

Archaeological Desk-Based Assessment in Advance of the Proposed Development of Land at HM Prison Ford, Ford Road, Ford, Arun, West Sussex, BN18 0BX

August 2020

Archaeological Desk-Based Assessment in Advance of the Proposed Development of Land at HM Prison Ford, Ford Road, Ford, Arun, West Sussex, BN18 0BX

National Grid Reference: TQ 500127 102814



Report for Ministry of Justice

Date of Report: 24th August 2020

SWAT ARCHAEOLOGY

Swale and Thames Archaeological Survey Company

School Farm Oast, Graveney Road

Faversham, Kent ME13 8UP

Tel; 01795 532548 or 07885 700 112

www.swatarchaeology.co.uk

Contents

1	INTRODUCTION.....	7
1.1	Project Background.....	7
1.2	The Site	7
1.3	The Proposed Development	8
1.4	Project Constraints	9
1.5	Scope of Document	9
2	PLANNING BACKGROUND.....	10
2.1	Introduction	10
2.2	National Planning Policy Framework (NPPF).....	10
2.3	Local Policies.....	12
3	AIMS AND OBJECTIVES.....	13
3.1	Introduction	13
3.2	Desk-Based Assessment – Chartered Institute for Archaeologists (2017).....	13
4	METHODOLOGY	15
4.1	Introduction	15
4.2	Sources.....	15
5	ARCHAEOLOGICAL AND HISTORICAL DEVELOPMENT.....	17
5.1	Introduction	17
5.2	Designated Heritage Assets	17
5.3	Previous Archaeological Works	19
5.4	Archaeological and Historical Narrative	21
5.5	Cartographic Sources and Map Regression.....	25
5.6	Aerial Photographs	28
5.7	Summary of Potential	29
6	IMPACT ASSESSMENT	36
6.1	Introduction	36
6.2	Historic Impacts	36
7	SIGNIFICANCE.....	38
7.1	Introduction	38
7.2	Significance Criteria	38
8	ARCHAEOLOGICAL MITIGATION	40
8.1	Introduction	40
9	OTHER CONSIDERATIONS	41
9.1	Archive	41
9.2	Reliability/Limitations of Sources	41
9.3	Copyright	41
10	REFERENCES.....	42
10.1	Bibliographic.....	42
10.2	Websites.....	43
11	APPENDIX 1 – WSCC HER Data (see Figures 14-20).	53
12	APPENDIX 2 – Arun District Council Local Plan Policies	72

List of Plates

Plate 1: 2019 (Google Earth)	69
Plate 2: Overlay of known buildings affecting the development areas	70

List of Figures

Figure 1: Location Maps. Area of the prison shown as well as the potential sites impacted within the Prison	44
Figure 2: Proposed Development Areas	45
Figure 3: Saxton's Map, Kent, Surrey and Sussex, 1579	45
Figure 4: Yeakall and Garner Map, 1778-1783	46
Figure 5: Ordnance Surveyors Drawings, 1805 of Arundel and Steyning, 1806	47
Figure 6: Ordnance Survey, 1 st Series 1813.....	48
Figure 7: Climping Tithe Map, 1843	49
Figure 8: Historical OS Map, 1876-79	49
Figure 9: Historical OS Map, 1897-98	50
Figure 10: Historical OS Map, 1911-12	50
Figure 11: Historical OS Map, 1932-38	51
Figure 12: Historical OS Map, 1973-78	52
Figure 13: Historical OS Map, 1992-94	52
Figure 14: Gazetteer of WSCCHER Records	63
Figure 15: WSCCHER Monument Record – All.....	64
Figure 16: WSCCHER Historic Landscape Characterisation.....	65
Figure 17: WSCCHER Archaeological Notification Areas.....	66
Figure 18: WSCCHER Scheduled Monuments.....	67
Figure 19: WSCCHER Events.....	68

Archaeological Desk-Based Assessment in Advance of the Proposed Development of Land at HM Prison Ford, Ford Road, Ford, Arun, West Sussex, BN18 0BX

Summary

SWAT Archaeology has been commissioned by Ministry of Justice to prepare an Archaeological Desk-Based Assessment of the proposed development area (PDA) of land at HM Prison Ford, Ford Road, Ford, Arun, West Sussex, BN18 0BX

This Desk Based Assessment is intended to explore and disseminate the known and potential heritage resource within the site and the surrounding area, and to assess the likely impacts of the development proposals on this resource. Based on this data the potential for archaeological sites either on or in the near vicinity of the proposed development can be summarized as:

- Prehistoric: **high**
- Iron Age: **moderate**
- Roman: **high**
- Anglo-Saxon: **low**
- Medieval: **high**
- Post-Medieval: **low**
- Modern: **high**

HM Prison Ford is a Category D men's prison located at Ford, West Sussex in between Arundel circa 4km to the north east and Littlehampton circa 3km to the south east, with the coastline circa 2km to the south. The River Arun meanders circa 200m to the east. The historical core of Climping is just to the south of the PDA with the village of Ford circa 0.5km north. Immediately south of the PDA is the Scheduled Monument area that incorporates the earthworks concerning the Medieval house platform remains of the village by the church. The prison itself straddles either side of the Ford Road which runs on a north-south axis. The site became an open prison in the 1960s and occupies part of the site that was previously Ford Airfield.

Being located in the area of the Sussex Coastal plains is an area that has been exploited over millennium as attested by the multi-period activity with a site that has the potential to reveal a wide diversity of archaeological remains. The assessment has generally shown that the area to be developed is within an area of high archaeological interest for the Prehistoric, Roman Medieval and Modern periods. This has been evidenced by the excavations revealing finds and features from these periods seen across the assessment area, the closeness of the Site to the Scheduled Medieval settlement area

and the use of the PDA as part of Ford Airfield. The survival of any potential archaeology is considered high for the majority of the areas do not appears to have been built having been agricultural use until the arrival of the airfield. A detailed overlay of current plans identified that airfield structures were not placed on the potential areas of the proposed development except for the area of the proposed southern accommodation block that previously had earlier accommodation blocks associated with the airfield, which were demolished. However, it has to be taken into consideration that the Second World War impact of bombs on the are field in unknown.

Any potential remains within the PDA in the area of the proposed development, should they survive in-situ will vulnerable to damage during the proposed development from foundations and services for those area on the eastern portion of the PDA. The western portion is considered to only have a medium impact due to surface works and service trenches for a car park and a modular building. The need for, scale, scope and nature of any further assessment and/or archaeological works should be agreed through consultation with the statutory authorities. However, care need to be taken in respect of the possibility of unexploded ordnance as well consideration for the intrusive proposals for geotechnical investigation.

1 INTRODUCTION

1.1 Project Background

- 1.1.1 Swale & Thames Survey Company (SWAT) was commissioned Ministry of Justice (the 'Clients'), to carry out an archaeological desk-based assessment to support a feasibility study of the various proposed development area (PDA) of land at HM Prison Ford, Ford Road, Ford, Arun, West Sussex, BN18 0BX centred on National Grid Reference (NGR) TQ 500127 102814 (Fig 1 & Plate 1).

1.2 The Site

- 1.2.1 The PDA is HM Prison Ford which is a Category D men's prison located at Ford, West Sussex in between Arundel circa 4km to the north east and Littlehampton circa 3km to the south east, with the coastline circa 2km to the south. The River Arun meanders circa 200m to the east. The historical core of Climping is just to the south of the PDA with the village of Ford circa 0.5km north. The prison itself straddles either side of the Ford Road which runs on a north-south axis. The residential side comprises of the prisoner accommodation, education, gym, chaplaincy and multi-faith room, visits hall, PICTA, kitchens and DART (substance misuse team). The other side of the road is known as the estates/industries side and comprises the Offender Management Unit (OMU), activities, engineering, DHL, injection moulding, land-based activities, and other workshops and prisoner activity areas. The site became an open prison in the 1960s and occupies part of the site that was previously Ford Airfield. Some of the former NCO blocks still survive and are used from the earlier period. The PDA sits on broadly level ground at just 6m aOD (Fig. 1).

Geology

- 1.2.2 The British Geological Society (BGS 1995) shows that the local geology at the PDA consists of undifferentiated Chalk Formation of the Lewes Nodular, the Seaford, the Newhaven and the Culver Formations. There are superficial deposits at the PDA, which are complex in understanding the formation of the land in relation to the sea and also that of the River Arun. The eastern side of the prison sits in an area of raised beach deposits, 1- sand and gravel, with fingers of Raised Marine Deposits – Clay, Silt, Sand and Gravel associated with the River Arun. The exact historical path of this river is uncertain. Part of the western side of the prison, there are River Terrace Deposits of sand, silt and Clay as a result of shoreline environments. Given the broad

resolution of the BGS mapping (1:50;000) the boundaries are not clearly defined and may not accurately reflect the actual geology at the PDA itself.

Geotechnical Information

1.2.3 There is no known geotechnical information. However, the BGS refers to a survey in 1973 of a well within the western portion of the prison (BGS Ref: SU90SE17). Reaching a depth of 30m, below 0.91m of top soil there were 1.52m of clay and gravel. Below that was 0.6m of sandy, clay and gravel, with marley clay of some 1.52m below that. This all sat on chalk bedrock.

1.2.4 However, as part of the development proposals it is planned for there to be intrusive geotechnical investigations.

1.3 The Proposed Development

1.3.1 The proposed development at the prison is related to a number of development activities as part of the expansion programme. These include:

- Two 60 units accommodation blocks (1 & 2)
- Kitchen Storage (Dry Goods), (options 3A & 3B);
- Health Care Facilities (options 4A & 4B);
- Mobile Phone Lockers (5)
- Personal Property Storage (Bulk & Box Storage) (6);
- Additional Offices (7);
- Car Parking Facilities (8)

1.3.2 Figure 2 refers to the location of the various options. Not all developments involve below ground activities. The main expansion that would require below ground activities are two new 60 bed accommodation blocks located in the eastern side of the prison (1 & 2). Other below ground impacts relate to the kitchen extension (3), personal property store (6) and a new build healthcare facility, also in the eastern portion of the Site. Please note that for the new healthcare facility and kitchen storage, there are currently two options. On the western side of the Site, there is to be a new 80 space car park with surface works and service trenches for lighting

and security (8) along with a modular building for staff offices (7). A number of other proposed activities are internal and not discussed further.

1.4 Project Constraints

- 1.4.1 Due to the impact of Covid-19, there have been restrictions in terms to access to archive offices and information.

1.5 Scope of Document

- 1.5.1 This assessment was requested by the Client in order to determine, as far as is possible from existing information, the nature, extent and significance of the Historic Environment and to assess the potential impact of development on Heritage Assets. The assessment forms part of the initial stages of the archaeological investigation and is intended to inform and assist with decisions regarding archaeological mitigation for the proposed development and associated planning applications.

2 PLANNING BACKGROUND

2.1 Introduction

2.1.1 National legislation and guidance relating to the protection of, and proposed development on or near, important archaeological sites or historical buildings within planning regulations is defined under the provisions of the Town and Country Planning Act 1990. In addition, local authorities are responsible for the protection of the historic environment within the planning system and ensure that a Heritage Asset is protected to enable it to be passed on to future generations.

2.1.2 Statutory protection is also provided to certain classes of designated heritage assets under the following legislation:

- Planning (Listed Buildings and Conservation Areas) Act 1990;
- Ancient Monuments and Archaeological Areas Act 1979; and
- Hedgerow Regulations (statutory Instrument No. 1160) 1997
- Treasures Act 1996
- Burial Act 1857.

2.2 National Planning Policy Framework (NPPF)

2.2.1 The National Planning Policy Framework (NPPF) sets out the Government's core principles in relation to planning and the historic environment and is covered in section 16, paragraphs 185-202. These principles are designed to underpin the planning and decision-making process to ensure that Local Planning Authorities (LPA), developers and owners of heritage assets adopt a consistent approach to the conservation of the Historic Environment.

2.2.2 The Historic Environment, as defined in the National Planning Policy Framework (NPPF 2019): Annex 2, comprises:

'all aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.'

2.2.3 NPPF Annex 2 defines a Heritage Asset as:

'a building monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets include designated heritage assets and assets identified by the local planning authority (including local listing).'

2.2.4 Paragraph 189 of the NPPF states that:

'In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting.'

2.2.5 Paragraph 190 of the NPPF states that:

'The LPA should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.'

2.2.6 The NPPF further provides definitions of terms which relate to the historic environment in order to clarify the policy guidance given. For the purposes of this report, the following are important to note:

- **Significance.** The value of a heritage asset to this and future generations because of its heritage interest. This interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.
- **Setting.** The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

2.2.7 The NPPF is supported by the Planning Policy Guidance, which includes Conservation Principles, Policy and Guidance (2008) as well as Good Practice Advice in Planning Notes 1 to 3, all issued by Historic England.

Hedgerow Regulations (statutory Instrument No. 1160) 1997

2.2.8 The Regulations apply to most countryside hedgerows. In particular, they affect hedgerows which are 20 meters or more in length; which meet another hedgerow at each end; are on or adjoin land used for: agriculture, forestry, the breeding or keeping of horses, ponies or donkeys, common land, village greens, Sites of Special Scientific Interest (SSSIs) or Local Nature Reserves. The act is to protect important countryside hedgerows from removal, either in part or whole. Removal not only includes grubbing out, but anything which could result in the destruction of the hedge.

2.3 Local Policies

2.3.1 Arun District Council has a Local Plan adopted in 2011. The plan has a number of policies relevant to archaeology.

- POLICY HER SP1: The Historic Environment
- POLICY HER DM1: Listed Buildings
- POLICY HER DM2: Locally Listed Buildings or Structures of Character
- POLICY HER DM3: Conservation Areas
- POLICY HER DM4: Areas of Character
- POLICY her DM5: Portsmouth and Arundel Canal.
- POLICY HER DM6: Sites of Archaeological Interest

2.3.2 The PDA is adjacent to the Scheduled Ancient Monument of the earthworks surround St Mary Climping. The PDA also lies adjacent to the Archaeological Notification Area of Fords Airfield as well as the Deserted Medieval Village around Climping. There are also a number of listed buildings within the assessment area as well as the historical route of the Portsmouth to Arundel Canal. There are no Areas of Character nor is there a Conservation Area within the assessment area. For full details of the local policies, please refer to Appendix 12. The airfield site adjacent to that of the PDA is a Strategic Site SD08 for housing under the Local Plan for 1500 under Policy H SP2.

3 AIMS AND OBJECTIVES

3.1 Introduction

3.1.1 This Desk-Based Assessment was commissioned by Ministry of Justice to support a planning application. This assessment has been prepared in accordance with guidelines set out by the Chartered Institute for Archaeologists (see below) and in the National Planning Policy Framework and the Good Practice Advice notes 1, 2 and 3, which now supersede the PPS 5 Practice Guide, which has been withdrawn by the Government.

3.1.2 This Desk-Based Assessment therefore forms the initial stage of the archaeological investigation and is intended to inform and assist in decisions regarding archaeological mitigation for the proposed development and associated planning applications.

3.2 Desk-Based Assessment – Chartered Institute for Archaeologists (2017)

3.2.1 This desktop study has been produced in line with archaeological standards, as defined by the Chartered Institute for Archaeologists (2014, revised 2017). A desktop, or desk-based assessment, is defined as being:

‘Desk-based assessment will determine, as far as is reasonably possible from existing records, the nature, extent and significance of the historic environment within a specified area. Desk-based assessment will be undertaken using appropriate methods and practices which satisfy the stated aims of the project, and which comply with the Code of conduct and other relevant regulations of ClfA. In a development context desk-based assessment will establish the impact of the proposed development on the significance of the historic environment (or will identify the need for further evaluation to do so) and will enable reasoned proposals and decisions to be made whether to mitigate, offset or accept without further intervention that impact.’

(2017:4)

3.2.2 The purpose of the desk-based assessment is, therefore, an assessment that provides a contextual archaeological record, in order to provide:

- *an assessment of the potential for heritage assets to survive within the area of study*

- *an assessment of the significance of the known or predicted heritage assets considering, in England, their archaeological, historic, architectural and artistic interests*
- *strategies for further evaluation whether or not intrusive, where the nature, extent or significance of the resource is not sufficiently well defined*
- *an assessment of the impact of proposed development or other land use changes on the significance of the heritage assets and their settings*
- *strategies to conserve the significance of heritage assets, and their settings*
- *design strategies to ensure new development makes a positive contribution to the character and local distinctiveness of the historic environment and local place-shaping*
- *proposals for further archaeological investigation within a programme of research, whether undertaken in response to a threat or not.*

CIFA (2017:4)

4 METHODOLOGY

4.1 Introduction

- 4.1.1 The methodology employed during this assessment has been based upon relevant professional guidance including the Chartered Institute for Archaeologists' *Standard and guidance for historic environment desk-based assessment* (CIfA, 2017).

4.2 Sources

- 4.2.1 A number of publicly accessible sources were consulted prior to the preparation of this document.

Archaeological databases

- 4.2.2 Although it is recognised that national databases are an appropriate resource for this particular type of assessment, the local Historic Environmental Record held at West Sussex County Council (WSCCHER) contains sufficient data to provide an accurate insight into catalogued sites and finds within both the proposed development area and the surrounding landscape.
- 4.2.3 The National Heritage List for England (NHLE), which is the only official and up to date database of all nationally designated heritage assets and is the preferred archive for a comprehensive HER search.
- 4.2.4 The Archaeology Data Service Online Catalogue (ADS) was also used. The search was carried out within a 1000m radius of the proposed development site and relevant HER data is included in the report. The Portable Antiquities Scheme Database (PAS) was also searched as an additional source as the information contained within is not always transferred to the local HER.

Cartographic and Pictorial Documents

- 4.2.5 A full map regression exercise has been incorporated within this assessment. Research was carried out using resources offered by the West Sussex County Council, the internet, Ordnance Survey and the Sussex Archaeological Society. A full listing of bibliographic and cartographic documents used in this study is provided in Section 10.

Aerial photographs

4.2.6 The study of the collection of aerial photographs held by Google Earth was undertaken (Plates 1).

Secondary and Statutory Resources

4.2.7 Secondary and statutory sources, such as regional and periodic archaeological studies, archaeological reports associated with development control, landscape studies, dissertations and research frameworks are considered appropriate to this type of study and have been included within this assessment.

Walkover Survey

- The Site is was not visited for a walkover survey given the current restrictions surrounding Covid-19 and the prison being closed to visitors.

5 ARCHAEOLOGICAL AND HISTORICAL DEVELOPMENT

5.1 Introduction

5.1.1 This section of the assessment will focus on the archaeological and historical development of this area, placing it within a local context. Each period classification will provide a brief introduction to the wider landscape (1000m radius centred on each site of the PDA), followed by a full record of archaeological sites, monuments and records within the site’s immediate vicinity. There were no Registered Parks and Gardens, Historic Parks and Gardens within the search area, Time scales for archaeological periods represented in the report are listed in Table 1.

Prehistoric	Palaeolithic	c. 500,000 BC – c.10,000 BC
	Mesolithic	c.10,000 BC – c. 4,300 BC
	Neolithic	c. 4,300 BC – c. 2,300 BC
	Bronze Age	c. 2,300 BC – c. 600 BC
	Iron Age	c. 600 BC – c. AD 43
	Romano-British	c. AD 43 – c. AD 410
	Anglo-Saxon	AD 410 – AD 1066
	Medieval	AD 1066 – AD 1485
	Post-medieval	AD 1485 – AD 1900
	Modern	AD 1901 – present day
Table 1: Classification of Archaeological periods		

5.1.2 The West Sussex HER records are dominated by the Post Medieval and Modern period. Details and placement of the HER records are provided in Figure 14 and 15.

5.2 Designated Heritage Assets

5.2.1 One of the tasks of the site visit was aimed to identify any designated heritage assets within the wider context of the PDA in accordance with The Setting of Heritage Assets – English Heritage Guidance (English Heritage 2011).

5.2.2 This guidance states that “setting embraces all of the surroundings (land, sea, structures, features and skyline) from which the heritage asset can be experienced or that can be experienced from or with the asset” (The Setting of Heritage Assets, English Heritage 2011).

5.2.3 There are 14 designated heritage assets. A full listed is provided in the table in Figure 14. Two are Grade I being the churches of St Andrew, Ford to the north and St Mary

Climping (1027640) to the south. In addition, around the church of St Marys are two areas of Scheduled Monument of earthworks (1005828) and the Grade II listed Vicarage (1027641) all just south of the eastern side of the prison. Nearby on the Western side of Ford Road is the Grade II listed Barn to the west of Church Cottages (1027641) and nearby is the Grade II listed Church Farmhouse (1027643). There is intervisibility between the prison site and the group of designated assets around the church of St Marys Climping, the scheduled area and St Andrews, to the north. Given the national importance of the scheduled earthworks and the nearby Grade I heritage asset, it is recommended that a heritage statement is undertaken to assess the impact of the significance and setting of these designated assets.

- 5.2.4 Another group of listed buildings are to the north of the PDA in and around the around of the junction of Ford Road and Ford Lane, close to St Andrews Church of New House Farmhouse(grade II – 1027630) and Atherington House, Ford Place, Southdown House, The Lodge (Grade II – 1233927), a large house since sub-divided from the 17th century. To the south on the outer reaches of the assessment area are five further Grade II designated assets on the southern side of the Crookthorn Lane. Given the distance these assets have no intervisibility with the PDA.

Archaeological Notification Areas

- 5.2.5 There are five separate Archaeological Notification areas within the assessment area (Fig. 17). Two of which are immediately adjacent to the site being that of the multi-period site at Ford Airfield to the north west and the deserted Medieval village of Climping by the church located immediately to the south east of the prison. As a result of the archaeological finds from the excavation on the airfield site, where multi-period activity from the Prehistoric, Roman periods as well as the potential for modern archaeology associated with the airfield an amber classification was given.
- 5.2.6 The deserted Medieval village of Climping surrounding the church is Scheduled and contains earthworks where there are platforms and hollows representing the village. Consequently, this area is assigned with a red classification. The scheduled area (Fig. 18) covers two separate portions. The northern portion starts at the south eastern corner of the prison and continues eastwards and is relatively undisturbed. The other portion covers an area south of the church. The area will contain below-ground archaeological and environmental information relating to the construction,

use and occupation of the site and its relationship to the surrounding landscape as seen in 1999, during a watching brief at nearby Church Farm Cottage where recorded pits of medieval and post-medieval date, medieval pottery and animal remains were found. What is not clear is the full extent of the deserted village and whether it continues northwards into the area of the PDA.

5.3 Previous Archaeological Works

- 5.3.1 There have been a number of intrusive archaeological events in the area (Figs. 14 & 20). The key significant ones are those that have occurred in the area immediately to the north west of the PDA in the area of the old airfield. In addition, a further large area was investigated to the south of the PDA. These is discussed below along with others and whose results are included in the HER for section 5.7.

Excavations at Ford Airfield (EWS1149)

- 5.3.2 These were undertaken in 1999 ahead of new Waste Water treatment works. Residual Mesolithic flints suggested a possible hunting-processing camp in the vicinity. The site revealed activity relating to the primarily the bronze age period including features such as drainage ditches, pits and trackways. Evidence pertaining to the Late Iron Age, early Roman period was seen as two linear features containing burnt flint, fired clay and pottery along with two cremations and an enclosure. Activity continued into the Roman period with pits, ditches and areas of possible metalworking. In addition, the site also contained preserved environmental remains for animal bones and seeds, cereal providing information regarding crops in the Bronze Age, Iron Age and Roman periods.

Land at the Former Ford Airfield (EWS715).

- 5.3.3 An excavation was carried out at the airfield site in 2006 following an evaluation in 2003. The 2003 evaluation had revealed Bronze Age through to the Post Medieval period including features such as three possible Bronze Age cremations, post holes and a possible enclosure. The excavation identified residual flintwork assemblages dated to the Mesolithic and Neolithic. More Bronze Age activity was discovered relating to a field system on a north west – south east and south west to north east axis. A Roman field system was also identified but these were on a different orientation od east -west. Other features included a driveway and pits as well as a

possible cremation. No activity is then seen until the Post Medieval period of more field boundaries.

- 5.3.4 As well as the excavations, geophysical surveys were undertaken (EWS716), which identified a number of anomalies. Linears were seen along with areas suggesting earlier occupation of the site. Other anomalies also appear to represent modern activity.

Burdell Road Evaluation

- 5.3.5 This area is just outside of the assessment area, located circa 1.1km to the west of the PDA but worthy of comment. Ahead of residential development an evaluation was carried out in 2016. Archaeological activity encountered included inter-cut features of uncertain origin of which contained a large assemblage of early Neolithic pottery and worked flint, which was of regional significance given the lack of finds across the region for this period.

Fordacres/ Waterford Gardens

- 5.3.6 The evaluation trenches identified Bronze Age gully features along with pits towards the southern part of the site. Features interpreted as Roman fields system on an east-west axis as well as a possible Post Medieval boundary was also found. There were also Prehistoric finds comprising of worked and burnt flint, as well as burnt clay and foreign stone. This excavation is not recorded in the HER event data but with the resulting finds allocated HER references (MSW6998 and MSW6999).

Portable Antiquities Scheme (PAS)

- 5.3.7 These are finds reported under the PAS scheme whereby the exact location is not revealed and usually applied to a general grid square. In addition, most finds reported tend to have a bias towards being metal related given that they tend to be found by metal detectorists. A 1km search of the PAS database based on the post code, has 8 records in the database. The earliest items in the assessment area is a Bronze Age axehead 'near Arundel'. There is one Early Medieval item of a copper alloy bridle bit with a findspot known as 'Binstead'. Three records are Medieval in date and include a book fitting, and two handles from pottery vessels one of the 13-14th century and the other 14-15th century both reported as 'near Ford'. There are three Post Medieval finds. A silver cufflink 'near Arundel' plus another silver cufflink

reported on a different date and located 'near Chichester'. The last item is that of a strap fitting of 1575-1800 in date located to a findspot known as 'Arundel'.

Landscape Characterisation

- 5.3.8 In the West Sussex Landscape Character Assessment, the eastern portion of the PDA lies within the landscape area characterised as the lower Arun Valley whose western boundary is along the line of Ford Road. The area extends from Arundel where the floodplain merges with the coastal plain and exists the sea at Littlehampton. It is a low lying flay landscape with open farmland separating area of hamlets and villages. There have been pressures on this landscape with the loss of some pastoral character. The landscape in this area has becoming increasingly urbanized over the past century. Particularly in the area of the PDA with the prison and the industry around the former Ford Airfield (Fig.16).

5.4 Archaeological and Historical Narrative

- 5.4.1 At the time of the early Palaeolithic circa 500,000 years ago, the sea level was around 40 meters lower than today which meant that the actual coastline was some 25km south of the Isle of Wight. A number of Palaeolithic sites have been found between Brighton and Portsmouth but at nearby Boxgrove circa 10km to the north west of the PDA at a former quarry, were the remains of *Homo heidelbergensis* alongside stone tools and is a site of national importance. Palaeolithic evidence has also been seen around Selsey. By the last ice age, circa 18,000 years ago, sea levels were around 120m lower than today.
- 5.4.2 At the time of the Mesolithic, sea levels were rising and peat layers confirm the presence of coastal, brackish marsh. Britain became an island around 7,000 years ago, with the Solent also created at this time. By the Neolithic, around 4000 BC, sea levels were roughly equivalent to that of today. It appears that the coastal plain in the Prehistoric period was exploited as seen by Neolithic, Bronze Age and Iron Age archaeological evidence. The course of the river Arun over this period is unclear.
- 5.4.3 During the Roman period, it is possible that Ford, was the point where the river was crossed on the route between the chain of camps near Pulborough and other minor

fortifications on the Arun, and the city of Regnum (Chichester). However, there is little evidence by way of camps or settlements.

- 5.4.4 At the time of the Domesday Book in 1086 AD Climping, referred to as Clymping, or Clepinges, had two entries. One under the Abbey of Almenches (St Mary) and another under the Abbey of Sees (Saint Martin). Virtually identical in values. there being 50 households each, 12 acres of meadow each. Woodland for 20 pigs each and two churches and enough land for 9 plough team each. It is unclear as to whether these were duplicated in error by the compilers or there was in fact two church in existence but it is considered that the former is most likely. Earl Roger was the leader of the central division of the Conqueror's army at Hastings, and he, or his son Roger, gave the land and church (or churches) to the Nunnery of Almanesches and the Abbey of Sees in his Norman fatherland. Later, Ford Church and Manor appear to have passed into the possession of the Nunnery of Leominster, or Lymminster, two miles east on the other side of the Arun.
- 5.4.5 The site currently lies on the southern edge of Ford Parish but historically lay within the parish of Climping and was transferred to Ford in 1985. These parish lie within the historic Rape of Arundel (west). Climping meaning 'Climp's People is considered to be from the old English of '-ingas', named after the people of. Whereas nearby Ford is given due to its location as a crossing on the River Arun.
- 5.4.6 Settlement in the parish appears to have been scattered. Only a handful of dwellings, including Church Farmhouse and the former vicarage house, remained in 1990 near the church, but earthworks to south-east and east, and excavations at Church Farm have finds of medieval and Romano-British date, indicate the existence there of settlements.
- 5.4.7 Climping was a member of Ford Manor, which belonged in the Middle Ages to the Bohun family and between 1702 and 1914 to Christ's Hospital. By 1520 the manor was known as Ford, Climping, and Ilsham.
- 5.4.8 Common pasture was mentioned at Climping in 1228 and a common on the Climping portion of Ford, Climping, and Ilsham manor in 1541. Both references seem likely to be to Horsemere green, which was later inclosed sometime before 1843.

- 5.4.9 Islesham is another deserted Medieval Village located circa 750m south, south east of the PDA. It was originally thought to have been lost to the sea but is now considered to have disappeared via slow decay or demolition.
- 5.4.10 In the north-eastern part of Climping parish reclamation from the estuary was apparently going on by the 13th century, when the rectory estate included land east of the village of Climping bounded on three sides by ditches. By the mid-16th century there were defences in that area against the river.
- 5.4.11 The Climping-Ford road, was mentioned from 1608. The ferry at Littlehampton mentioned from the later 13th century later moved to Climping, and was reached by a road that ran north-east from Climping mill by 1606. The ferry was for foot passengers only in 1824.
- 5.4.12 A chain ferry across the Arun was set up under an Act of 1824, with a tollgate on the Climping side of the river. (The straight road called Ferry Road was made to give access to it, and a new road, later known as West Ground Lane or Grevatt's Lane, was provided at the same time at the west end of the parish to link Climping with Felpham and Bognor. The ferry was replaced in 1908 by a swing bridge.
- 5.4.13 At the beginning of the 19th century the British Government were very fearful of moving materials, especially bullion to finance the Navy, from London to Portsmouth by sea. The threat from enemy ships motivated the Government to construct an inland waterway from London making full use of the River Wey and the River Arun. An Act of Parliament, was passed in 1818 to build a 12 mile stretch of canal to carry barges from the River Arun at Ford, to Chichester Harbour at Salterns. Two sets of locks were constructed at Ford along with a Lock Keeper's cottage. There was no natural feed of water into the canal so an extremely large pump was built at Ford. The canal was never a financial success. With the reduction of hostilities between England and France, merchants found it quicker and more cost effective to transport their goods by sea to Portsmouth. The final nail in the coffin was the arrival of the London, Brighton & South Coast Railway taking away most of the remaining trade. The section of the route from Ford to Hunston closed in 1847, the pump at Ford was dismantled and pump house demolished. The operating company applied for a winding-up order in 1888 which was granted by an Act of Parliament in 1892.

- 5.4.14 The river defences continued to be kept up in the early 18th century; by 1731 Christ's Hospital as landowner had constructed groynes alongside its lands in the north-east, though because of the hindrance to navigation the Littlehampton harbour commissioners ordered them to be abandoned in 1761. Land between the various defences and the river was saltmarsh pasture, known as slipes, which in 1792 were flooded at every spring tide. In the 18th century, Climping was essentially one of scattered farms, represented by Church, Northwood, and Kent's farms. The parish continued to be dominated by large farms after the sale of the Christ's Hospital estate in the early 20th century.
- 5.4.15 The construction of what is now known as the Ford Airfield, formerly the Yapton Airfield having previously been called Ford Junction being the nearest railway station, in 1917 on an 85 acres site introduced a military aspect to the agricultural landscape in the area of the PDA and to the north west. The original design was of a standard Training Depot consisting of six brick walled, wooden roofed, hangers, an aircraft repair shed and a range of offices, workshops and accommodation huts. In January 1920 the airfield closed. Ten years later the site reopened hosting the Sussex Aero Club who were trying to develop and market aircraft.
- 5.4.16 The buildings on the part of Ford airfield that lies within the ancient parish were put up soon after the Air Ministry re-acquired the original site in 1937 and extended it to the roads on the south and east spending about £109,000. After transfer to the Admiralty in 1939 the airfield was commissioned as H.M.S. Peregrine, but for most of the Second World War it served as an R.A.F. night fighter station and is considered one of the most important airfields in Sussex during the Second World War. On the 18th August 1940 RNAS Ford (HMS Peregrine) came under attack from a formation of German Stuka dive bombers. The air raid resulted in 28 dead and many more injured as well as the devastation caused to the airfield buildings and runways. By 1945 it had returned to Admiralty control, and in 1947 six squadrons there were concerned with training, trials, and co-operation with ships of the home fleet. In 1948 it closed for refurbishment and reopened as RNAS Ford in March 1950. Another refurbishment took place in 1956 with the present A-wing buildings being built in 1957-8 as petty officers' quarters. Between 1948 and 1951 the runways were extended and re-laid in concrete, but the navy left in 1959. From c. 1964 to 1971 most of the site was leased to Miles Aviation and Transport (R. & D.) Ltd, which

among other things, built replicas of historic aircraft for the film industry. Civilian flights at the airfield finished in the 1980s.

- 5.4.17 Post-the Second World War the prison population rose rapidly. Between the wars the daily average population was between 10,000 and 13,000, reaching low of 9,377 in 1940. After 1940, it reached 20,000 by 1950 and 30,000 by 1962. At the end of the war the Prison Commission took immediate action. Due to the weak post-war economy, new purpose-built prisons could not be afforded and therefore alternative sites were sought and many military sites were now redundant and were requisitioned.
- 5.4.18 At Ford, part of the airfield buildings were used for the open prison, There were 184 prisoners there in 1961, which provided extra agricultural labour at peak periods on local farms. At Ford, the structure of the huts in the camp has been retained but the cladding and internal layout have been replaced. By 1975, when the prison covered around 100 acres, there were over 500 inmates and 82 staff. About 80 acres. were then cultivated by the prisoners, especially with trees and shrubs; there was also a light industrial workshop. A new entrance range, a chapel, and other buildings were put up on the east side of the road in the late 1980s.
- 5.4.19 The Rudford industrial estate to the south of the prison was set up after 1969 and greatly expanded in the 1980s. In 1991 there were 80-90 businesses there, some occupying converted hangars and others in small purpose-built units; besides manufacturing firms, especially in engineering, there were representatives of service and transport-related industries.

5.5 Cartographic Sources and Map Regression

Saxton's Map, Kent, Surrey and Sussex, 1597

- 5.5.1 This early map shows the path of the river Arun with both Forde to the north and Climping depicted with churches (Fig.3).

Yeakall and Garner Map, 1778-1783

- 5.5.2 This map shows greater detail in providing field boundaries. The PDA on the eastern side comprises on four fields and is almost entirely surrounded by marshy areas of

the flood plain with Climping church to the south also on the slightly drier land. At this point in time the road kinks to the west before traversing north by the church. There are no buildings showing directly north of the church where the earthworks are currently suggesting that the house were gone by this period. The western portion of the PDA has what appears to be a building located at the northern part in the area we know as Farm Barn. The majority of the western portion is made up of two fields (Fig.4).

Ordnance Surveyors Drawing, 805 of Arundel and 1806 of Steyning

5.5.3 The River Arun forms the dividing line between these two maps which for the purposes of this report have been stitched together. However, the Arundel map has far less detail than that of the Steyning map, which shows field boundaries, which the only discerning feature within the PDA is that of a building annotated 'Barns' in the northern part of the western portion of the PDA. What the Arundel map does show is the proposed line of the canal that passes through Ford and south of Yapton (Fig.5).

Ordnance Survey, 1st Series, 1813

5.5.4 This map shows now change at the PDA (Fig.6).

Climping Tithe Map, 1843

5.5.5 This shows there has been little change in the area of the PDA with regards to field boundaries (Fig.7). Apart from a single field, the land is owned by the Governors of Christs Hospital. The designated fields that make up the eastern portion are Nos. 69 -71 and 74. And the western portion are 54-59. The table below details the field names and use.

Number	Field Name	Use	Owner	Occupier
69	The six acres	arable	Governors of Christs Hospital	John Boniface
70	Part of The Humphries	arable	John Boniface	John Boniface
71	4 ½ acre field	arable	Governors of Christs Hospital	John Boniface
74	Long field 7 acres	arable	Governors of Christs Hospital	John Boniface
54	Twelve acres	arable	Governors of Christs Hospital	Richard Coote
55	Upper 9 acres	Arable	Governors of Christs Hospital	George Boniface

56	Green field	Arable	Governors of Christs Hospital	George Boniface
57	Farm buildings and yard	Arable	Governors of Christs Hospital	George Boniface
58	Part of Coppice Field	arable	Governors of Christs Hospital	George Boniface
59	The fifteen acres	arable	Governors of Christs Hospital	Richard Coote

5.5.6 The 1852 census for George Boniface, aged 40 is based at New House in Ford shows that he is a farmer with 320 acres and 15 labourers. John Boniface is also a farmer, aged 81 so may possible be the father of George. His occupation is also a farmer and he resides at Church Farm in Ford Parish but whether this is Church Farm situated near Climping is not clear.

Historic OS Map 1876-79

5.5.7 This is the first properly scaled OS map and there appears little change. The fields on the eastern portion have been amalgamated into a single field. The western portion is now part of two fields with the farm yard buildings of Farm Barn at the very north (Fig 8).

Historic OS map 1897-98

5.5.8 The only change is immediately south east for Farm Barn is labelled an old gravel pit. On the western side of the road, east of Farm Barn are two new semi-detached houses. Outside of the PDA on the corner kink of Ford Road, there is also a new semi-detached building (Fig.9).

Historic OS map 1911-12

5.5.9 There is no change (Fig.10).

Historic OS map 1932-1938

5.5.10 Ford Airfield would have been in operation from 1918 and therefore the majority of this map is redacted. One assumes that Farm Barn has been demolished by this time (Fig. 11).

Historic OS Map 1973-78

5.5.11 This shows significant changes with the prison now on the historical airfield land of which the cross-hair runways can now be shown west of the PDA. There is no indication as to what are buildings that were retained from the airfield days and those that are new. However, it appears that the eastern side has accommodation blocks that were used for the airfield servicemen and administration blocks. On the western portion it appears that some of the large hanger buildings also remain (Fig.12).

Historic OS Map 1992-94

5.5.12 There have been changes in the eastern portion whereby there are changes to the accommodation blocks. In the eastern portion of the south western corner, there is a new building, which is the chapel. To the south of the PDA on the western side is now an industrial estate (Fig.13).

5.6 Aerial Photographs

5.6.1 Due to Covid-19, it has not been possible to research historical aerial photographs of the Site held at the West Sussex Records Office. However, the author has been able to view other archaeological desk-based assessments which incorporate these aerial photographs. The below are comments on pertinent information from these photographs, which cannot be reproduced here for copyright reasons.

1946

5.6.2 A photograph dated to 1946 can be seen in the Desk Based Assessment from 2016 undertaken by Orion Heritage (their Figure 10) in relation to a planning application concerning Land at Ford for 1500 houses. Only the western portion of the prison has been seen in this photograph. The identification of the various structures in the aerial photograph is assisted by a plan of Ford in the 1940s from the Royal Navy Research Archive, which can be viewed on the Airfields of Britain Conversation Trust webpage. This shows a number of structures located within this area of the PDA in the top two thirds of the area with five large buildings, three in one row and two in another which are large hangers. These structures have since been demolished. To the west of these hangers, still within the area of the PDA are smaller buildings of the armoury, control building and compass base. Immediately outside the western

boundary of the PDA is the large area for aircraft standings. Along the eastern side of the western portion is a network of paths and smaller buildings, with one of the buildings being the sick bay. The south western corner area of the PDA includes features known as pens. Comparing the maps side to side it is possible that a few may still survive in situ in this era and the current network of paths is broadly still retained from this earlier period.

- 5.6.3 A small portion of the photograph viewed shows the western portion of the eastern side. It is possible that the photograph held in the closed Records Office may show all of the area. This again shows a network of paths around a number of rectangular buildings. Again, it is possible to see remains of this layout retained in the present day. Comparing this photograph to the present day, it can clearly be seen that the southern proposed accommodation block lies within an area covered with a number of these buildings that are closely packed together that have since been demolished. An overlay (Plate 2) of the plans to this photograph confirms that the southern block will directly lie on 4 of these demolished blocks. The northernmost block lies in an area of grass. The eastern portion of the Site is less operational and likely to include accommodation and ancillary services for those at the airfield. However, many original buildings have since been replaced in the eastern portion. The 'E' shaped amenities building was replaced following the rioting in 2011, where an accommodation block was also burnt down and has not been replaced. Few if any remain from the days of the airfield including on the western side of the PDA.

5.7 Summary of Potential

Palaeolithic

- 5.7.1 The Palaeolithic period represents the earliest phases of human activity in the British Isles, up to the end of the last Ice Age. WSCC HER has three records from this period within the assessment area. Found in antiquity are Palaeoliths by the river Arun in Ford (MSW6292). In addition, during the Bognor Regis and Littlehampton Transfer Pipelines in segment 32, to the south east of the PDA on the outer reaches of the assessment area a single flake was found (MWS6778). Generally, finds are sparse in this area for this period and one has to widen the area to include finds at Boxgrove or to the south east nearer Brighton for raised beach dating from this

period. Palaeolithic evidence is generally characterised by isolated findspots. Therefore, the Palaeolithic potential in this area is considered **low**.

Mesolithic

- 5.7.2 The Mesolithic period reflects a society of hunter-gatherers active after the last Ice Age. The WSCC HER has four records from this period. Mesolithic flakes were seen during the Ford Water Treatment Works in segments 2.9 and 3.1 to the north west of the PDA (MSW6981 & MSW6982) and also to the north west but closer to the PDA boundary as mentioned in section 5.3, excavations on the airfield site (MSW6921) as a possible hunting camp site. Plus segment 33 of the Bognor Regis and Littlehampton pipeline, to the south east of the PDA found a high proportion of flint as well as a Mesolithic pick (MWS6779). Therefore, it is considered that the potential for finding remains that date to this period is **moderate**.

Neolithic

- 5.7.3 The Neolithic period was the beginning of a sedentary lifestyle based on agriculture and animal husbandry. The WSCC HER has three records from this period. Segment 32 of the transfer pipeline had flakes and burnt flint (MSW6777). In the wider area, a significant assemblage was found to the west at Burndell. Closer to the PDA, just 300 yards south west of the church, a Neolithic axe and stone rubber was found in 1943 (MWS3221). Just circa 345m to the north west of the PDA during the Ford Water Treatment works, several flakes and burnt flint were found (MSW6980). The excavations on the airfield site also providing residual Neolithic flint evidence. Until the Burndell assemblage was found, finds from this period were relatively sparse. However, it does suggest that there is the possibility of evidence from this period across the area. Therefore, the potential for finding remains that date to this period within the confines of the development site is considered **moderate**.

Bronze Age

- 5.7.4 The Bronze Age was a period of large migrations from the continent and more complex social developments on a domestic, industrial and ceremonial level. WSCC HER has nine records from this period from areas all around the assessment area that suggestive definite activity across the area for this period. Many finds and features from this period have been identified from recent excavations. Cremations

were found to the south west at the rear of the Oystercatcher Public House (MSW7709). Extensive Bronze Age remains were found adjacent to the PDA on the airfield site that revealed not just cremations but settlement activity with enclosures, ditches and a field system (MSW9678). Another major Bronze Age site was at Waterford Gardens (Fordacre), circa 300m south of the PDA, with gullies and pits (MSW6998). Near to this site at Crophorne, an excavation identified a linear feature (MSW7001). To the north of the PDA, the water treatment works also revealed Bronze age ditches and a burnt pit (MSW6980 & MSW14871), suggestive of an enclosure or field system. Further north near Ford Church surface scatter of a small pieces of pottery were found (MSW7089). Burndell Road to the west on the outer reaches of the assessment area had excavations suggestive of enclosures and field systems (MSW14177). Not able to be closely dated is a prehistoric ditch on a north west to south east axis (MSW7003) at Mushroom Farm, circa 365m to the south, south west of the PDA but the alignment is suggestive of the Bronze Age field system direction but the excavation report also potentially considers that it may be early Anglo-Saxon). Unable to accurately located other than to the general area, a Bronze Age axehead was reported in the PAS. The potential for finding remains that date to this period within the confines of the development site is considered **high**.

Iron Age

- 5.7.5 The Iron Age is, by definition a period of established rural farming communities with extensive field systems and large 'urban' centres (the Iron Age 'Tribal capital' or civitas of the Regnenses based at Chichester). The WSCC HER has seven records from this period. Just to the north west of the PDA, the airfield excavation identified a late Iron age ditch that may have been later replaced by post holes (MSW15012). To the south the Oystercatcher had an Iron Age enclosure and pits (MSW7709) There is a findspot to the general area of copper alloy harness bit (MSW7704). The water pipeline excavation had other segments, such as No. 27 have flints that can only be assigned to the Prehistoric period (MSW6775) and could come from earlier periods. Therefore, the potential for finding remains that date to this period within the confines of the development site is considered **moderate**.

Romano-British

- 5.7.6 The Romano-British period is the term given to the Romanised culture of Britain under the rule of the Roman Empire, following the Claudian invasion in AD 43, Britain then formed part of the Roman Empire for nearly 400 years. WSCC HER has five records from this period within the assessment area. Importantly adjacent to the PDA on the airfield site contained field systems ditches and enclosures suggesting continuation of occupation of the area as did at the Oystercatcher site (MSW7709) into this period although these do not appear to have lasted into the second century. Also, to the south at Waterford Gardens, there was evidence of Roman fields systems. Stray pottery find were also seen in the area to the west MSW6683). Others features in the wider area show that there is a possible villa site at Yapton and that Ford may have been a crossing point in this period, but there is little other evidence. Therefore, the potential for finding remains that date to this period within the confines of the development site is considered **moderate**.

Anglo-Saxon

- 5.7.7 WSCC HER has five records from this period within the assessment area. To the north at Ford which has Anglo-Saxon origins evidence by the church site (MSW3101) and that of the burials discovered (MSW6290). Also, near the church early Medieval pottery was found (MSW7089) and the vestry wall includes a sculpture (MSW3102). To the south at the Oystercatcher, there is an Anglo-Saxon settlement site (MSW7709). Closer to the PDA, the airfield excavation had a pit dated to this period by in situ pottery (MSW6921). The site of a former Mushroom Farm at Horsemere green Lane, to the south west of the PDA found a ditch possible dating running north west to south east although it possible may be from an earlier period (MSW7003). Therefore, the potential for finding remains that date to this period within the confines of the development site is considered **low**.

Medieval

- 5.7.8 WSCC HER has 11 records from this period within the assessment area. Continuation of occupation in the Ford church area, represented from remaining earthworks (MSW6291). In addition, close to this area are earthworks thought to be associated with a castle or Medieval moated house from the 12th century (MSW3222).

5.7.9 By 1080 there was a church on the site of St Mary's (MSW3103). Associated with the church would have been a small settlement that is recognised by earthworks and is Scheduled (MSW3371) and at Church Farm circa immediate outside the PDA to the south, Medieval pits were found (MSW6993). The earthworks at Climping are rectangular house platforms about circa 1.2m high. It appears that the area was one of scattered hamlets as there is also the site of Islesham church circa 850m south east of the PDA (MSW3104) and the deserted village (MSW3100). The water pipeline to the north, identified six sherds of 11-12th century pottery in segment 31 (MSW6777). At Waterford Gardens (Fordacre), a Medieval ditch/gully was also found (MSW6998). Circa 735m to the north is the site of what is believed to be a Medieval dock close to the Medieval crossing of the river Arun (MSW5760). In addition, there are the Medieval Pas finds. There is no doubt as to the Medieval occupation in the area immediately close to the southern boundary of the eastern section of the prison and the full extent of this settlement area is not known and may extend northwards into the area of the PDA. Therefore, the potential for finding remains that date to this period is considered **high**.

Post Medieval

5.7.10 WSCC HER has 39 records from this period within the assessment area. A number of listed buildings survive in Ford and Climping as well as others scattered across the landscape. Also scattered across the landscape are farmsteads attesting to the rural and agrarian nature of the landscape in this period with Christ's Hospital estate as the landowner and the farms rented. Church Farm (MSW9757) to the south of the PDA is where Post Medieval pits were found with pottery and animal remains (MSW6993) and within the northern part of the western portion of the PDA, the outfarm of Farm Barn from the 19th century (MSW10202). Other finds from this period consist of possible former field boundaries (MSW7001, MSW14177). In this period, Climping being on the flood plain of the River Arun, there would have been many drainage ditches. A major undertaking in this period was the Portsmouth to Arundal canal some 500m north of the PDA that fell out of use after some decades. As expected for such an area of occupation, stray finds from the period have been reported under the PAS. Given that with the exception of Farm Barn, the site in

this period was agricultural, the potential for finding remains that date to this period is considered **low**.

Modern

5.7.11 WSCC HER has 12 records dating to this period. Many of these are associated with the former Airfield that opened in 1918 and closed in 1958 but retained civilian use until the 1980s, as well as anti-aircraft sites (MSW7129) in defence of the area. As expected, many of the OS maps are redacted but based on aerial photographs and plans, it is possible to gain snapshots in time as to what structures were in place, although some of these would have been temporary and changing throughout the period of use. The PDA falls into the area of the former airfield. The western portion with what were hangars and aircraft bays with the crosshair runways just outside of the PDA area to the north west. The eastern portion with ancillary structures to support the personnel at the airfield. Some of the buildings survive and other only demolished in the second half of the 20th century. The site later becoming a prison in the 1960s, and made use initially of some of these structures. The potential for finding archaeological remains dating to this period in the PDA is considered **high**.

Unknown

5.7.12 The geophysical survey at the airfield identified anomalies of unknown origin (MSW7642)

Overview

5.7.13 This desk-based assessment has considered the archaeological potential of the site but this potential can only be tested by fieldwork.

5.7.14 The desk-based assessment has considered the archaeological potential of the site. Archaeological investigations in the vicinity, map research, the historical environment record results and recent archaeological investigations have shown that the PDA may contain archaeological sites and these can be summarised as:

- Prehistoric: **high**
- Iron Age: **moderate**
- Roman: **high**

- Anglo-Saxon: **low**
- Medieval: **high**
- Post-Medieval: **low**
- Modern: **high**

6 IMPACT ASSESSMENT

6.1 Introduction

6.1.1 Cartographic Regression, Topographical Analysis, and Historic Research have provided evidence for the historic use of the site. By collating this information, we have assessed the impact on previous archaeological remains through the following method of categorisation:

- **Total Impact** - Where the area has undergone a destructive process to a depth that would in all probability have destroyed any archaeological remains e.g. construction, mining, quarrying, archaeological evaluations etc.
- **High Impact** – Where the ground level has been reduced to below natural geographical levels that would leave archaeological remains partly in situ either in plan or section e.g. the construction of roads, railways, buildings, strip foundations etc.
- **Medium Impact** – Where there has been low level or random disturbance of the ground that would result in the survival of archaeological remains in areas undisturbed e.g. the installation of services, pad-stone or piled foundations, temporary structures etc.
- **Low Impact** – Where the ground has been penetrated to a very low level e.g. farming, landscaping, slab foundation etc.

6.2 Historic Impacts

6.2.1 Cartographic regression (5.5), Topographic analysis (1.2) and Historical research (5.4) indicate that the PDA was not built on and was agricultural with the exception of Farm Barn at the northern section of the western part of the Site that were from the 18th century based on the historical maps. This included 2 buildings in a yard with a small quarry pit area. These structures had gone by the 1930s. The remainder of the site was built on in the 20th century when the area became Ford Airfield Initialling with the hangers and support buildings on the western portion and then later on the eastern portion. Many buildings were initially retained from the airfield days when the site converted to a prison but over time these have been demolished and replaced. As a consequence, across the site generally, there is likely to have been a high level of historical disturbance to any potential archaeological remains. That said an overlay of the 1940s plan and subsequent historical OS maps shows

that none of the proposed development areas appear to have been built on by the airfield with the exception of the southern proposed accommodation block, which previously housed five smaller accommodation blocks that were later demolished. This means in those other specific development areas there is the potential for there to have been a **low** historical impact.

- 6.2.2 The area as a whole would have been subjected to bombing during the Second World War. As a consequence, any areas hit by exploding bombs would have had a total historical impact. Also, it cannot be completely certain that all of them exploded and there is the possibility that unexploded bombs may remain. The exact location of all bomb strikes are not known and therefore there is an element of uncertainty of historical impact across the whole area as a result.

Proposed Impact

- 6.2.3 The proposed development comprises of a number of different aspects. The main expansion that would require below ground activities are two new 60 bed accommodation blocks located in the eastern side of the prison. The impact on any archaeological remains is considered **high** as the buildings will require foundations and services. However, this high impact is not an issue where the southern proposed accommodation block is concerned due to the disturbance from the previous accommodation blocks in that area.
- 6.2.4 Other below ground impacts considered to have a **high** impact relate to the kitchen extension, personal property store and a new build healthcare facility, also in the eastern portion of the Site and in areas that do not appear to have been built on previously.
- 6.2.5 On the western side of the Site, there is to be a new 80 space car park with surface works and service trenches for lighting and security (8) along with a modular building for staff offices which is likely to have a **medium** impact on any potential archaeological remains.

7 SIGNIFICANCE

7.1 Introduction

7.1.1 Archaeological Significance is assessed under a number of criteria, which includes, Period, Group Value, Survival/Condition, Fragility/Vulnerability, Diversity and Potential. These criteria are the same as used by the Government in the scheduling of ancient monuments and provide a useful framework in assessing significance and also pulls together and summarises the findings in the report.

7.2 Significance Criteria

Period

7.2.1 There is archaeological significance within the assessment area of high potential for the Prehistoric, Roman, Medieval and modern period. This has been evidenced by the excavations revealing finds and features from these periods seen across the assessment area and the use of the PDA as part of Ford Airfield.

Documentation

7.2.2 The historical and landscape development of the PDA can be understood reasonably well from the cartographic, archive, photographic and other sources. It is possible that further detailed research nationally may uncover more documentary evidence, although it is unlikely to alter the conclusion present in this report.

Group Value

7.2.3 The potential for archaeology at the PDA has group value in potentially providing more information regarding the use and settlement of the landscape across a number of archaeological periods. In addition, although the airfield relates to the Modern period, there is still a lack of detail and historical documentation (Bannerman, pers. comms.) regarding Ford Airfield.

Survival / Condition

7.2.4 The survival of any potential archaeology is considered high for the majority of the areas do not appears to have been built having been agricultural use until the arrival of the airfield. However, detailed overlay of current plans identified that airfield structures were not placed on the potential areas of the proposed development except for the area of the proposed southern accommodation block that previously

had earlier accommodation blocks associated with the airfield, which were demolished. However, it has to be taken into consideration that the Second World War impact of bombs on the area field is unknown.

Fragility / Vulnerability

- 7.2.5 Any potential remains within the PDA in the area of the proposed development, should they survive in-situ will be vulnerable to damage during the proposed development from foundations and services for those areas on the eastern portion of the PDA. The western portion is considered to only have a medium impact due to surface works and service trenches for a car park and a modular building.

Diversity

- 7.2.6 Being located in the area of the Sussex Coastal plains is an area exploited over millennia as attested by the multi-period activity with a site that has the potential to reveal a wide diversity of archaeological remains.

Potential

- 7.2.7 The impact assessment concludes that the site has a high potential for archaeological remains.

Significance

- 7.2.8 Based on the information gained in this report, it can be concluded that the site is of high archaeological interest. If remains of the deserted Medieval village of Climping extend into the area of the PDA, these would be considered to be of national significance. Information for the Palaeolithic period is rare and would also carry national significance. Archaeological remains relating to the Bronze Age, Iron Age and Roman periods would carry regional significance in adding to and aiding our understanding of the landscape in those periods. Information regarding the modern period would have local significance.

8 ARCHAEOLOGICAL MITIGATION

8.1 Introduction

- 8.1.1 The purpose of this archaeological desk-based assessment was to provide an assessment of the contextual archaeological record in order to determine the potential survival of archaeological deposits that may be impacted upon during any proposed construction works.
- 8.1.2 The assessment has generally shown that the area to be developed is within an area of high archaeological interest for the Prehistoric, Roman Medieval and Modern periods. This has been evidenced by the excavations revealing finds and features from these periods seen across the assessment area, the closeness of the Site to the Scheduled Medieval settlement area and the use of the PDA as part of Ford Airfield. The survival of any potential archaeology is considered high for the majority of the areas do not appears to have been built having been agricultural use until the arrival of the airfield. However, detailed overlay of current plans identified that airfield structures were not placed on the potential areas of the proposed development except for the area of the proposed southern accommodation block that previously had earlier accommodation blocks associated with the airfield, which were demolished. However, it has to be taken into consideration that the Second World War impact of bombs on the are field in unknown. Any potential remains within the PDA in the area of the proposed development, should they survive in-situ will vulnerable to damage during the proposed development from foundations and services for those area on the eastern portion of the PDA. The western portion is considered to only have a medium impact due to surface works and service trenches for a car park and a modular building. The need for, scale, scope and nature of any further assessment and/or archaeological works should be agreed through consultation with the statutory authorities. However, care need to be taken in respect of the possibility of unexploded ordnance as well consideration for the intrusive proposals for geotechnical investigation.

9 OTHER CONSIDERATIONS

9.1 Archive

- 9.1.1 Subject to any contractual requirements on confidentiality, two copies of this desk-based assessment will be submitted to the LPA and West Sussex County Council (Heritage) within 6 months of completion.

9.2 Reliability/Limitations of Sources

- 9.2.1 The sources that were used in this assessment were, in general, of high quality. The majority of the information provided herewith has been gained from either published texts or archaeological 'grey' literature held at West Sussex County Council, and therefore considered as being reliable.

9.3 Copyright

- 9.3.1 Swale & Thames Survey Company and the author shall retain full copyright on the commissioned report under the Copyright, Designs and Patents Act 1988. All rights are reserved, excepting that it hereby provides exclusive licence to Ministry of Justice (and representatives) for the use of this document in all matters directly relating to the project.

10 REFERENCES

10.1 Bibliographic

Arun District Council – Local Plan (2018)

CifA 2017 Standard and Guidance for historic environment desk-based assessment

National Planning Policy Framework 2019

Data provided by West Sussex County Council under HER licence Reference Number: 2020-099

English Heritage Guidance (2014) The setting of the Heritage Assets.

A P Baggs and H M Warne. 1997. 'Climping', in A History of the County of Sussex: Volume 5 Part 1, Arundel Rape: South-Western Part, Including Arundel, ed. T P Hudson (London, 1997), pp. 126-147.

VCH

Archaeology South East. 2008. Ford STC, Ford, West Sussex: Archaeological Strip, Map and Summery Report.

Archaeology South East. 2011. Detailed Magnetometer Survey and Former Ford Airfield, Ford, West Sussex.

Archaeology South East. 2011. Archaeological Watching Brief Report, Ford Waste Water Treatment Works, Ford, West Sussex.

Archaeology South East. 2016. Church Lane, Climping, West Sussex: Historic Environment Desk-Based Assessment.

Wessex Archaeology. 2016. Burndell Road, Yapton, West Sussex: Archaeological Evaluation Report.

Place, C. 2004. Excavations at Ford Airfield, Yapton, West Sussex, 1999.

Wessex Archaeology. 2013. South East Rapid Coastal Zone Assessment Survey (SE RCZAS) Phase 1: Desk-Based Assessment.

Brodie, A. Croom, J. O Davis, J. 2002. English Prisons: An Architectural History. English Heritage.

Delve, K. 2008. The Military Airfields of Britain: Southern England: Kent Hampshire, Surrey and Sussex.

Orion Heritage Ltd. 2016. Land at Ford, West Sussex: Heritage Desk-Based Assessment.

Bannerman, K. Charity Founder, Airfields of Britain Conservation Trust. Telephone Call 5th August 2020.

10.2 Websites

Ancient Monuments and Archaeological Areas Act 1979. Available at:

<http://www.legislation.gov.uk/ukpga/1979/46>.

Chartered Institute for Archaeologists, 2014. *Standards and guidance for historic environment desk-based assessment*. Available at: <http://www.archaeologists.net/codes/ifa>

Ministry of Housing, Communities and Local Government, 2018. *National Planning Policy Framework*. Available at: <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

Historic England, 2008: *Conservation Principles, Policies and Guidance for the Sustainable Management of the Historic Environment*. Available at:

<https://www.historicengland.org.uk/images-books/publications/conservation-principles-sustainable-management-historic-environment/>

Planning (Listed Buildings and Conservation Areas) Act 1990. Available at:

<http://www.legislation.gov.uk/ukpga/1990/9/contents>

Portable Antiquities Scheme. Available at:

<http://www.finds.org.uk>

British Geological Survey. Available at:

<http://www.bgs.ac.uk/discoveringGeology/geologyOfBritain/viewer.html>

Airfields of Britain Conservation Trust. Available at:

<http://www.abct.org.uk/airfields/airfield-finder/ford-yapton>

West Sussex County Council (2003): *Landscape Character Assessment of West Sussex*

<https://www.westsussex.gov.uk/land-waste-and-housing/landscape-and-environment/landscape-character-assessment-of-west-sussex/>

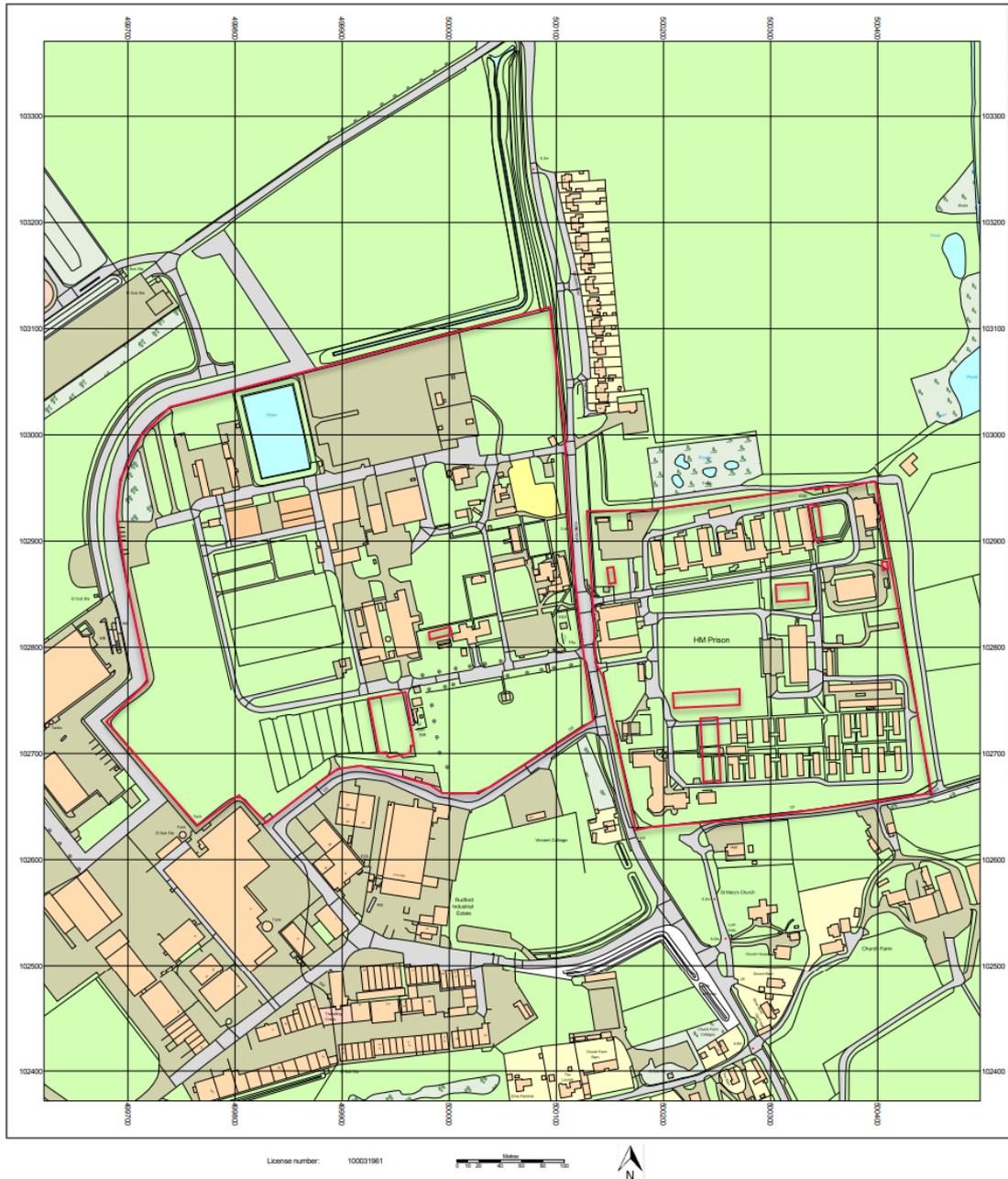
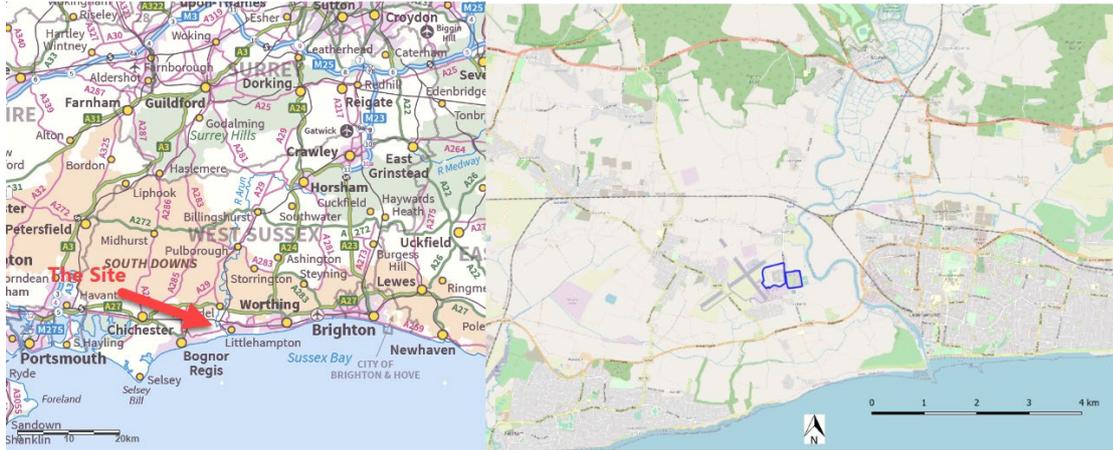


Figure 1: Location Maps. Area of the prison shown as well as the potential sites impacted within the Prison

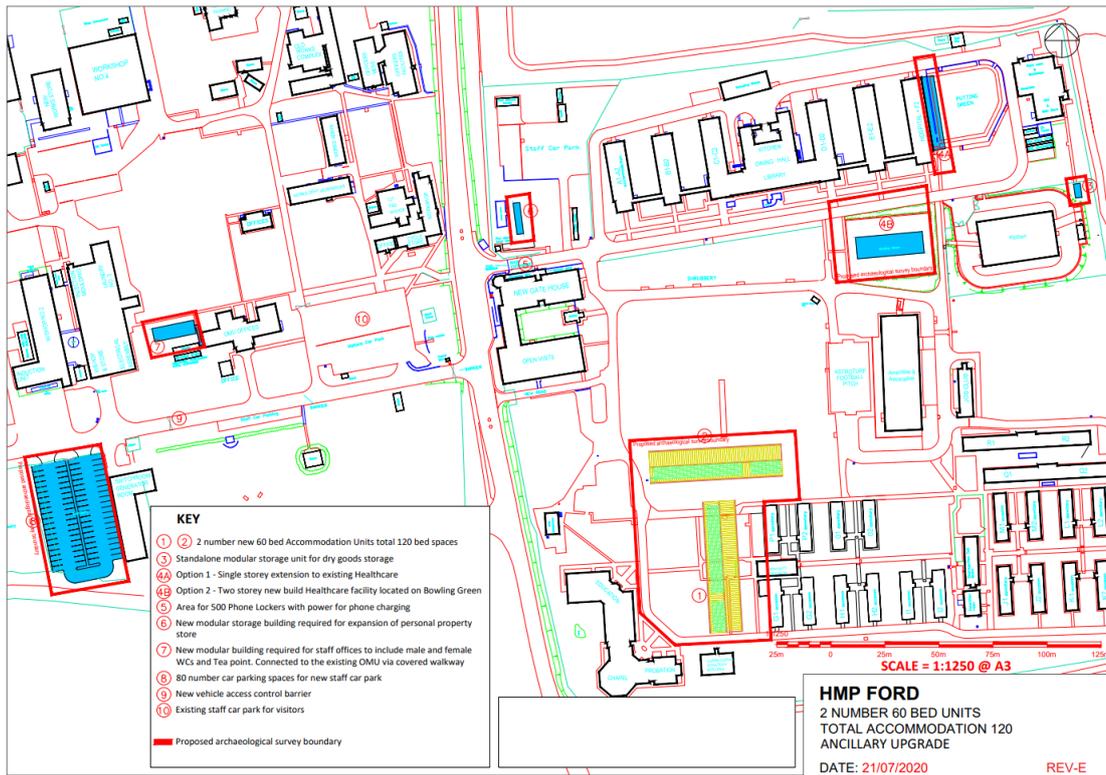


Figure 2: Proposed Development Areas



Figure 3: Saxton's Map, Kent, Surrey and Sussex, 1579

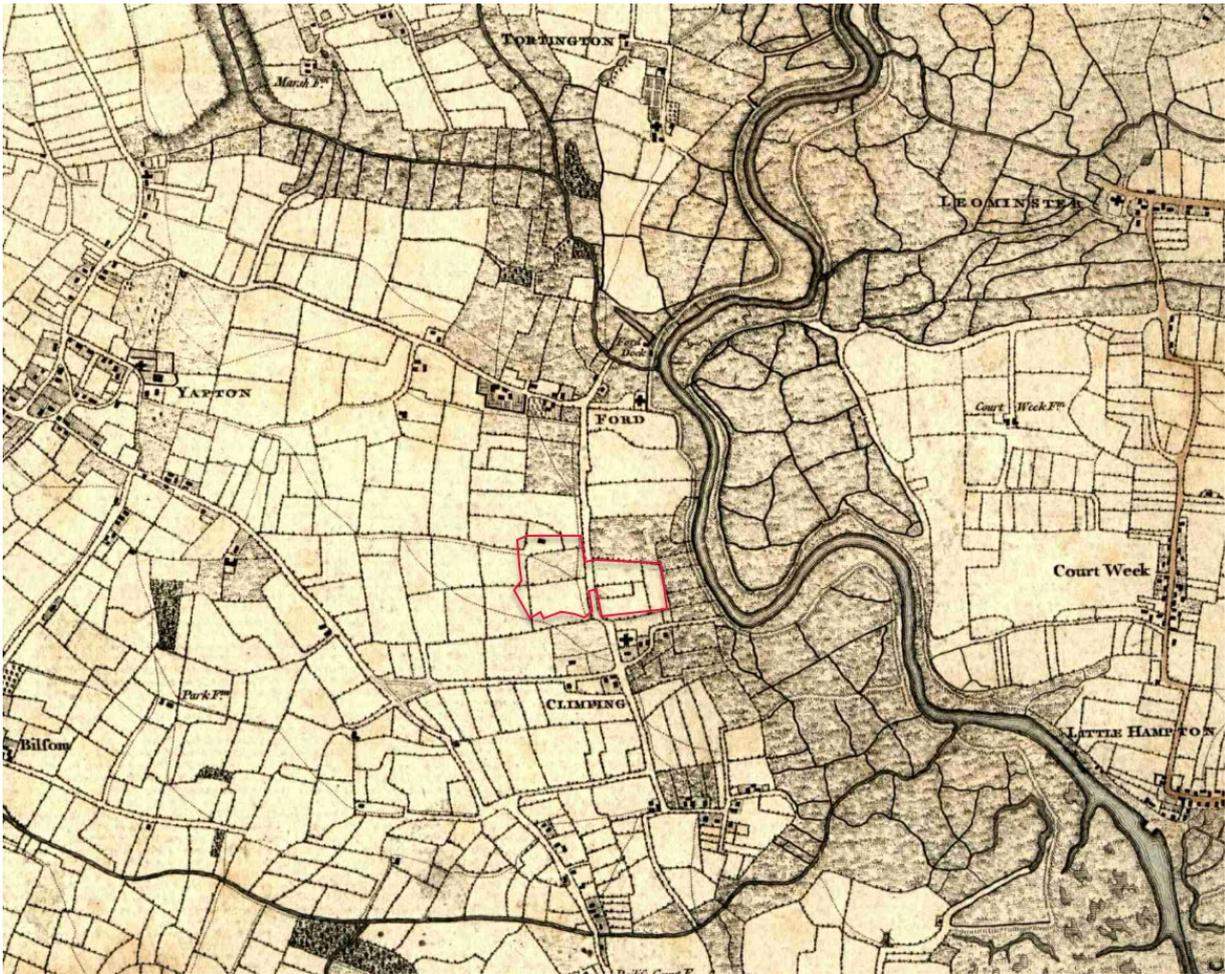


Figure 4: Yeakall and Garner Map, 1778-1783

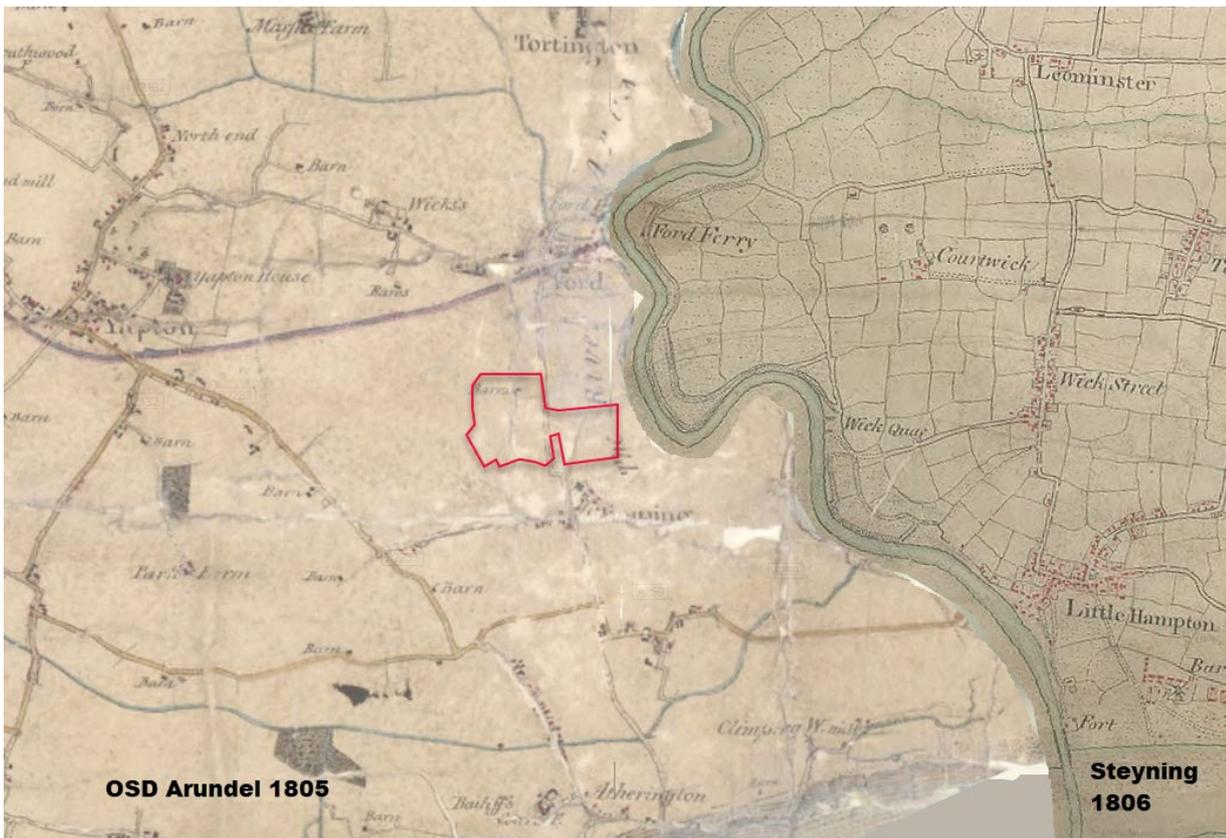


Figure 5: Ordnance Surveyors Drawings, 1805 of Arundel and Steyning, 1806

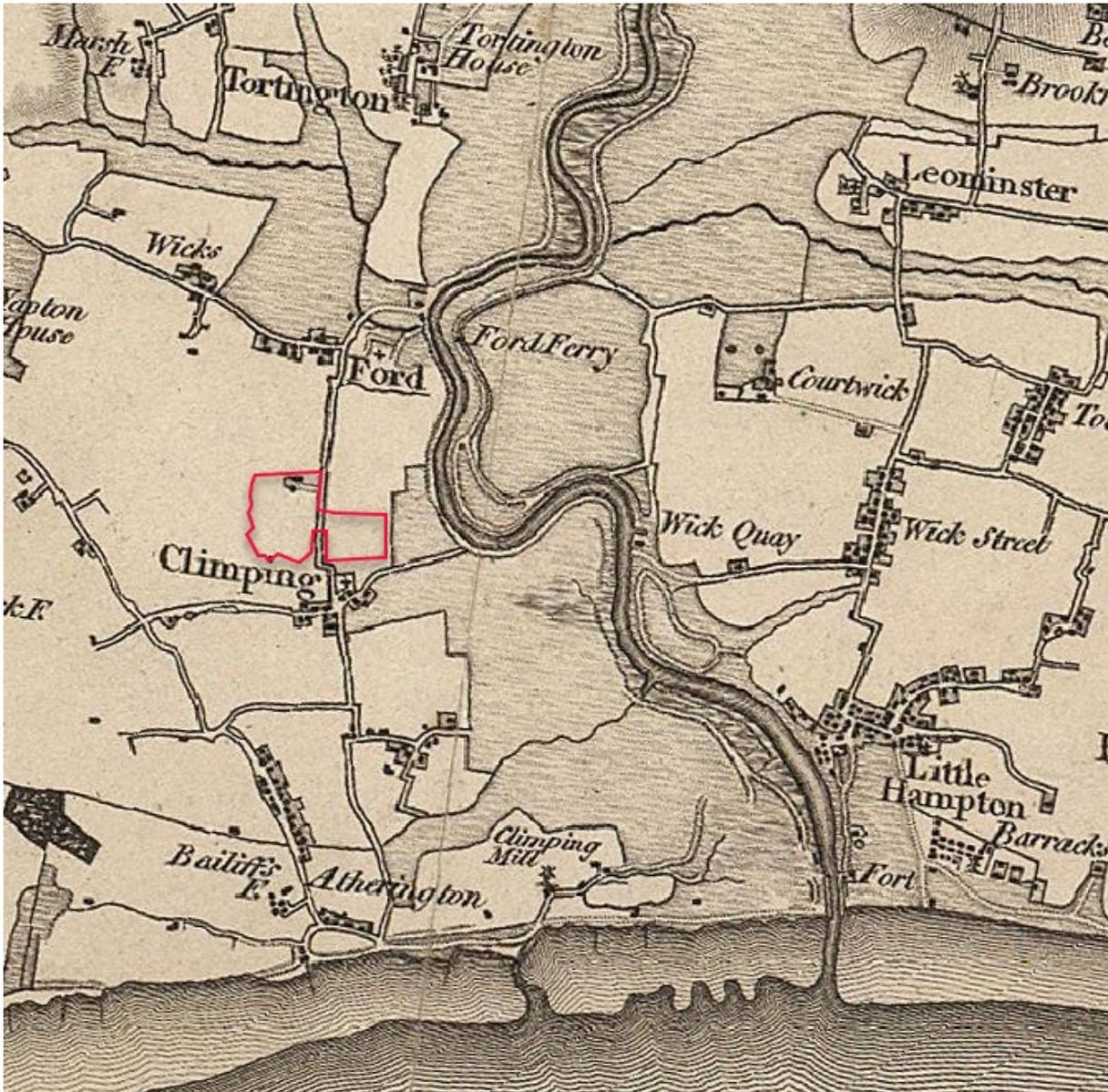


Figure 6: Ordnance Survey, 1st Series 1813

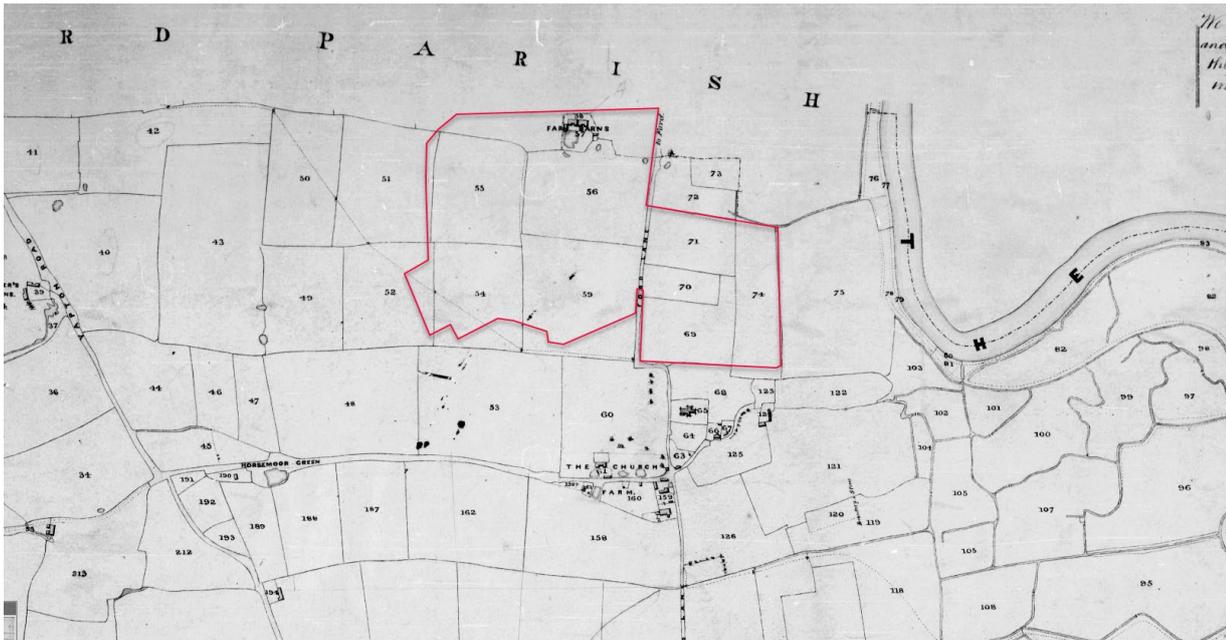


Figure 7: Climping Tithe Map, 1843



Figure 8: Historical OS Map, 1876-79

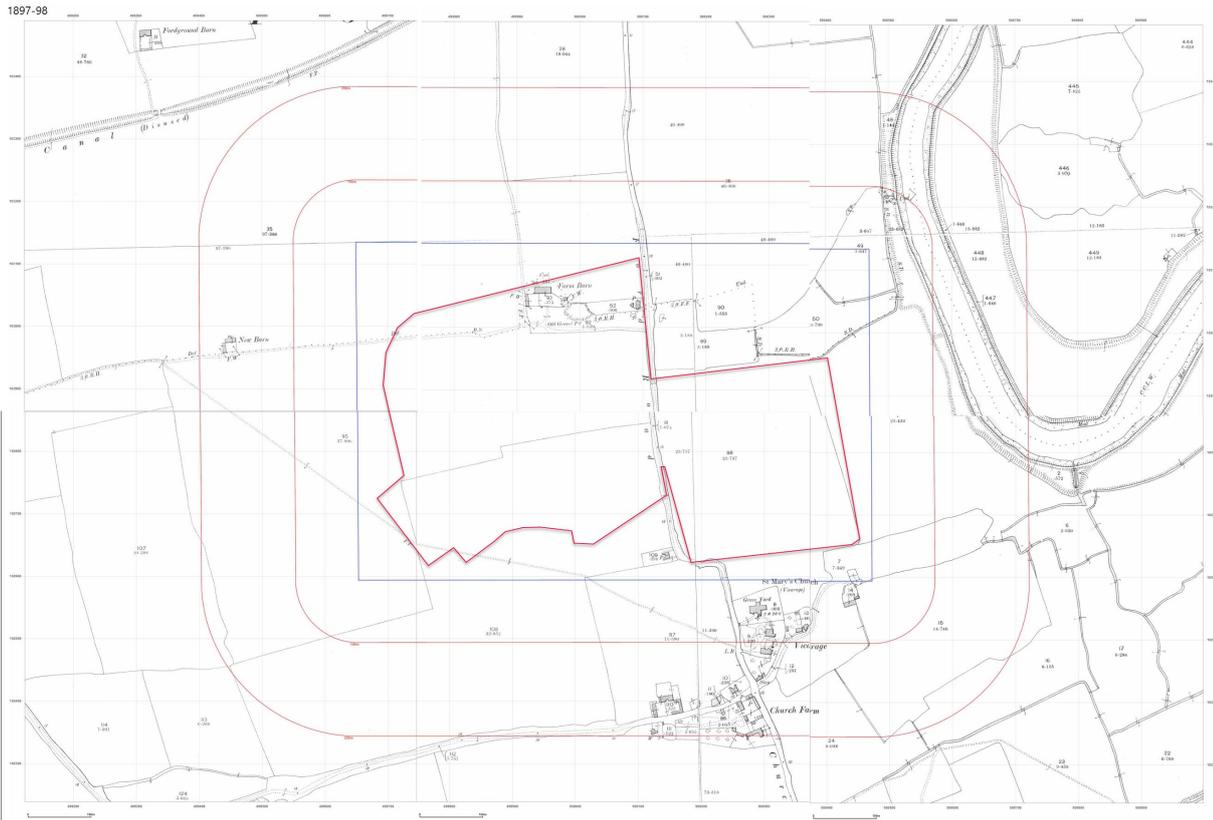


Figure 9: Historical OS Map, 1897-98

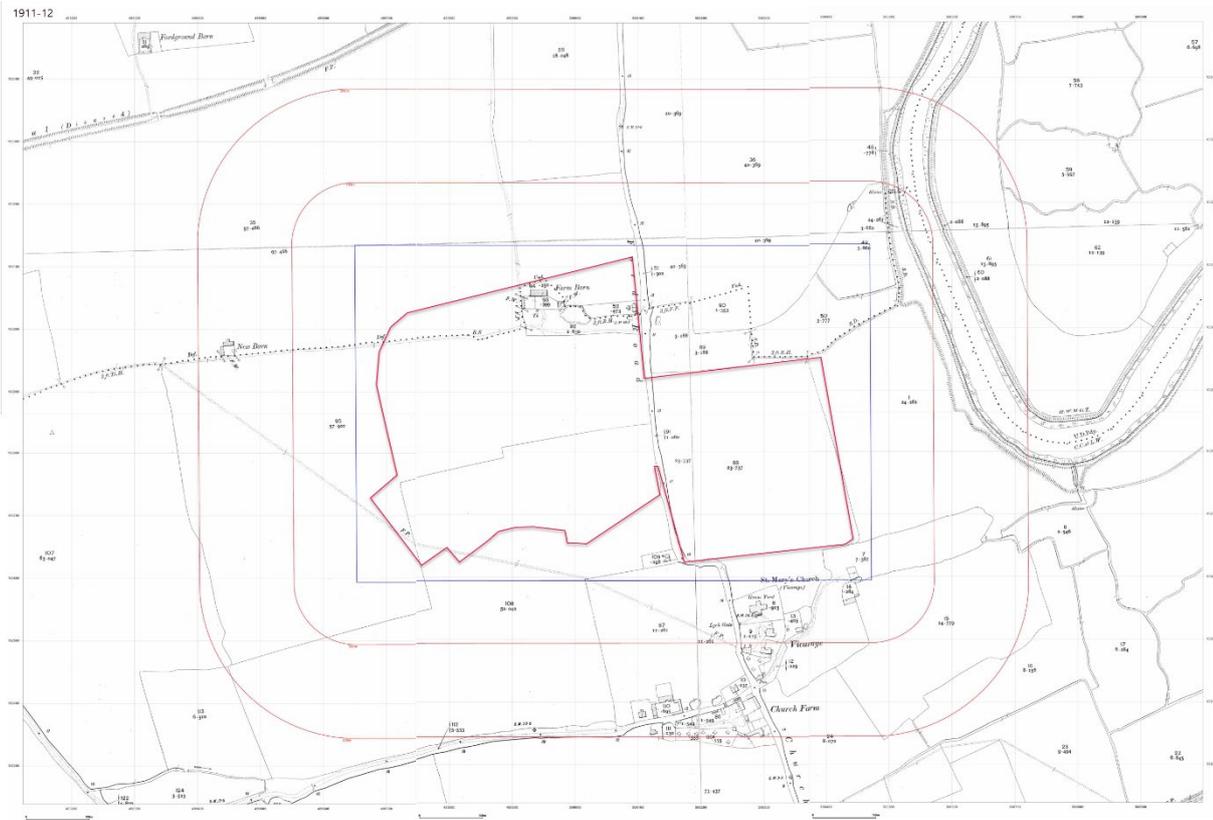


Figure 10: Historical OS Map, 1911-12

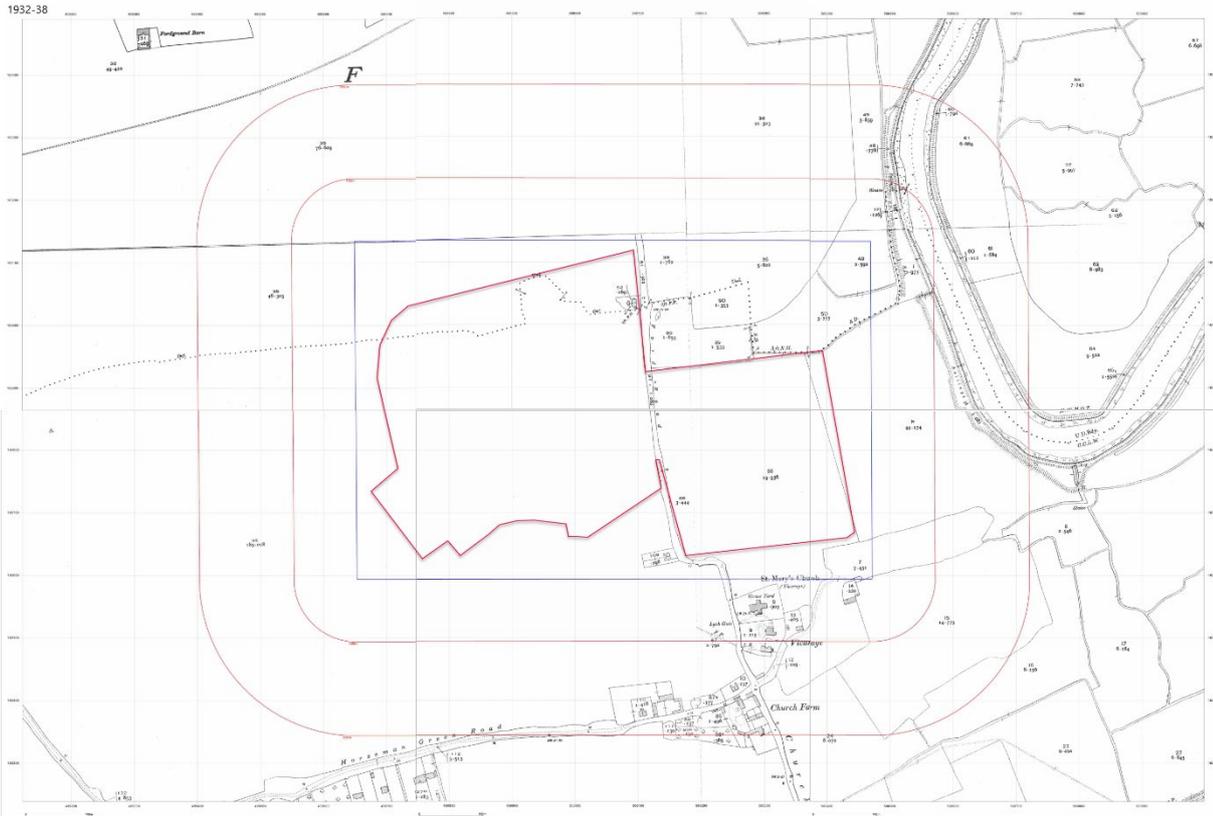


Figure 11: Historical OS Map, 1932-38

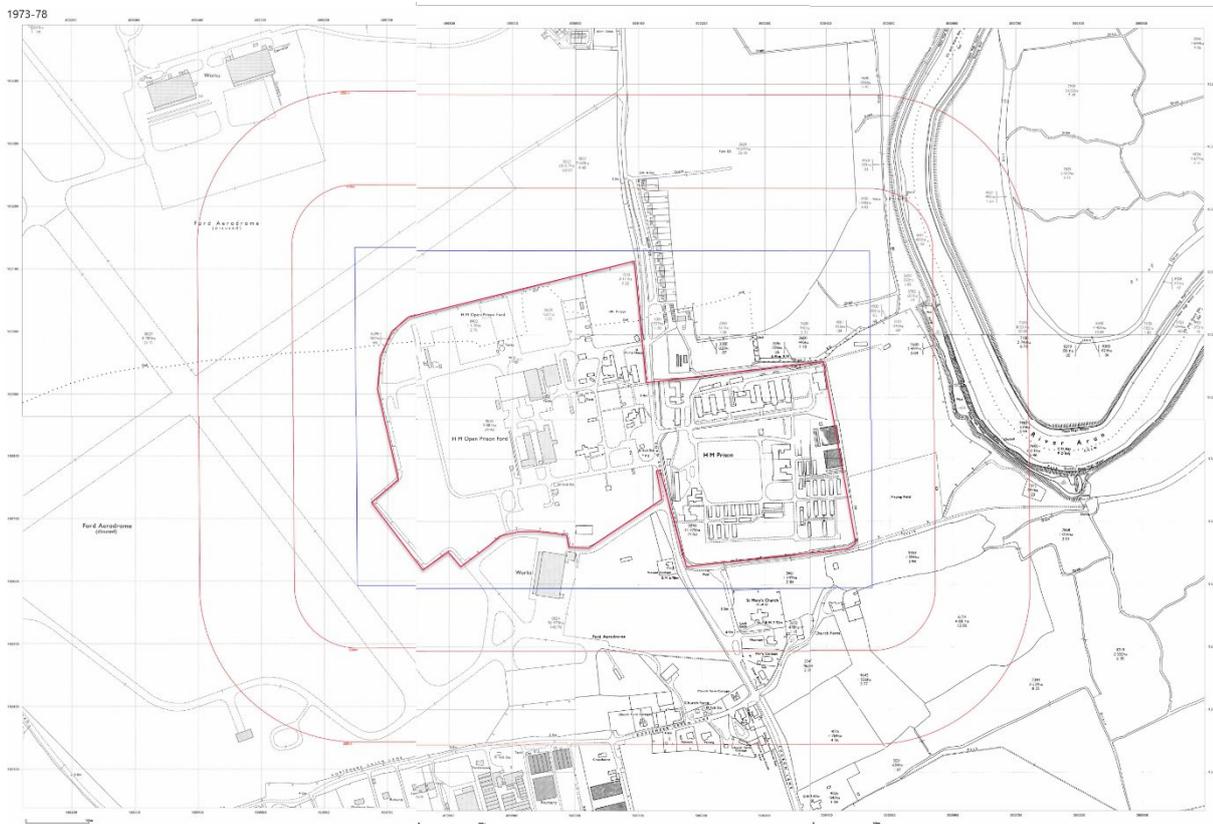


Figure 12: Historical OS Map, 1973-78



Figure 13: Historical OS Map, 1992-94

11 APPENDIX 1 – WSCC HER DATA (SEE FIGURES 14-20).

WSCCHER	Type	Location	Period	Description
MWS11869	Farmstead	c. 835m SSE	Post Medieval	Kents Farm Historic Farmstead, Climping. Kents Farm is an 18th century 3 sided L-Plan loose courtyard farmstead with a detached farmhouse set away from the yard. It is located within a Hamlet with partial loss (less than 50% loss).
MWS12220	Farmstead	c. 785m NW	Post Medieval	Site of Lower Farm Historic Outfarm, Ford. Lower Farm was a 19th century L-Plan regular courtyard outfarm or field barn. It was a loose farmstead cluster but the outfarm has been totally demolished/lost.
MWS12473	Farmstead	c. 290m WNW	Post Medieval	Site of New Barn Historic Farmstead, Ford. New Barn was a 19th century double sided loose courtyard outfarm or field barn. It was in an isolated location but the outfarm has been totally demolished/lost.
MWS12588	Farmstead	c. 525m NNW	Post Medieval	Newhouse Farm Historic Farmstead, Ford. Newhouse Farm is an 18th century 4 sided loose courtyard farmstead with a detached farmhouse set away from the main plan. It is located within a Hamlet and is extant (no apparent alteration).
MWS12743	Farmstead	c. 580m SW	Post Medieval	Outfarm Historic Outfarm, Climping. Outfarm is a 19th century L-Plan regular courtyard outfarm or field barn. It is in an isolated location and has suffered significant loss (more than 50% alteration).
MWS12750	Farmstead	c. 895m SW	Post Medieval	Site of Outfarm Historic Outfarm, Climping. Outfarm was a 19th century single sided loose courtyard outfarm or field barn. It was in an isolated location but the outfarm has been totally demolished/lost.
MWS13255	Farmstead	c. 800m WSW	Post Medieval	Site of Parkers Barn Historic Outfarm, Climping. Parkers Barn was a 19th century 3 sided L-Plan loose courtyard outfarm or field barn.

				It was in an isolated location but the outfarm has been totally demolished/lost.
MWS13333	Farmstead	c. 535m NNW	Post Medieval	Place Farm Historic Farmstead, Ford. Place Farm is an 18th century 4 sided L-Plan loose courtyard farmstead with a detached farmhouse set away from the yard. It is located within a Hamlet and has suffered partial loss (less than 50% loss).
MWS14057	Farmstead	c. 900m NW	Post Medieval	Yard adjacent to Boundary Cottage, Ford. Yard adjacent to Boundary Cottages is a 19th century 3 sided L-Plan loose courtyard farmstead; the location of the farmhouse is uncertain. It is a loose farmstead cluster and has suffered significant loss (more than 50% alteration). Large modern sheds are on the site of the historic farmstead and may have destroyed or obscure historic buildings. It is possibly part of Wick's Farm.
MWS14084	Farmstead	c. 40m SE	Post Medieval	Yard East of the Church, Climping. Yard East of the Church is a 19th century single sided loose courtyard outfarm or field barn. It is within a village location and is extant (no apparent alteration). Large modern sheds have been added to the side of the historic farmstead suggesting that the farmstead is still in agricultural use.
MWS14085	Farmstead	c. 880m NW	Post Medieval	Yard East of Wicks Farm, Ford. Yard East of Wicks Farm is a 19th century L-Plan regular courtyard farmstead with additional detached elements to the main plan. The location of the farmhouse is uncertain. It is a loose farmstead cluster and has suffered partial loss (less than 50% loss). Large modern sheds are on the site of the historic farmstead and may have destroyed or obscure historic buildings. Possibly part of Wicks Farm.
MWS14154	Farmstead	c. 540m NNW	Post Medieval	Yard West of Newhouse Farm, Ford. Yard West of Newhouse Farm is a 19th century U-Plan regular courtyard farmstead. It is located within a Hamlet but has undergone total change (the farmstead survives but complete alteration to the plan). Large modern sheds are on the site of the historic farmstead and may have destroyed or obscure historic buildings.
MWS2412	Monument	Within PDA	Modern	HMP Ford, (Ford Airfield (Disused)), Ford. opened 1918 and closed 1958. During World War Two the airfield was part of 11 Group

				Fighter Command. By 1944 it was equipped with two tarmac runways and a variety of aircraft hangars including Bellman and blister types. Now in use as HMP Ford.
MWS3100	Monument	c. 785m SE	Medieval	Islesham Deserted Medieval Village - Climping
MWS3101	Listed Building	c. 555m N	Early Medieval / Medieval	The Parish Church of St Andrew, Ford. Grade I (?). founded some time between 700 and 1040 and seven styles of architecture are represented from that time up to 1640. It was repaired in 1637 and drastically restored in 1865. From foundations discovered near the church the existence of a parsonage to N. and a monastic cell to S. in the early C15 have been suggested
MWS3102	Monument	c. 555m N	Anglo-Saxon	Anglo Saxon Sculpture - Ford
MWS3103	Listed Building	c. 80m SSE	Medieval / Post Medieval	The Parish Church of St Mary, Climping. Grade I (?). Of the C13 except for the lower part of the tower, which is c.1170.
MWS3104	Monument	c. 850m SE	Medieval	Site of Islesham Church, Climping. The church of Islesham, an extinct parish, disappeared either by deliberate demolition or slow decay.
MWS3221	Findspot	c. 405m N	Neolithic	Neolithic Axe and Stone Rubber - Ford. A broken polished flint axe and sandstone rubber were found 300yds SW. of Ford Church.in 1943.
MWS3222	Landscape	c. 540m N	Medieval	Castle or Moated House - Ford. Irregularities of the surface of the ground near Ford Church mark the site of a castle that is supposed to have been erected in C12. It was defended by a moat filled by the incoming tide, and had a large park attached
MWS3301	Monument	c. 835m N	Modern	Ford Hospital Railway. A branch line at Ford serving the US military hospital in WWI
MWS4711	Monument	c. 55m SW	Modern	Brickworks on the site of Ford Aerodrome. In use in the 1920s.
MWS5760	Monument	c. 735m N	Medieval	Dock - Ford
MWS6290	Monument	c. 540m N	Anglo-Saxon / Early Medieval	Burials - Ford

MWS6291	Monument	c. 615m N	Medieval	Ford Shrunken Medieval Village. Earthworks around St Andrew's Church, Ford (see 2195, 2196), represent the remains of a shrunken Medieval village as well as the site of a fortified manor house.
MWS6292	Findspot	c. 790m W	Palaeolithic	Palaeoliths - Ford
MWS6683	Findspot	c. 390m WSW	Roman	Roman Pottery, Ford. Pottery fragments from 3 vessels. 1962/1840.
MWS6775	Findspot	c. 515m W	Late Prehistoric	Bognor Regis & Littlehampton Transfer Pipelines - Segment 27. 8 worked flints, 6 burnt flints.
MWS6776	Monument	c. 75m WSW	N/A	Bognor Regis & Littlehampton Transfer Pipelines - Segments 28-30. No finds or features - it is considered likely that the BA, IA and Roman sites at the Ford treatment works did not extend to the south of the works.
MWS6777	Findspot	c. 315m S	Early Neolithic to Medieval	Bognor Regis & Littlehampton Transfer Pipelines - Segment 31. 1 hard hammer flake; 4 burnt flints; 2 sherds Late Roman Alice Holt greyware (AD 270-400) and 6 sherds 'Saxo-Norman' (11-12th century) reduced coarse ware
MWS6778	Findspot	c. 540m SE	Lower Palaeolithic to Modern	Bognor Regis & Littlehampton Transfer Pipelines - Segment 32. 1 flint flake; several post-Medieval peg tile frags; 2 sherds of modern pottery - lack of medieval pottery probably indicates that the Medieval settlement at Kents Farm, to the south, did not extend this far north.
MWS6779	Findspot	c. 930m SE	Palaeolithic / Post Medieval	Bognor Regis & Littlehampton Transfer Pipelines - Segment 33 & Test Pits. Worked flints including 93 flakes with a high proportion showing evidence of retouch and use - the majority were hard hammer struck and many were primary flakes; also, several soft hammer flakes of probable Mesolithic date - and a small Mesolithic pick. This high concentration of worked flint merited further investigation: Test Pit 1 produced post-Medieval tile frags and a pottery handle, 2 oyster shells and 19 worked flints; Test Pit 2 produced post-Medieval glass & tile, a Medieval pottery sherd and 8 worked flints.

MWS6980	Findspot	c. 245m NW	Neolithic / Bronze age	Ford Water Treatment Works. 5 hard hammer struck flake (late Neolithic or BA) and seven burnt flint fragments probably prehistoric were recovered.
MWS6981	Findspot	c. 460m NW	Mesolithic / Medieval / Post Medieval	Ford Water Treatment Works - segment 2. 9 hard hammer flakes, 4 retouched tools, 1 core, prehistoric burnt flint, a medieval flagon handle and a fragment of Post Medieval peg tile were recovered.
MWS6982	Findspot	c. 675m NNW	Mesolithic / Post Medieval	Ford Water Treatment Works - segment 3. 1 hard hammer struck flint, 5 fragments of burnt flint and a Post Medieval pot sherd were recovered.
MWS6992	Negative	c. 755m SSE	N/A	St. Mary's School, Climping - Watching Brief. An archaeological watching brief was carried out during groundworks associated with the construction of a sewage plant, carpark and ancillary services at St. Mary's CE Primary School, Climping. No archaeological features or finds were identified.
MWS6993	Monument	c. 25m SE	Medieval / Post Medieval	Medieval and Post-medieval Activity at a Cottage at Church Farm, Climping. A post-medieval posthole and pits of both medieval and Post Medieval date were exposed. Finds included, medieval and post-medieval pottery as well as animal remains.
MWS6998	Monument	c. 215m SSW	Bronze Age / Medieval	Bronze Age Activity, Horsemere Green Lane. Seven evaluation trenches were mechanically excavated. Archaeological remains dating from the late BA were encountered on the eastern portion of the site. The excavation uncovered pits, post-holes, ditches and gullies dating to the LBA. A medieval ditch/gully was also identified. Prehistoric finds included pottery, worked flint, fire-cracked flint, foreign stone and burnt clay. Environmental samples were also taken and analysed.
MWS6999	Monument	c. 305m S	Bronze Age / Roman	Bronze Age, Roman Post-medieval Activity, Waterford Gardens. 9 trenches were mechanically excavated at the site. 7 of these produced potentially BA features, mostly gullies, with some slightly more intensive archaeological activity, including BA pits, towards the south of the site. A linear feature, probably corresponding to a post medieval field boundary was also identified aligned east-west across the south of the site as were a few Roman field boundaries

MWS7001	Monument	c. 240m S	Bronze Age / Post Medieval	Bronze Age and Post-medieval Activity, Crophorne. A c. 3m wide east-west aligned ditch with a maximum depth of 0.9m was located in Trench 7 towards the southern end of the site containing sparse post-medieval finds. This feature probably represents a former field boundary shown on historic maps as late as 1843. A small linear feature and posthole were located immediately south of this feature but were not datable. The terminal end of a narrow linear feature aligned north-south was found within trench 4 towards the northern end of the site. This feature produced a small assemblage of finds suggesting a BA date.
MWS7003	Monument	c. 365m SSW	Prehistoric	Mushroom Farm, Climping. A "v" sectioned prehistoric ditch running east-west was encountered at the southern site. In addition, 3 geoarchaeological test-pits were excavated. During the watching brief of the same area, 1 ditch, possibly dating to the early Anglo-Saxon or prehistoric period was located running north-west to south-east across the site. One piece of pottery and some fire-cracked flints were found within the ditch.
MWS7089	Findspot	c. 585m N	Bronze Age / Anglo-Saxon to Early Medieval	House opposite Ford Church. Work was carried out by the owner of a house opposite Ford Church in the summer of 1999 and small pieces of BA and early Medieval pottery were found scattered on the surface.
MWS7129	Monument	c. 320m NNW	Modern	Anti-Aircraft Artillery - Ford
MWS7518	Building	c. 305m NW	Modern	Royal Observer Corps Monitoring Post (Cold War) - Littlehampton (Ford)
MWS7642	Monument	c. 175m W	Unknown	Geophysical Survey at Ford Airfield. The survey identified a range of magnetic anomalies, most probably representing recent activities. Various linear anomalies and isolated zones of magnetic variation may indicate earlier occupation. Natural features, such as palaeochannels or geological inconsistencies, probably account for ephemeral magnetic variation across the site.
MWS7704	Findspot	c. 475m S	Iron Age	Iron Age Copper Alloy Harness Fitting. Exact location unknown.

MWS8031	Monument	c. 750m SSE	Modern	Air Raid Shelter, Climping for St Mary's C.E. school.
MWS8121	Building	c. 1030m W	Modern	Stanton shelters - Ford. The Stanton shelter was supplied in pre-cast concrete sections for site erection. There were three on this site.
MWS8137	Building	c. 405m SW	Modern	Blister hanger - Ford. One of three surviving blister hangers that still remain on or around the now disused Ford airfield. Not visible in 1947 Aps so constructed or moved from another location post WWII.
MWS8292	Negative	c. 720m SSW	N/A	Negative evidence- Climping
MWS9178	Landscape	c. 865m W	Modern	Memorial Garden, Ford commemorating those who flew from it during its 80 yrs. history.
MWS9245	Monument	c. 80m SSE	Modern	War Memorial within the grounds of St. Mary's Church, Climping
MWS9553	Monument	c. 835m SE	Post Medieval	Brookpits Farm Historic Farmstead, Climping. 19th century double sided loose courtyard farmstead with a detached farmhouse set away from the yard. It is located within a Hamlet and has suffered partial loss (less than 50% loss).
MWS5754	Monument	c. 510m N	Post Medieval	Portsmouth - Arundel Canal. Work began in 1818 and the canal opened in 1822, but by 1833 it had fallen into disuse.
MWS14871	Monument	c. 200m N	Bronze Age	Ford Waste Water Treatment Works, Ford - Archaeological Investigations. An archaeological watching brief was carried out during groundworks associated with the installation of a new rising main around the existing water treatment works at Ford. The watching brief revealed the possible continuation of archaeological features found during previous excavations at the site consisting of two Late Bronze Age ditches and a probable Late Bronze Age burnt pit. These features may have formed part of a Late Bronze Age enclosure or field system.
MWS11537	Farmstead	c. 950m S	Post Medieval	Hobbs Farm Historic Farmstead, Climping. Hobbs Farm is a 19th century single sided loose courtyard farmstead; the farmhouse

				location is uncertain. It is located within a Hamlet with significant loss (more than 50% alteration).
MWS14177	Monument	c. 900m WNW	Bronze Age / Iron Age / Post Medieval	Land off Burndell Road, Ford - Archaeological Evaluation. Multi-period site containing ditches, gullies and a field system.
MWS3371	Monument	adjacent to PDA	Medieval	Site of a Deserted Medieval Village, Climping. In two separate areas of protection surviving as earthworks and belowground remains. It is situated on the flood plain of the River Arun at Church Farm, west of Littlehampton.
MWS6921	Monument	c. 130m NW	Mesolithic / Neolithic / Bronze Age / Iron Age / Roman / Anglo-Saxon / Early Medieval / Medieval / Post Medieval	Former Ford Airfield, Yapton - Excavations. Excavations carried out at the Former Ford Airfield identified activity dating from the Bronze Age to Roman period. Large numbers of Mesolithic, Neolithic and Bronze Age burnt and worked flint were recovered from the buried plough soil and topsoil.
MWS7709	Monument	c. 840m SW	Bronze Age / Iron Age / Roman / Anglo-Saxon or Early Medieval	Land rear of the 'Oystercatcher' Public House and Restaurant, Climping. Multi period site containing Bronze Age cremations. Iron Age enclosure and pits, ditches into the Roman period. Anglo-Saxon occupation site.
MWS9678	Monument	adjacent to PDA	Bronze Age / Iron Age / Roman / Post Medieval	Land at the Former Ford Airfield, Ford - Archaeological Investigations. Multi period site containing ditches, fields systems, enclosures
MWS9757	Farmstead	c. 75m S	Post Medieval	Church Farm Historic Farmstead, Climping. Church Farm is an 18th century 3-sided loose courtyard farmstead with additional detached elements to the main plan. The farmhouse is detached and set away from the yard. It is within a village location and has suffered partial loss (less than 50% loss). The farmhouse and yard are in different parts of the village.
MWS14655	Monument	adjacent to PDA	Prehistoric / Roman / Post Medieval / Modern	Land at Ford Airfield, Ford - Archaeological Surveys
MWS10202	Farmstead	within PDA	Post Medieval	Site of Farm Barn Historic Outfarm, Ford. Farm Barn was a 19th century double sided loose courtyard outfarm or field barn. It was in an isolated location but has been totally demolished/lost.

MWS10605	Farmstead	c. 635m NW	Post Medieval	Site of Ford Barn Historic Outfarm, Ford. A 19th century double sided loose courtyard outfarm or field barn. It was in an isolated location but the outfarm has been totally demolished/lost.
MWS15012	Monument	c. 130M N	Bronze Age / Iron Age	Ford Airfield Industrial Estate, Ford - Watching Brief. A watching brief was carried out at Ford Airfield industrial estate during excavation works in advance of a proposed new access road. The watching brief identified two features which are both thought to be field boundaries. One is thought to date to the Late Bronze Age and the other to the Late Iron Age date. Mesolithic to Early Neolithic flints and very small fragments of possible Neolithic pottery were recovered from their fills but are thought to be residual. A line of probable post holes was also identified. These appear to follow the line of the late Iron Age ditch and may possibly be interpreted as a late successor to this.
1276603	Listed Building	c. 900m SE	Post Medieval	Brookpits Cottage Grade II (1276603). 18th century
1353858	Listed Building	c. 900m SE	Post Medieval	Brookspit Manor Grade II (1353858). Restored late 16th century house.
1353859	Listed Building	c. 950m S	Post Medieval	The Cottage. Grade II (1353859)
1027630	Listed Building	c. 650m N	Post Medieval	New House Farmhouse. Grade II (1027630). 18th century
1398423	Listed Building	c. 640m N	Post Medieval	The Cottage, delisted (1398423)
1027641	Listed Building	c. 135m S	Post Medieval	The Vicarage. Grade II (1027641). Circa 1833
1027642	Listed Building	c. 230m S	Post Medieval	Barn to the West of Nos 1 and 2 Church Farm Cottage. Grade II (1027642). 18th century.
1027643	Listed Building	c. 260m S	Post Medieval	Church Farmhouse East and West. Grade II (1027643). 18th century
1027674	Listed Building	c. 930m SSE	Post Medieval	Kent's Farmhouse. Grade II (1027674). 18th century house
1233446	Listed Building	c. 100m SSE	Post Medieval	Nos 1 and 2 Kents Dairy Cottages. Grade II (1233446). 18th century, one building

1233927	Listed Building	c. 600m N	Post Medieval	Atherington House and Ford Place and Southdown and The Lodge. Grade II (1233927). Interior may be 17th century but exterior 18th century.
EVENTS				
ID	Type	Distance	Year	Name
EWS1149	Excavation	c. 150m NW	1999	Excavations at Ford Airfield, Yapton. Recovered evidence for prehistoric and Roman settlement.
EWS1642	Building Recording	c. 80m S	2012	St Marys, Climping
EWS1848	Watching Brief	c. 1000m SSW	2018	Felpham to Climping Cycle Path (A259). No finds or features recorded.
EWS1874	Desk Based Assessment	c. 850m WNW	2016	Land at Ford Airfield
EWS1875	Geophysical Survey	Adjacent to PDA	2018	Land at Ford Airfield
EWS1980	Watching Brief	c. 130m N	2019	Ford Airfield Industrial Estate
EWS716	Geophysical Survey	Adjacent to PDA	2003	Ford Airfield
EWS717	Test Pits	c. 60m W	2003	Ford Airfield
EWS769	Borehole Survey / Geotechnical Test Pit	c. 100m W	2003	Located at Ford
EWS715	Evaluation	Adjacent to PDA	2003	Land at Former Ford Airfield
EWS787	Evaluation	c. 900m SW	2005	Land rear of Oystercatcher Public House
EWS1892	Watching Brief	c. 880m S	1999	St Mary's C of E Primary School. No archaeological finds or features.

EWS1847	Desk Based Assessment	c. 325m S	2016	Church Lane, Climping
EWS1824	Desk Based Assessment	c. 860m WNW	2010	Land at East Yapton
EWS1774	Evaluation	c. 860m WNW	2011	Land off Burdell Road
EWS1916	Watching brief	c. 140m N	2011	Ford Waste Water Treatment Works

Figure 14: Gazetteer of WSCCHER Records

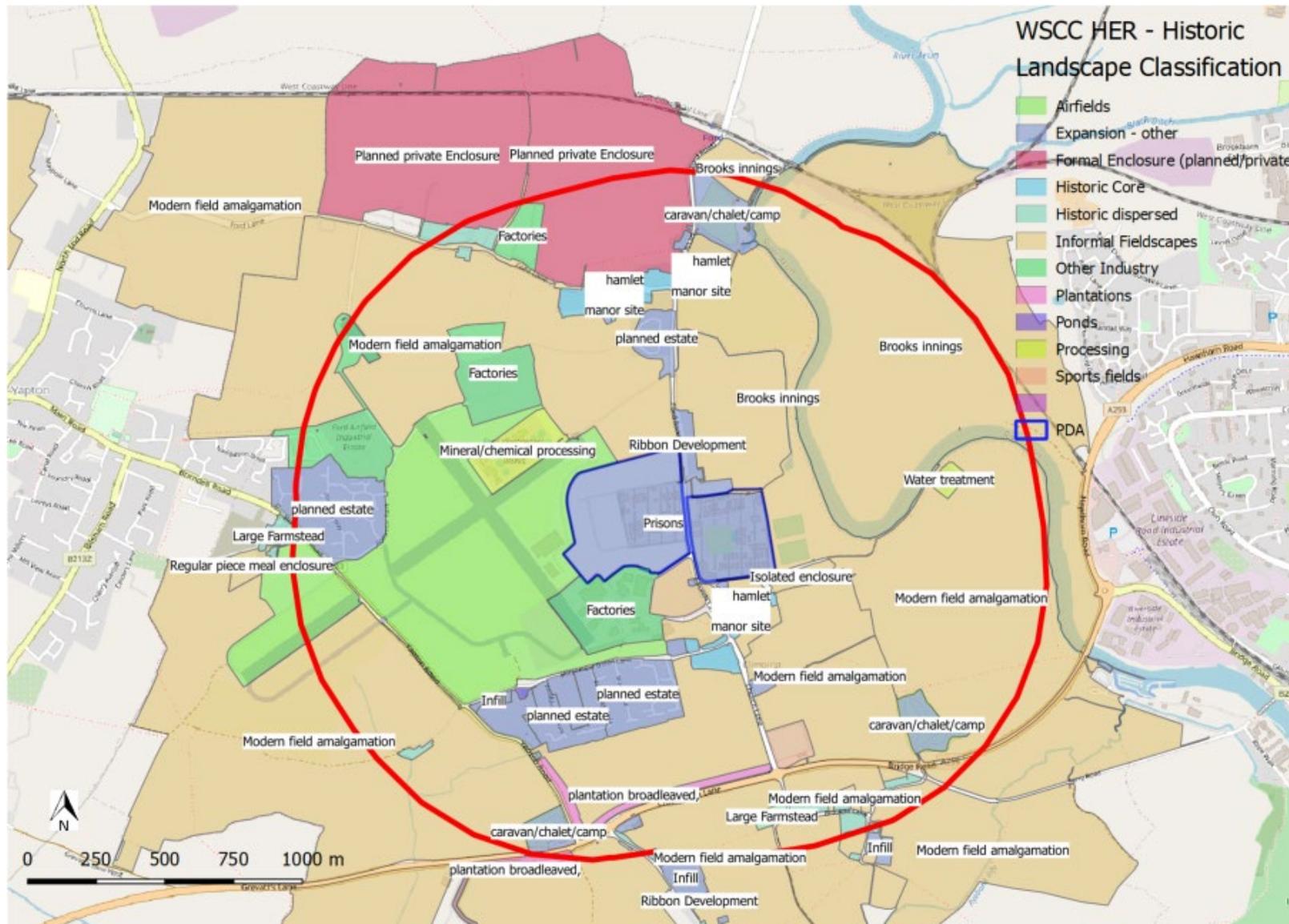


Figure 16: WSCC HER Historic Landscape Characterisation

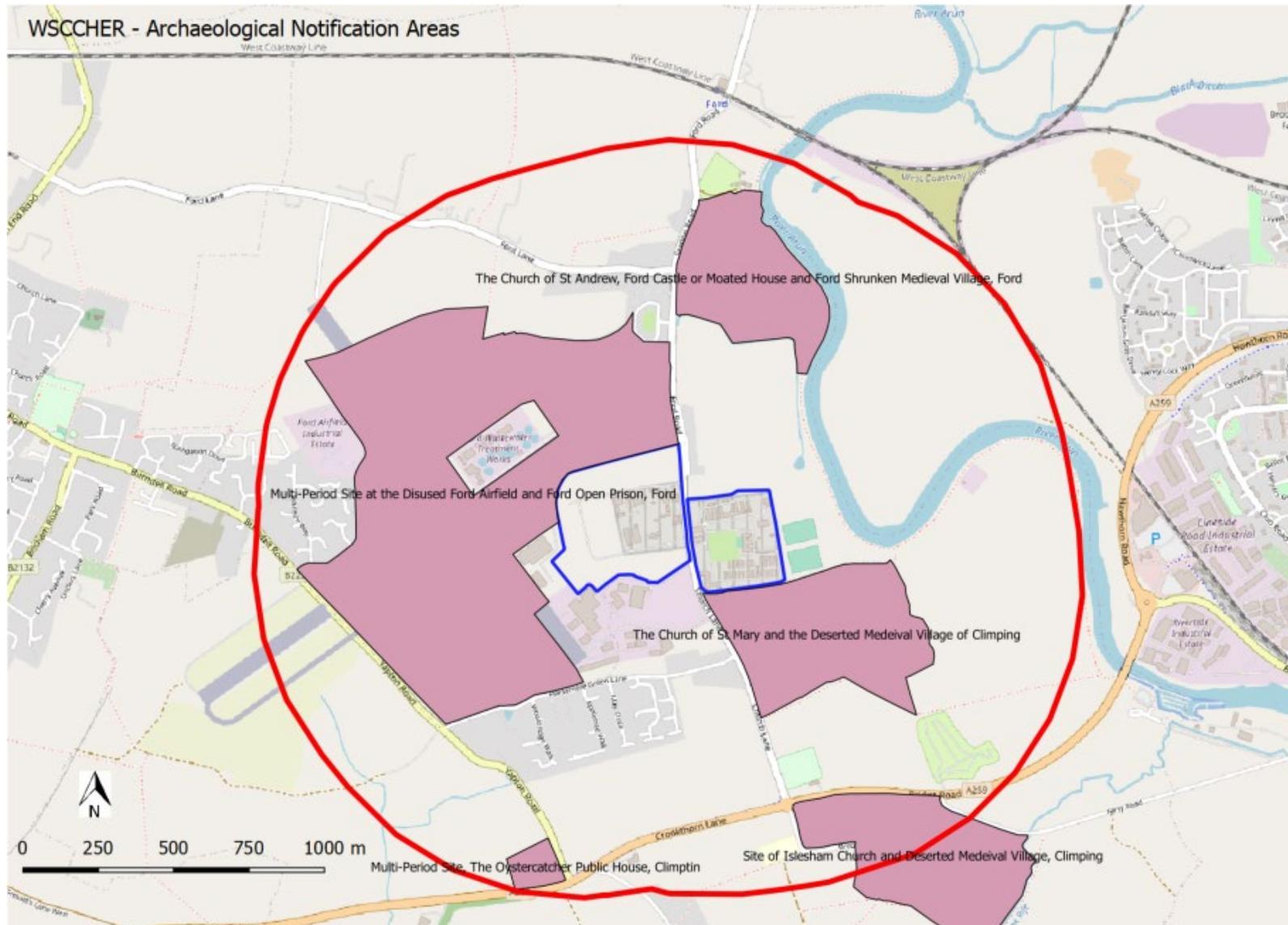


Figure 17: WSCCHER Archaeological Notification Areas

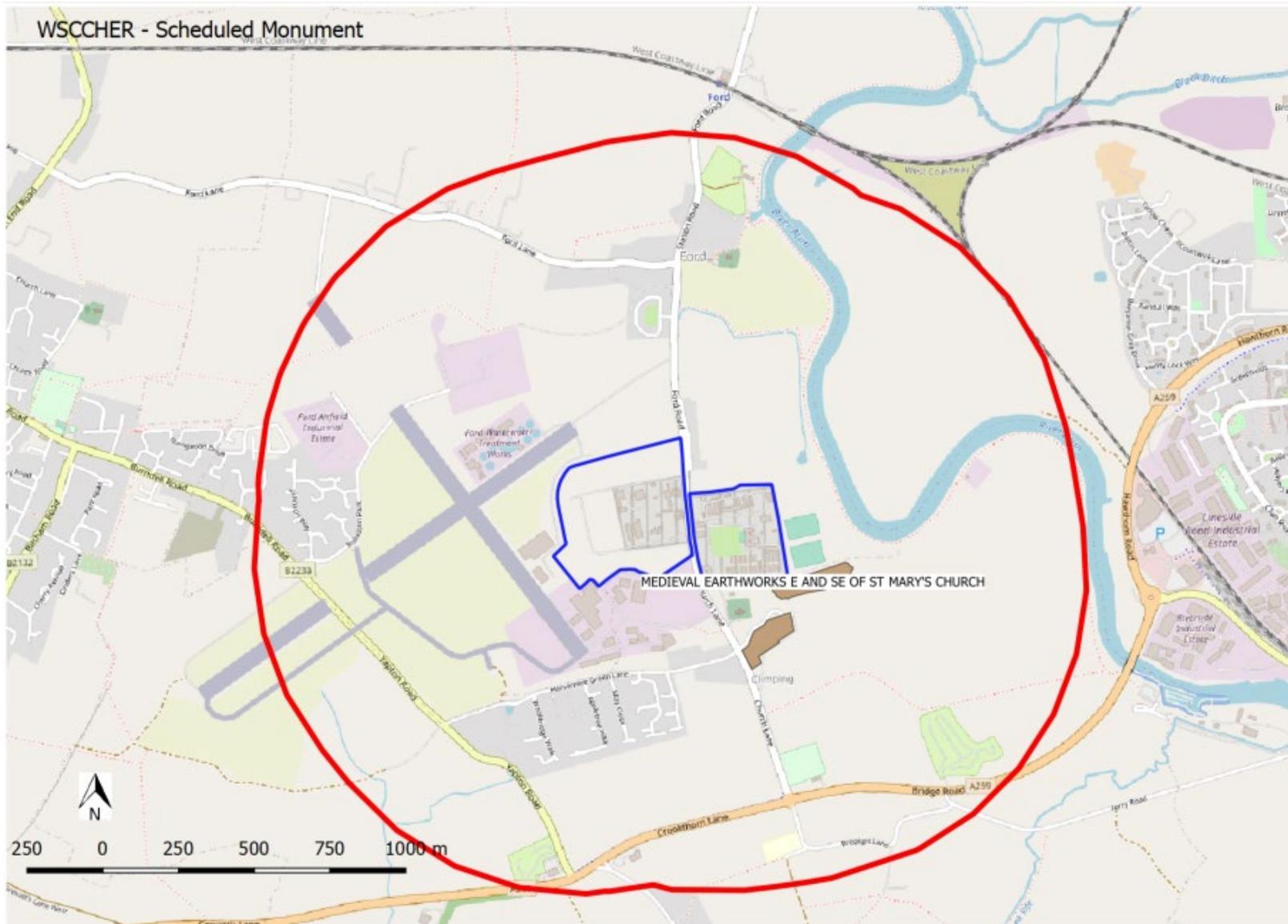


Figure 18: WSCCHER Scheduled Monuments

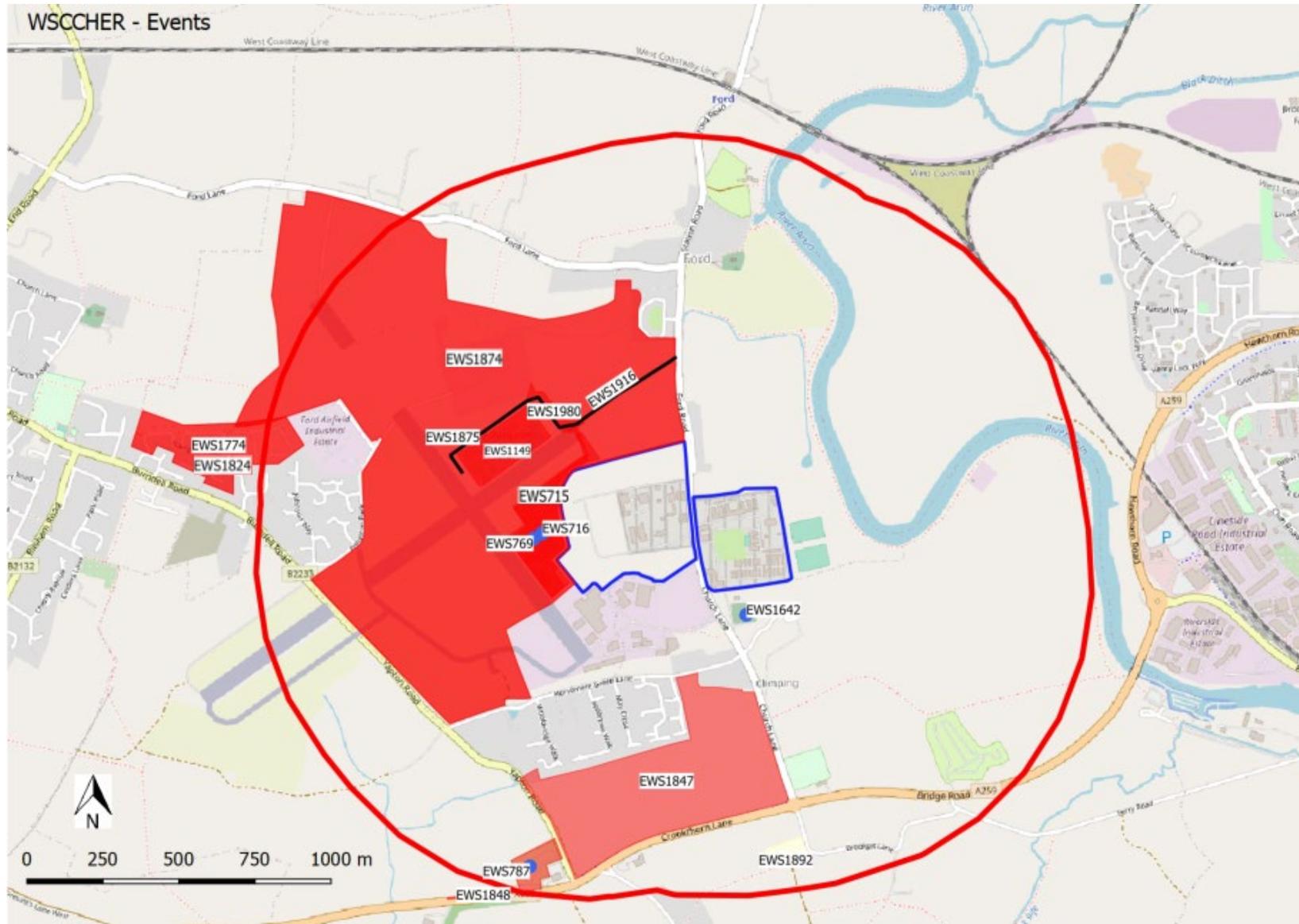


Figure 19: WSCCHER Events



Plate 1: 2019 (Google Earth)



-  Proposed Development Buildings
-  19th century Buildings
-  20th century Airfield Buildings

Plate 2: Overlay of known buildings affecting the development areas

12 APPENDIX 2 – ARUN DISTRICT COUNCIL LOCAL PLAN POLICIES

Policy H SP2

Strategic Site Allocations

Development proposals within the Strategic Site Allocations must be comprehensively planned and should have regard to a masterplan endorsed by the Council for the respective areas which incorporates high quality imaginative design giving a sense of place and a permeable layout.

The comprehensive development of the allocation will need to meet the following key requirements:

- a. integrate appropriately with surrounding communities through an appropriate design particularly where they adjoin by providing for public realm improvements, shared community uses, and connectivity of transport modes including walking, cycling and public transport,
- b. ensure a clear and harmonious relationship between town and country including clearly defined boundaries, using physical features that are readily recognisable and likely to be permanent,
- c. Protects, conserves or enhances the natural environment, landscapes and biodiversity,
- d. incorporate high quality, well connected green spaces, planting within main streets and biodiversity rich open spaces,
- e. extend, enhance and reinforce strategic green infrastructure and publicly accessible open space,
- f. new community hubs where required to be provided, shall be well located taking account of the permeable layout to all transport modes and shall as far as possible cluster retail, commercial and community uses,
- g. where existing village centres are within or will serve the needs of strategic development sites their improvement as sustainable centres will be required,
- h. where community buildings are provided these shall be designed and provide for a range of uses such as healthcare, police, faith and community groups,
- i. integration of community hubs and local centres of an appropriate form and scale into the design and layout of development proposals where identified in the specific allocations policies in H SP2 a-c,
- j. ensure walkable access to local community, recreational and shopping facilities, jobs and accessible transport,
- k. address the off-site capacity requirements, that relate to that particular allocation, identified in the Arun Transport Assessment (2016 and update 2017 and taking into account subsequent relevant assessments) and the local highway network,
- l. positively respond to sustainable water management taking particular account of the coastal plain topography which may require strategic surface water solutions,
- m. maintain and enhance any important features, characteristics and assets of the local area;
- n. provide for the required infrastructure, that relates to that particular allocation, in accordance with Policy INF SP1 and the Infrastructure Delivery Plan,
- o. enable strategic District wide infrastructure to be delivered at strategic sites if the location is appropriate for the District,
- p. consider inclusion of an area of the sites for Self-Build and Custom Build, and
- q. consider the delivery of an area as a site for Gypsy and Traveller accommodation.

Policy HER SP1

The historic environment

The Local Planning Authority will grant planning permission or relevant consent for development proposals that conserve or enhance the historic environment of the District, based on the following approach:

Designated heritage assets including listed buildings, structures and their settings; and Conservation Areas will be given the highest level of protection and should be conserved and enhanced in a manner appropriate to their significance.

Non-designated heritage assets including locally listed heritage assets (Buildings or Structures of Character and Areas of Character) and their settings will also need to be conserved and enhanced in a manner appropriate to their significance and contribution to the historic environment;

Development likely to prejudice any of the above, including their settings, will be refused. Any proposals for development will be required to comply with all other relevant policies and reflect any relevant appraisals or management proposals adopted by the Local Planning Authority.

The Local Planning Authority will encourage the re-use of vacant or underused Listed Buildings or unlisted buildings by approving proposals that contribute positively to their conservation either individually or as part of wider strategies for regeneration. Where changes of use are proposed, the Local Planning Authority will consider these in a flexible way but will favour proposals which improve public access where these are not prejudicial to existing character or appearance.

The Local Planning Authority will take a pro-active stance to any heritage assets that may be at risk. This will include working with property owners to find a use that will enable them to be put back in to use.

Development proposals involving the demolition of Listed Buildings or substantial harm to a Conservation Area will not be permitted unless it can be demonstrated that the loss or harm achieves substantial public benefits.

Policy HER DM1

Listed Buildings

Proposals affecting statutory Listed Buildings will be required to:

- a. Preserve or enhance the historic character, qualities and special interest of the buildings;
- b. Be necessary and not detrimental to the architectural and historical integrity and detailing of a Listed Building's exterior;
- c. Protect the architectural and historical integrity and detailing of a Listed Building's interior;
- d. Protect the special interest of buildings of architectural or historic interest; and
- e. Protect, and where possible enhance the setting of the building.

Total or substantial demolition of a Listed Building will only be permitted in wholly exceptional circumstances, and where it meets the following specific criteria:

- f. Clear and convincing evidence has been provided that viable alternative uses cannot be found, through, for example the offer of the unrestricted freehold of the property on the market at a realistic price reflecting its condition and that preservation, in some form of charitable or community ownership, is not possible;
- g. The redevelopment would produce substantial benefits for the community which would decisively outweigh the resulting loss from demolition or major alteration; and
- h. The physical condition of the building has deteriorated, through no fault of the owner / applicant for which evidence can be submitted, to a point that the cost of retaining the building outweighs its importance and the value derived from its retention. A comprehensive structural report will be required to support this.

The Local Planning Authority will support proposals for alternative uses for Listed Buildings which retain their structure and preserve character and setting where the change will provide for the long term conservation of the structure and fabric of the building.

The Local Planning Authority will only support alterations to Listed Buildings in order to mitigate climate change where such proposals respect the significance of the Listed Building and do not have an adverse impact on its appearance, character or historic fabric.

The Local Planning Authority will only approve a proposal for enabling development where there is no other alternative option available, the benefits of such as scheme outweigh any dis-benefits that arise and mechanisms are in place to ensure the conservation of the heritage asset. In determining any application the Local Planning Authority will take into account whether:

- it will materially harm the significance of the heritage asset or its setting;
- it will avoid detrimental fragmentation of management of the heritage asset;
- it will secure the long term future of the heritage asset and, where applicable, its continued use for a purpose sympathetic to its conservation;
- it is necessary to resolve problems arising from the inherent needs of the heritage asset, rather than the circumstances of the present owner, or the purchase price paid;
- there is a source of funding that might support the heritage asset without the need for enabling development; and
- the level of development is the minimum necessary to secure the future conservation of the heritage asset and of a design and type that minimises harm to other public interests.

Policy HER DM2

Locally Listed Buildings or Structures of Character

The Local Planning Authority will continue to identify and compile a list of locally important buildings and structures which make a positive contribution to local distinctiveness using the following criteria:

- a. Buildings of outstanding design, detailing, appearance or special interest because of the use of materials;
- b. Buildings which are extremely good examples of traditional or established style, or of unusual type;
- c. In special cases, buildings or structures which contribute towards the local townscape or have important historical or social associations;
- d. All buildings must be largely intact and not adversely affected by later extensions or alterations;
- e. Preferably, although not exclusively, they should make a positive contribution to their surroundings or the street scene.

Applications will only be granted for development which results in the loss of existing Locally Listed Buildings or Structures of Character when it can be demonstrated that the building or structure cannot be put to a beneficial use or re-use. Replacement structures will need to be of a high quality design. There may be circumstances where the public benefit from the proposed development outweighs any proposed harm, in such circumstances, the proposal will need to be justified as appropriate.

Proposals for the alteration or extension of buildings on the Local List will be expected to relate sensitively to the building or structure and its setting and respect its architectural, landscape or historic interest. The Local Planning Authority will seek to preserve features of such buildings which contribute to that interest.

Policy HER DM5

Remnants of the Portsmouth and Arundel Canal

Development will be permitted where it would not adversely affect the remaining line and configuration of the Portsmouth and Arundel Canal and features along it.

Policy HER DM6

Sites of Archaeological Interest

There will be a presumption in favour of the preservation of scheduled and other nationally important monuments and archaeological remains. Where proposed developments will have either a direct impact on sites listed in Table 16.1 (i.e. developments requiring Scheduled Monument Consent) or where developments will have an indirect impact on the settings of those sites listed in Table 16.1, or where a site on which development is proposed has the potential to include heritage assets with archaeological interest (having consulted the Historic Environment Record) permission will only be granted where it can be demonstrated that development will not be harmful to the archaeological interest of these sites.

In all such instances:

- a. Applicants must arrange for a desk based archaeological assessment of the proposed development site to be undertaken by a suitably qualified person. The archaeological assessment will take the form of a factual review of the known information on historic assets and an appraisal of these assets. This information shall accompany the planning application, and, where not supplied, will be required before any planning application is determined*. Where the Planning Authority has reason to believe, either from the archaeological assessment as above, or from other evidence sources, that significant archaeological remains may exist, further assessment in the form of a field evaluation will be required to be carried out before the planning application is determined. Any field survey undertaken shall be carried out by a professionally qualified archaeological organisation or consultant only. All stages of archaeological fieldwork shall be subject to a Written Scheme of Investigation approved by the local planning authority. No development shall take place on the proposed development site until the applicant, or their agents or successors in title, is in receipt of a Written Scheme of Investigation that has been approved by the Local Planning Authority;

or
- b. A field evaluation as above, which shall include a historic environmental record of the archaeological site without the requirement to undertake a separate desk based archaeological assessment.
- c. Preservation in situ of archaeological sites or remnants of such sites, is the preferred option. However, where the assessment, which shall be subject to a Written Scheme of Investigation, shows that the preservation of archaeological remains in situ is not justified, conditions may be attached to any permission granted that development will not take place until provision has been made by the developer for a programme of archaeological investigation and recording. Any such programme shall be carried out prior to the commencement of the development.
- d. Whenever practicable, opportunities should be taken for the enhancement and interpretation of archaeological remains left in situ. Developers shall record any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and possible impact, and to make this evidence (and any archive generated) publicly accessible.
- e. Where development is to be phased the presumption would normally be that the whole site should be recorded as one project in order to maintain the continuity of the archaeological record.
- f. Developments shall also be consistent with all other Local Plan Policies.

* Those submitting planning applications are strongly advised however to undertake a desk based archaeological assessment in advance of a planning application being lodged as, depending on the outcome of this assessment, further assessment in the form of a field evaluation may be required (as outlined in a. above).