

**AN ARCHAEOLOGICAL WATCHING BRIEF
AT
DEVILS DYKE HILLFORT,
POYNINGS, WEST SUSSEX**

Scheduled Ancient Monument No. 27080

**Scheduled Monument Consent HSD 9/2/8445
Planning Consent 06/01647/FUL**

MID SUSSEX:Poynings

**NGR 525825 110954
(TQ 258 109)**

Project No. 2690

Site Code: DDP 07

**ASE Report No. 2009079
OASIS ID: archaeol6-59741**

**by
Diccon Hart**

July 2009

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July 2009

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Abstract

An archaeological watching brief was undertaken at Devil's Dyke Hillfort, Poynings, West Sussex during intrusive groundworks associated with proposed car park alterations.

Archaeological monitoring of groundworks did not definitively identify any archaeological deposits on the site, though this is considered to reflect both truncation associated with the construction of the existing road and car parks and the limited size of many of the excavations monitored. Monitoring of excavations to the south of the present hotel, however, did identify an area of artificially raised ground that appears to preserve the pre-existing ground surface. Here it is considered that any archaeological features present are likely to survive, but this area was not further investigated in order to preserve any such features in situ.

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1.0 INTRODUCTION

1.1 Archaeology South-East (ASE), the contracting division of The Centre for Applied Archaeology at the Institute of Archaeology, University College London (UCLCAA) was commissioned by The National Trust to undertake an archaeological watching brief during groundworks associated with the construction of a bus turning facility and associated car park alterations at the Devil's Dyke Hillfort, Poynings. The site is centred on National Grid Reference (NGR) 525825 110954 and its location is shown in Figure 1.

1.2 Scheduled Monument Consent for the works (SMC Reference: HSD 9/2/8445) was granted by the Department for Culture Media and Sport (DCMS) under Section 2 of the 1979 Ancient Monuments and Archaeological Areas Act. In addition, full planning permission was also granted by Mid Sussex District Council (Planning Reference 06/01647/FUL). Due to the archaeological potential of the site Condition 3 of the Scheduled Monument Consent stated that:

“Having received the advice of English Heritage, the Secretary of State considers the proposed works beneficial for the preservation of the monument, with arrangements for necessary archaeological recording included within the application and covered by English Heritage arrangements negotiated with Archaeology South-East.”

1.3 Following such negotiations between Archaeology South-East and Judith Roebuck, English Heritage Inspector for Ancient Monuments, it was agreed that the necessary archaeological recording could take the form of an Archaeological Watching Brief. A *Written Scheme of Investigation* outlining the scope of Watching Brief was subsequently prepared by Archaeology South-East (ASE 2008) and duly approved by English Heritage and John Mills, Archaeologist, WSCC, acting as archaeological advisor to Mid Sussex District Council. All fieldwork was carried out in accordance with this document, as well as the Institute for Archaeologists *Standard and Guidance for Archaeological Fieldwork* (IfA 2008) and the *Recommended Standard Conditions for Archaeological Fieldwork, Recording and Post-Excavation Work (Development Control)* (WSCC 2007)

1.4 The fieldwork was undertaken intermittently between 30th April 2008 and 7th May 2009 by Nick Garland, Kathy Grant, Diccon Hart, Dylan Hopkinson, Liane Peyre and Deon Whittaker. The fieldwork was managed by Neil Griffin and the post-excavation analysis was managed by Dan Swift.

2.0 ARCHAEOLOGICAL BACKGROUND¹

2.1 Description of the Monument

- 2.1.1 The monument includes a large univallate hillfort dating to the Iron Age, situated on a chalk spur which forms part of the Sussex Downs. This location enjoys extensive views of the Weald to the north and the downland and Channel coast to the south. The hillfort, which survives in the form of earthworks and buried remains, is also a popular local beauty spot and during the late 19th and early 20th centuries was the site of a number of visitor attractions, including a steep grade railway and aerial cableway, which survive in ruined form and as earthworks.
- 2.1.2 The roughly rectangular north east-south west aligned hillfort encloses an area of c.14ha, and the interior is defended by a large bank up to c.14m wide which rises to a height of c.3m where it crosses the level neck of the spur on the south western side of the monument. The bank is surrounded by a ditch up to c.12m wide and up to 2m deep. Elsewhere, where they are situated directly above steep natural slopes, the defences are slighter, with the bank surviving to the south east as a low scarp. A slight counterscarp bank flanks the ditch on the north western side of the monument. The interior of the hillfort is entered by way of a gap in the south eastern corner of the ramparts, now utilised by Dyke Road, a minor public road leading from Brighton to the modern hotel and public car park within the monument. The ramparts have been partly disturbed in places, especially by activities connected with military training carried out within and around the hillfort during World War I and World War II.
- 2.1.3 The interior of the hillfort was partly excavated in 1935, when traces of a round house were found in the form of a circular gully 8.55m in diameter surrounding a levelled floor. Four refuse pits were associated with the house, containing pottery sherds dating to the years between c.50 BC-AD 50. Finds of oyster shells and coins indicate that the hillfort continued in use into the Roman period, and an extended human burial found inside the south western ramparts by workmen in 1931 suggests that the monument was reused as a cemetery during the later part of the early medieval period. The interior has also been partly disturbed by modern activities, including the construction of the modern hotel and public toilets, the car parks, the Victorian visitor attractions, a small shepherd's cottage which is now demolished and which stood within the north eastern corner of the ramparts, and World War I and World War II military training, although further buried remains connected with the original use of the hillfort can be expected to survive in many areas.
- 2.1.4 The first hotel was constructed c.1817, and the hillfort, also known as Poor Man's Walls, reached its greatest popularity as a visitor attraction during the years between 1885-1908, when visitor numbers were estimated at up to 30,000 per day. The Dyke was served by its own railway line from Brighton, terminating at a station below the fort, and visitors could ascend the hill by way of the steep grade railway, powered by an oil engine, constructed in 1897. The engine house survives in the form of a concrete base, c.9m by

¹ Incorporating an *Extract from English Heritage's record of Scheduled Ancient Monuments* (www.magic.gov.uk)

c.6m, situated close to the north western ramparts, just to the north east of a circular depression c.40m in diameter. This represents a bicycle railway track, one of the visitor attractions situated within the monument, which also included two bandstands, an observatory, a camera obscura, fairground rides and a switchback railway. Further entertainment was provided by the aerial cableway, constructed in 1894, which spanned the dry coombe to the south east. Visitors paid to cross the valley in an open cage which carried up to eight passengers. The concrete base of one of the iron pylons by which the cable was suspended adjoins the south eastern ramparts of the hillfort. This measures c.1m square.

- 2.1.5 A NNE-SSW aligned brick built, now ruined, rectangular structure measuring 12m by 7m, with walls surviving to a height of c.2m, situated c.80m south east of the south western corner of the hillfort, has been dated to the British Army's occupation of the monument during the First World War. The stone seat and pillar erected just to the north of the public car park commemorates the purchase of part of the hillfort by Sir Herbert Carden, the socialist, in 1929.
- 2.1.6 All buildings associated with the hotel, the public toilets, the surfaces of the car parks, road, forecourts and paths, all modern signs, fences, walls, gates and stiles, the Ordnance Survey trig point and the modern earthen embankments surrounding the public car park are excluded from the scheduling, although the ground beneath all these features is included.
- 2.1.7 During an English Heritage Field Inspection Reassessment exercise in November 2007, a series of lynchets were observed within the chalk promontory, and to the NE of the camp: locations recorded by EH using good resolution hand-held GPS, plan not yet available.

2.2 Assessment of Importance

- 2.2.1 Large univallate hillforts are defined as fortified enclosures of varying shape, ranging in size between 1ha and 10ha, located on hilltops and surrounded by a single boundary comprising earthworks of massive proportions. They date to the Iron Age period, most having been constructed and used between the fourth century BC and the first century AD, although evidence for earlier use is present at most sites.
- 2.2.2 The size of the earthworks reflects the ability of certain social groups to mobilise the labour necessary for works on such a monumental scale, and their function may have had as much to do with display as defence. Large univallate hillforts are also seen as centres of redistribution, both for subsistence products and items produced by craftsmen. The ramparts are of massive proportions except in locations where steepness of slope precludes easy access. They can vary between 6m and 20m wide and may survive to a height of 6m. The ditches can measure between 6m and 13m wide and between 3m and 5m deep. Access to the interior is generally provided by one or two entrances which often take the form of long passages formed by inturned ramparts and originally closed by a gate located towards the inner end of the passageway. The entrance may be flanked by guardrooms and/or accompanied by outworks. Internal features included timber or stone round

houses; large storage pits and hearths; scattered postholes, stakeholes and gullies; and square or rectangular buildings supported by four to six posts, often represented by postholes, and interpreted as raised granaries.

- 2.2.3 Large univallate hillforts are rare with between 50 and 100 examples recorded nationally. Most are located within southern England where they occur on the chalklands of Wessex, Sussex and Kent. The western edge of the distribution is marked by scattered examples in north Somerset and east Devon, while further examples occur in central and western England and outliers further north. Within this distribution considerable regional variation is apparent, both in their size, rampart structure and the presence or absence of individual components. In view of the rarity of large univallate hillforts and their importance in understanding the organisation and regional structure of Iron Age society, all examples with surviving archaeological remains are believed to be of national importance.
- 2.2.4 Devil's Dyke hillfort survives well, despite some later disturbance and scrub growth, and has been shown by part excavation to contain archaeological remains and environmental evidence relating to the construction and use of the monument. Around 150m to the south west is an early Romano-British farmstead (SM 27082), and the close association of these broadly contemporary monuments will provide evidence for the changing nature of settlement during the Late Iron Age/Romano-British period. The well documented re-use of the hillfort during the 19th and early 20th centuries as a site for visitor attractions illustrates a general trend in the south east of England towards the commercial exploitation of hillforts close to large towns and holiday resorts.

2.3 Recent Archaeological Investigations

- 2.3.1 An archaeological evaluation was carried out by ASE in advance of an earlier phase of carpark enhancement at the Devil's Dyke Hotel, Devil's Dyke in 1999 (ASE 1999). A total of four trenches (A-D) were excavated. These revealed a single feature dating to the Iron Age period but a number of late 19th- and early 20th- century date. The woodland area immediately northeast of the Devil's Dyke Hotel appears to have been largely undisturbed since the early 20th century but in the car parks, the natural chalk surface has been truncated in large areas resulting in the truncation of any archaeological features present. Narrow strips of the original land surface may, however, survive undisturbed beneath the banks in the southern car park.

3.0 METHODOLOGY

3.1 Archaeological Watching Brief

- 3.1.1 In general, the aim of the watching brief was to record any archaeological remains exposed during the groundwork. In addition, all artefacts or ecofacts of archaeological and palaeoenvironmental interest exposed and affected by the excavations, were to be recorded and interpreted to appropriate standards.
- 3.1.2 The watching brief was also to evaluate the past impacts on the site and pay particular attention to the character, height/depth below ground level, condition, date and significance of the deposits.
- 3.1.3 Intrusive groundworks were monitored by an archaeologist, once it was safe to do so, until it became clear beyond reasonable doubt that no further archaeological remains were present (e.g. once excavation reached undisturbed natural subsoils).
- 3.1.4 Machine excavation was undertaken using a tracked mechanical excavator equipped with a toothless ditching bucket, wherever practicable. The spoil from the machine excavations was scanned for the presence of any artefacts, both visually and using a metal detector.
- 3.1.5 All encountered archaeological deposits, features and finds were excavated and recorded in accordance with accepted professional standards (IFA 2001, EH 1991), the Recommended Standard Conditions for Archaeological Fieldwork, Recording, and Post-Excavation Work (Development Control) in West Sussex (2008) and the approved ASE Written Scheme of Investigation (ASE 2008), using pro-forma context record sheets. Archaeological features and deposits were planned at a scale of 1:50, with selected detail drawn at a scale of 1:20 or 1:10. Deposit colours were verified by visual inspection and not by reference to a Munsell Colour chart.
- 3.1.6 A photographic record of the work was kept and will form part of the site archive. The archive is presently held at the Archaeology South-East offices at Portslade, and will in due course be offered to a suitable local museum.

3.1.7 Site Archive Quantification

Number of Contexts	21
No. of files/paper record	1
Plan and sections sheets	1
Bulk Samples	0
Photographs	Digital
Bulk finds	1 box
Registered finds	0
Environmental flots/residue	0

Table 1: Quantification of site archive

4.0 RESULTS (Figs. 2-6)

4.1 Introduction

4.1.1 Monitored groundworks on the site comprised two principal areas (Fig.2); Area 1 was situated to the south of the present hotel building and included groundworks in advance of the construction of a turning circle for buses (Area 1.1) and associated works such as excavations for new kerb lines and bollards (Area 1.2) and excavations for the installation of a new parking meter (Area 1.3). Area 2 lay to the north of the hotel and consisted of two discrete excavations for the installation of two new parking meters (Area 2.1 and Area 2.2).

Table 2: List of Recorded Contexts

Number	Type	Area	Description	Max. length (m)	Max. width (m)	Max. depth (m)	Max. height AOD (m)
001	Deposit	1.1	Topsoil	0.40	0.40	0.10	211.35
002	Deposit	1.1	Subsoil	0.40	0.40	0.20	211.25
003	Deposit	1.1	Natural	0.40	0.40	-	210.95
004	Deposit	1.1	Natural	25.50	12.50	-	212.31
005	Deposit	1.1	Tarmac	25.50	23.40	0.30	212.51
006	Deposit	1.1	Made ground	25.50	23.40	-	210.38
007	Deposit	1.1	Made ground	19.00	8.50	-	210.23
008	Deposit	1.1	Buried topsoil	20.00	2.00	-	210.38
009	Deposit	1.1	Topsoil	9.75	7.50	0.12	212.16
010	Deposit	1.1	Made ground	9.75	3.50	0.24	212.04
011	Deposit	1.1	Subsoil	9.75	5.50	0.35	212.78
012	Deposit	1.2	Tarmac s/a 005	28.20	7.00	0.10	212.51
013	Deposit	1.2	Natural	28.20	0.50		212.31
014	Deposit	1.2	Clay deposit	0.30	0.30	0.20	212.31
015	Deposit	1.2	Made ground	0.30	0.30	0.10	212.41
016	Deposit	2.1	Tarmac	1.00	1.00	0.30	-
017	Deposit	2.1	Chalk rubble - natural?	1.00	1.00	0.30	-
018	Deposit	2.1	Natural chalk	1.00	1.00	0.20	-
019	Deposit	2.2	Tarmac	1.00	1.00	0.14	-
020	Deposit	2.2	Chalk rubble - natural?	1.00	1.00	0.20	-
021	Deposit	2.2	Natural chalk	1.00	1.00	0.40	-
022	Deposit	1.3	Topsoil	1.00	1.00	0.20	210.20
023	Deposit	1.3	Made ground	1.00	1.00	0.50	210.00
024	Deposit	1.3	Buried topsoil	1.00	1.00	0.10	209.50

4.2 Area 1

4.2.1 Area 1.1 (Fig. 2 -4)

Area 1.1 was situated in the so-called southern car-park and included excavations for a bus turning circle and comprised an approximately semi-

circular area measuring c. 25.50m by 23.40m, up to 0.30m deep (Figs. 2 and 3).

Natural chalk (004/003) was encountered at a maximum height of c. 211.51m AOD at the far north-western corner of Area 1, where the creation of a grassed bund to the west of the existing carpark had preserved the original natural topography of the site (Fig. 4). Here, the natural chalk (004) was sealed by a horizon of subsoil (011), in turn overlain by a deposit of 20th century made ground (010) that formed the bund itself. A thin layer of topsoil (009) sealed the bund and represents the final landscaping of this modern landscape feature.

The remainder of Area 1.1 showed obvious signs of 19th-20th century levelling. In the western half of the area, ground reduction had resulted in the complete removal of the pre-existing subsoil and topsoil horizons and substantial truncation of the underlying natural chalk to a height of c. 210.35 AOD. In the eastern half of the area, on the other hand, the ground level had been artificially raised to c. 210.38m AOD with the deposition of layers of modern made ground (006) and (007). Here, the pre-existing topsoil horizon (008) survived beneath the sequence of made ground and suggests that the underlying natural topography may also survive here intact. This entire area was sealed with a layer of tarmac and associated makeup (005) for the existing carpark itself.

4.2.2 Area 1.2 (Fig. 2)

Area 1.2 was situated within the present road and comprised the excavation of a trench measuring c. 28.20m long by 0.50m wide for a new kerb and bus stop sign, with four smaller excavations measuring c. 0.30m by 0.30m for the installation of new timber bollards (Areas 1.2 A-D).

Natural chalk geology (013) was encountered at a maximum height of 212.31m AOD at the far north of the area, in Areas 1.2 A-D, and fell away to 211.83m AOD at the southern end of Area 1.2. Across much of the area, the surface of the natural chalk (013) was directly sealed by modern makeup (015) for the tarmac of the current road surface. The absence of any subsoil or topsoil here and the sharp boundary between the chalk and road makeup deposits indicates horizontal truncation of the site in advance of road construction.

The only exception to this was observed in Excavation Area 1.2 B, where the natural chalk was sealed by a deposit of clean mid reddish yellow clay (014), in turn overlain by road makeup deposit (015). Within the limits of this excavation (just 0.30m square) it is impossible to ascertain the origin of this deposit; though it was notably absent during monitoring of Excavation Areas 1.2, 1.2 A and 1.2C, suggesting that it represents a fairly discrete deposit. No finds, or indeed any inclusions, were noted and while it may be archaeological in origin it is equally likely to constitute little more than a natural deposit, such as the fill of a solution hollow.

4.2.3 Area 1.3 (Fig. 2)

Area 1.3 comprised a small excavation, measuring just 1.00m by 1.00m for the installation of a parking meter to the east of the present southern carpark.

The earliest deposit recorded in this excavation comprised dark brown silty clay topsoil (024) that may be equated with the buried topsoil horizon (008) observed immediately to the west in Excavation Area 1.1. This was sealed by a thick layer of recent made ground (023) that represents the eastern continuation of ground raising deposits (006) and (007). The sequence was sealed with tarmac and associated makeup (022) for the existing carpark

4.3 Area 2 (Figs. 2, 5, 6)

4.3.1 Area 2.1 (Fig. 5)

Area 2.1 comprised a small excavation measuring c. 1.00m by 1.00m for the installation of a parking meter (Fig. 5). No height information is available for this area at the time of writing and levels are given below ground level.

Natural chalk geology (018) was encountered 0.60m below ground level. This was sealed by a deposit of chalk rubble in a matrix of dark yellowish brown silty clay (017), in turn sealed by the tarmac and associated makeup of the present carpark (016).

The origin of deposit (017) remains difficult to determine within the confines of the excavation area. No finds were recovered from the deposit and while it is possible that it is archaeological in origin it may represent little more than solifluction or otherwise natural disturbance of the underlying natural chalk.

4.3.2 Area 2.2 (Fig. 6)

Area 2.1 comprised a small excavation measuring c. 1.00m by 1.00m for the installation of a parking meter (Fig. 6). No height information is available for this area at the time of writing and levels are given below ground level.

Natural chalk geology (021) was encountered 0.34m below ground level. This was sealed by a deposit of chalk rubble in a matrix of light brownish yellow silty clay (020), in turn sealed by the tarmac and associated makeup of the present carpark (016).

As with deposit (017) above, the origin of deposit (020) remains unknown, though it is possible that it represents an area of solifluction or weathering of the underlying natural chalk.

5.0 THE FINDS

5.1 The only finds observed during the course of the monitoring comprised modern brick and tile. These were not retained.

6.0 DISCUSSION

- 6.1** Monitoring of groundworks associated with carpark alterations has not definitively identified any archaeological deposits on the site. Given that these groundworks were situated within the boundaries of the Scheduled remains of a known Iron Age Hillfort, the lack of definite archaeological remains may at first seem surprising. In this regard, however, there are a number of factors that should be borne in mind.
- 6.2** Principally, one should not disregard the limited size of many of the excavations monitored. Of the nine discrete excavations monitored, seven measured no more than 1.00m square and four of these just 0.30m square. Such limited exposures are not conducive to the adequate identification and recording of archaeological deposits and these limitations are all too keenly felt with regard to deposits of clay such as (014) or the deposits of apparently reworked chalk such as, (017) or (020) which, within the limited excavations inspected, must remain of uncertain origin.
- 6.3** Secondly, the one must also consider the deleterious effect exerted on the archaeological resource by previous activity on the site. This is particularly well illustrated in the two larger excavations monitored in the existing southern car park (Area 1.1) and road (Area 1.2), both of which show evidence for removal of subsoil and topsoil horizons and truncation of the underlying natural chalk. The disturbance of the site caused by the construction of the hotel and the various tourist attractions of the 19th century pleasure resort has already been noted (see Section 2.1 above) and it is probable that much of the truncation observed is the result of this activity.
- 6.4** The previous excavation undertaken on the site demonstrated the surviving archaeological features were located just beneath the turf (ASE 1999: 2) and it is thus likely that the horizontal truncation observed during the current groundworks have resulted in the destruction of all but the deepest of archaeological features.
- 6.5** A final point worth noting here is that not all monitored excavations were of sufficient depth to reveal archaeological deposits, notably towards the eastern half of Area 1.1, where the ground-raising deposits observed appear to seal an intact buried topsoil. Here one may surmise that any archaeological features are preserved beneath any such topsoil horizon.

7.0 CONCLUSIONS

- 7.1** Archaeological monitoring of intrusive groundworks associated with carpark alterations on the site has not definitively identified any archaeological deposits on the site. However, this is considered to largely reflect the limited size of the excavations monitored, which are not conducive to the identification of archaeological features, as well as the result of truncation by previous activity on the site. Observations to the south of the current hotel, on the other hand, have identified an extensive area of ground raising deposits that appear to preserve the pre-existing ground surface. Any archaeological features present are likely to survive in this area, albeit sealed beneath a substantial horizon of made ground.

REFERENCES

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WSCC 2007 *Recommended Standard Conditions for Archaeological Fieldwork, Recording and Post-Excavation Work (Development Control)*

ACKNOWLEDGEMENTS

Archaeology South-East would like to thank the National Trust for commissioning the work and Landbuild Ltd for their co-operation throughout the groundworks. The advice and guidance of Judith Roebuck of English Heritage and John Mills of West Sussex County Council is also greatly appreciated.

SMR Summary Form

Site Code	DDP 07					
Identification Name and Address	Devil's Dyke Hillfort, Poynings West Sussex.					
County, District &/or Borough	West Sussex					
OS Grid Refs.	NGR 525825 110954					
Geology	Chalk					
Arch. South-East Project Number	2690					
Type of Fieldwork	Eval.	Excav.	Watching Brief ✓	Standing Structure	Survey	Other (geophysical survey)
Type of Site	Green✓ Field	Shallow Urban	Deep Urban	Other		
Dates of Fieldwork	Eval.	Excav.	WB. 30.04.08- 07.05.09	Other		
Sponsor/Client	National Trust					
Project Manager	Neil Griffin					
Project Supervisor	D Hart					
Period Summary	Palaeo.	Meso.	Neo.	BA	IA	RB
	AS	MED	PM	Other Modern✓		
<p>100 Word Summary.</p> <p>An archaeological watching brief was undertaken at Devil's Dyke Hillfort, Poynings, West Sussex during intrusive groundworks associated with proposed carpark alterations.</p> <p>Archaeological monitoring of groundworks did not definitively identify any archaeological deposits on the site, though this is considered to reflect both truncation associated with the construction of the existing road and carparks and the limited size of many of the excavations monitored. Monitoring of excavations to the south of the present hotel, however, did identify an area of artificially raised ground that appears to preserve the pre-existing ground surface. Here it is considered that any archaeological features present are likely to survive.</p>						

OASIS SUMMARY FORM

OASIS ID: archaeol6-59741

Project details

Project name Devil's Dyke Hillfort

Short description of the project An archaeological watching brief was undertaken at Devil's Dyke Hillfort, Poynings, West Sussex during intrusive groundworks associated with proposed carpark alterations. Archaeological monitoring of groundworks did not definitively identify any archaeological deposits on the site, though this is considered to reflect both truncation associated with the construction of the existing road and carparks and the limited size of many of the excavations monitored. Monitoring of excavations to the south of the present hotel, however, did identify an area of artificially raised ground that appears to preserve the pre-existing ground surface. Here it is considered that any archaeological features present are likely to survive.

Project dates Start: 30-04-2008 End: 07-05-2009

Previous/future work Yes / Not known

Any associated project reference codes 2690 - Contracting Unit No.

Any associated project reference codes DDP 07 - Sitecode

Type of project Recording project

Site status Scheduled Monument (SM)

Current Land use Other 8 - Land dedicated to the display of a monument

Monument type NONE None

Significant Finds BRICK Post Medieval

Investigation type 'Watching Brief'

Prompt Scheduled Monument Consent

Project location

Country	England
Site location	WEST SUSSEX MID SUSSEX POYNINGS Devil's Dyke Hillfort, Poynings
Postcode	BN1 8YJ
Study area	0.70 Hectares
Site coordinates	TQ 258 109 50.8833110154 -0.211451351374 50 52 59 N 000 12 41 W Point
Height OD / Depth	Min: 210.35m Max: 212.31m

Project creators

Name of Organisation	Archaeology South-East
Project brief originator	Archaeology South-East
Project design originator	Archaeology South-East
Project director/manager	Neil Griffin
Project supervisor	Diccon Hart
Type of sponsor/funding body	National Trust
Name of sponsor/funding body	National Trust

Project archives

Physical Archive recipient	National Trust
Physical Contents	'Ceramics'

Digital Archive recipient	National Trust
Digital Contents	'Stratigraphic'
Digital Media available	'Text'
Paper Archive recipient	National Trust
Paper Contents	'Ceramics','Stratigraphic'
Paper Media available	'Context sheet','Correspondence','Photograph','Plan','Report'

Project bibliography 1

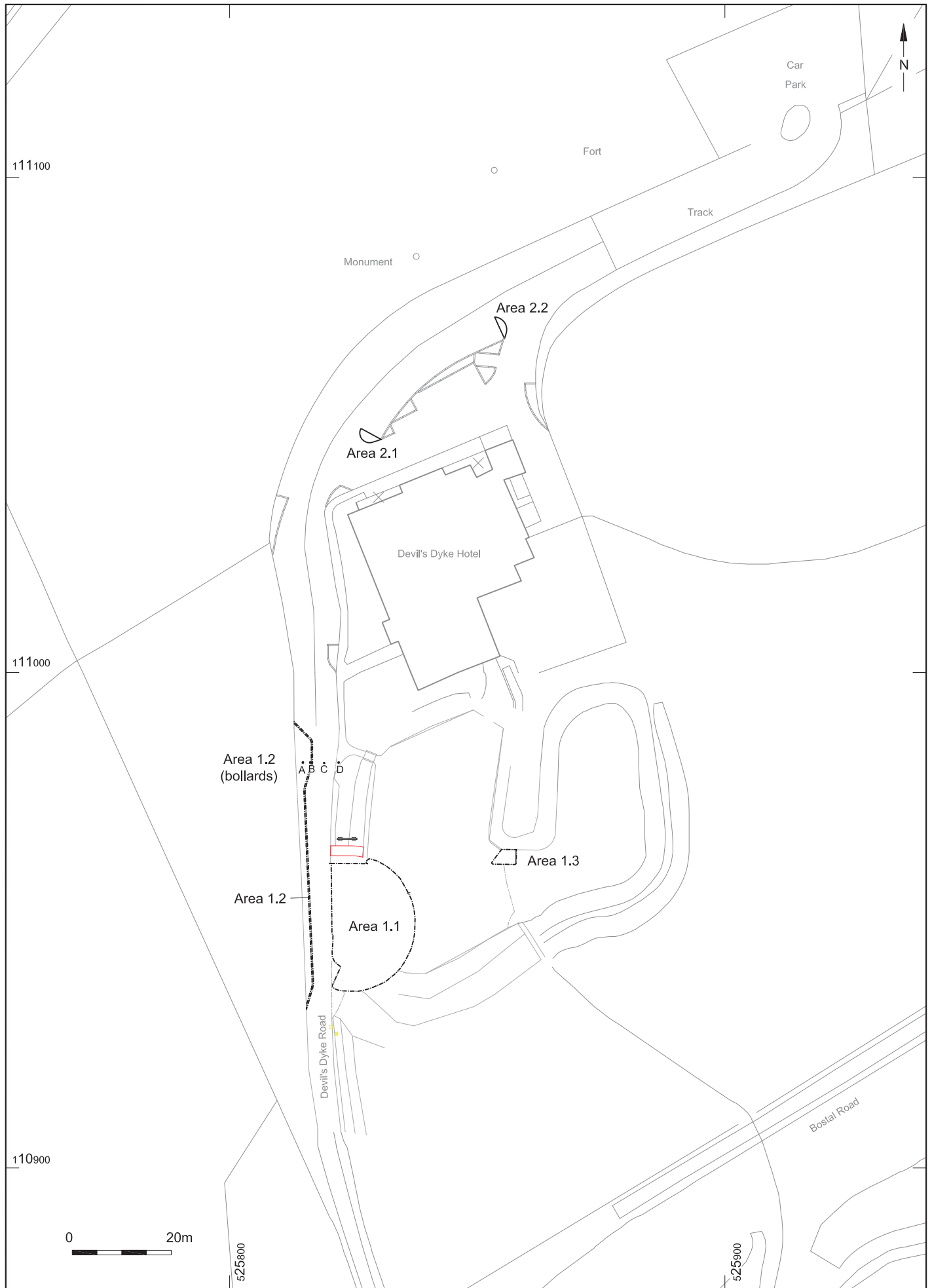
Publication type	Grey literature (unpublished document/manuscript)
Title	An Archaeological Watching Brief at Devil's Dyke Hillfort, Poynings, West Sussex
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© Archaeology South-East		Devil's Dyke Hillfort, Poynings		Fig. 1
Project Ref: 2690	July 2009	Site location plan		
Report Ref: 2009079	Drawn by: JLR			

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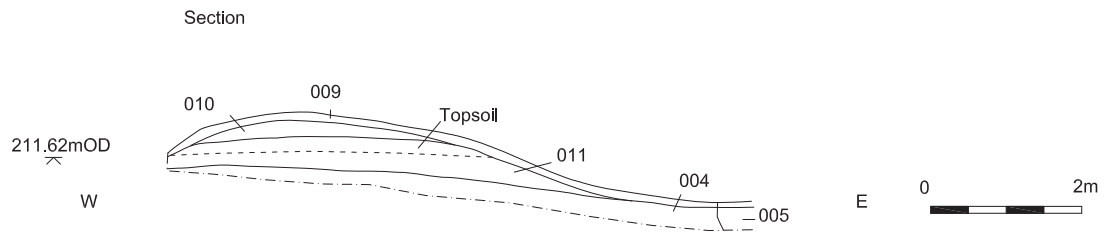
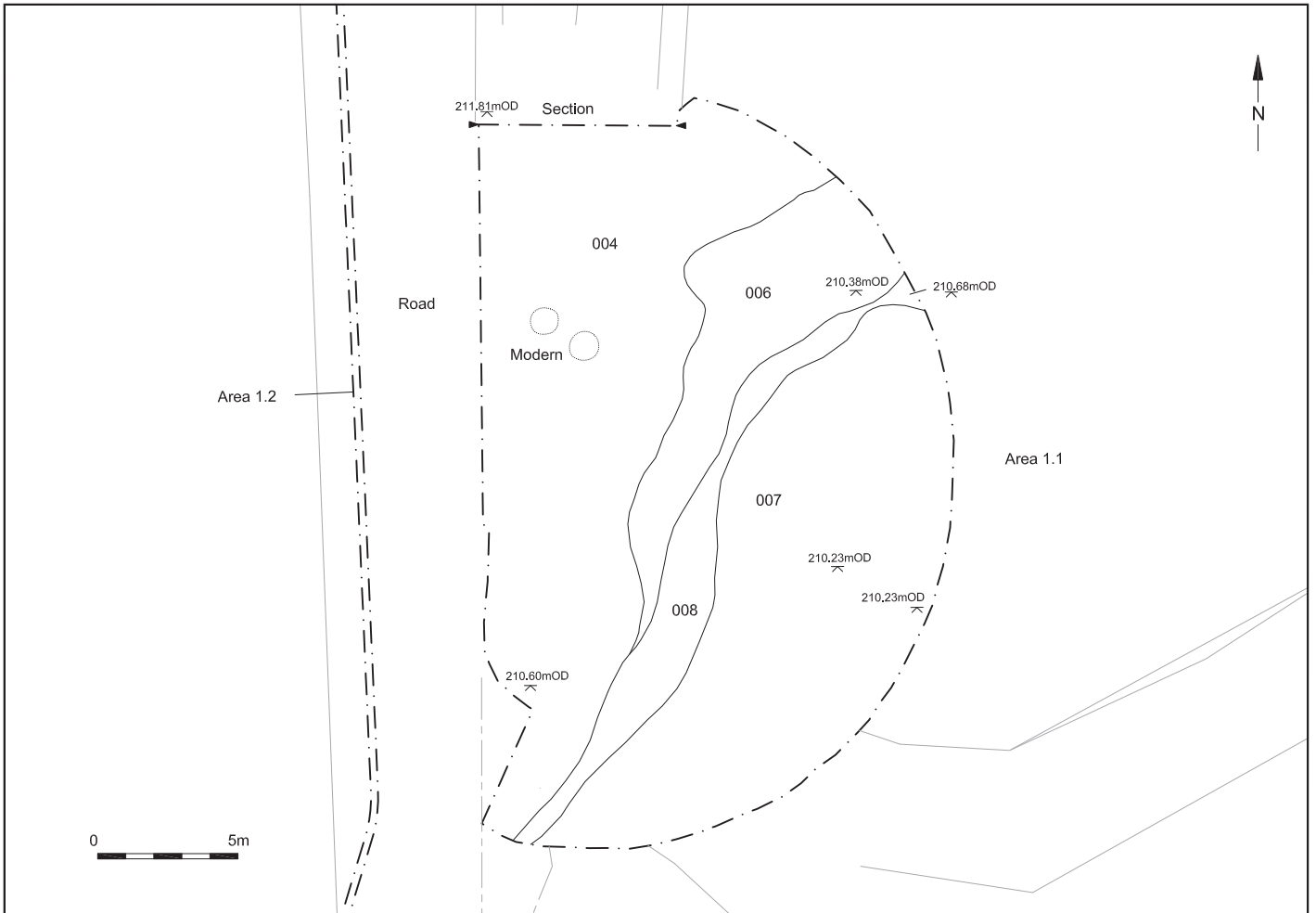


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Project Ref: 2690	July 2009	Site plan		
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Fig. 3: Area 1.1 under excavation, looking north-east

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Section through Area 1.1

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Project Ref: 2690	May 2009	Plan and Section of Area 1.1	
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Fig. 5: North-east facing section, Area 2.1



Fig. 6: North-east facing section, Area 2.2

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