 72 73	Berwick) Berwick) mesolithic implements Berwick)	3176 3178 3177	None	Prehistoric	525053	No visible evidence, arable fields
74	Wootton Manor	3181	None		565052	Not accessible
75	Selmeston	not listed	None	Prehistoric	514072	No visible evidence, ploughed field
76	Selmeston	not listed	None	Prehistoric	515075	No visible evidence, ploughed field
77	Berwick Common	3171	None	Prehistoric	524073	Rough ground, no visible evidence

APPENDIX 2

STUDY BRIEF

A27 Lewes to Polegate Improvement 90017B

Brief for Initial Archaeological Survey

Scope of Investigations

An initial survey of the archaeological sites comprising:

- a survey of existing information available from local sources and existing data from:

  - Royal Commission for Historic Monuments in England
  - Local aerial photograph libraries
  - Cambridge University Photographic Library
  - English Heritage
  - East Sussex County Archaeologist
  - East Sussex Public Records Office

  to be carried out as a desk study in accordance with Department of Transport's Manual of Environmental Appraisal, Part B Section 6.2.5.

- identification of archaeological sites that may be affected by the alternative routes under consideration
- an on site inspection of all sites identified in the Landscape Part 1 Report affected by the alternative routes using Public Rights of Way
- a review of previous evaluations carried out on any sites that have been previously reported
- an assessment of the probable effect, direct and indirect, of selected alternative routes
- recommendations as to further study requirements

Bullen and Partners
19 June 1991