Archaeology South-East

ASE

Church Lane, Climping, West Sussex

Additional Heritage Assessment

NGR 500029 102008

Commissioned by Parker Dann Chartered Town Planning Consultants

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Syann Brooks

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Prepared by:	Syann Brooks	Senior Archaeologist	[redacted]
Reviewed / approved by:	Ron Humphrey	Project Manager	
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Archaeology South-East
Units 1 & 2
2 Chapel Place
Portslade
East Sussex BN41 1DR

[redacted]

ARUN DISTRICT COUNCIL CM/1/17/OUT

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1 Introduction

1.1 An assessment of the potential impact on the setting of nearby designated heritage assets in the vicinity of the Site was undertaken by Archaeology South-East as part of a wider Desk Based Assessment1 of potential impacts to heritage assets in relation to the proposed development.

1.2 This assessment was submitted on 16-01-2017 by Parker Dann on behalf of their client as part of an application for outline planning consent (application CM/1/17/OUT). Following consultation, Historic England have requested that further assessment is undertaken of potential indirect impacts to the identified heritage assets representing the historic core of Climping, to include the approach to the historic core area, namely Church Lane.

1.3 This document is a response to the Historic England2 consultation and focusses on the following points:

- the potential impact of visible new development, increased ambient lighting and noise, and changes to the rural nature of the Church Lane approach to the setting of Climping's historic core;
- the expected effect of the development on flood risk and the local hydrological regime, and consequent impacts on the preservation of Climping's historic core and buried remains within the DMV and to potentially present archaeological remains within the development site area; and,
- does the proposed development site contain archaeological remains that are related, and are of equivalent significance, to the DMV, and will it cause them any harm.

1.4 The following reports were used to address the issues raised by Historic England:

- Land at Clymping, West Sussex - Noise Assessment – Southdowns Environmental Consultants, 2016
- Landscape and Visual Assessment Analysis assessment, Furse Landscape Architects Ltd, 2016
- Surface Water Drainage Assessment Report, Ambiental, 2016
- Phase 1 Flood Risk Assessment, Ambiental, 2016

1.5 The conclusions of the aforementioned reports are summarised below:

Noise Assessment

1.6 Southdowns Environmental Consultants Ltd (Southdowns) were commissioned in November 2015 by Parker Dann to undertake an acoustic survey and assessment of the existing acoustic environment at the Site. The noise levels of the Site, as well as the surrounding roads were assessed. Locations included

[1] An Archaeological Desk Based Assessment of Church Lane, Climping, West Sussex, Dec. 2016

[2] Letter Ref. P00547971, H.E., 9 February 2017

the existing noise levels along Church Lane, the A259 and Horsemere Green Lane. As the monitoring locations were in close proximity, or located at the individual heritage assets forming the historic core area, the noise assessment is considered relevant to this assessment.

1.7 Modern development of the general area of the Site and its surrounds, including that of the area identified as the Historic Core of Climping, has led to an increase in noise levels. In particular, the principle source of noise affecting the proposed development Site has been identified as road traffic on the A259 (Crookthorn Lane) and other roads adjacent to the site, including Church Lane. Other sources of environmental noise have been identified as occasional air traffic movements.

1.8 The noise assessment has determined that future traffic flows will have a negligible impact on the existing properties to the north of the development area and to those which are part of the planned development. The report also predicts a reduction in noise level from the barrier effect of the buildings introduced by the proposed developments reducing the road noise from the A259. Based on these factors, the change to existing noise sensitive receptors was considered as a 'Not Noticeable Effect' and at the 'No Observed Effect' Level.

Landscape and Visual Assessment

1.9 Currently, the roundabout at the junction of Church Lane and the A259 has highway lighting, mounted on columns. Further street lighting is not currently noted along Church Lane. The gap in the hedgerow to the west of Church Lane, opposite 'Field Place', allows for views across the Site towards the modern housing development, light from which will be detectable when the natural light has decreased. It is also likely that an increase in light is detectable from 'Field Place', as well as from the residential properties located in the area of the Horsemere Green Road and Church Lane junction.

1.10 It is noted that when natural light levels have decreased there is a considerable increase in light along the approach to the historic core from traffic passing along Church Lane, from both the south and the north that dominates any other source of light along this road.

1.11 The Landscape and Visual Assessment Analysis assessment undertaken for the Site (Appendix 4) states that whilst the mature green screening along the road is sufficient to some degree in screening light from the footpath, and by extension, the road, forming the approach to the historic core, that there is likely to be a temporary increase in ambient light levels along the footpath, and by extension, along Church Lane, in the areas of sparse coverage, and those places where significant gaps in the hedgerows and tree line are located, resulting from the proposed development, of c. 5 – 10 years.

1.12 The Landscape and Visual Assessment Analysis also states that careful detailed design of landform will provide the opportunity for reasonably quick screening, although care has to be taken that the landform design does not

become more intrusive than the element in the landscape it is designed to screen.

1.13 The report also notes that the use of temporary screening bunds placed in strategic locations during the construction phase can mitigate some of the adverse visual impact caused during construction phase, extending into the use of the Site, reducing impact during the early years of the use of the Site.

1.14 The long term effect of potential increased lighting along the footpath of Church Lane is assessed as 'Slight Negative' after 5 years and as 'Negligible' within 10 – 15 years. This assessment takes into consideration the use of temporary and long-term screening measures as discussed above.

1.15 Based upon the above, if the mitigation measures are implemented with attention to detail and design, then the conclusions drawn by the Landscape and Visual Assessment Analysis assessment are considered directly applicable to this assessment.

2.0 The impact on the setting of Climping's historic core of visible new development, increased ambient lighting and noise, and changes to the rural nature of the Church Lane approach

2.0.1 The historic core of Climping is defined as comprising the Parish Church of St Mary, Church Lane (**14**), a Grade 1 Listed medieval building, located c. 300m northeast of the Site and the Scheduled Monument of Climping Deserted Medieval Village (DMV) which as its closest point is c. 100m from the Site, adjacent to St Marys Church, associated with the DMV and known to have been established by 1086. The approach to the historic core – Church Lane, is considered an important aspect to the historic core area, and is described as rural in nature, reminiscent of the feel of the approach to the historic core during the occupation of the village during the medieval period.

2.1 Parish Church of St Mary

Visibility

2.1.1 The Parish Church of St Mary, Church Lane, Climping is a Grade 1 Listed medieval building, located c. 300m northeast of the Site, and is considered a Landmark Building by Arun District Council (ADC 2015).

2.1.2 The church was likely a focal point of the former deserted/shrunken medieval village of Climping, of which two areas of the village, located south and south-east of the building, are Scheduled Monuments.

2.1.3 The earliest cartographic source to clearly depict the church dates to 1778 and indicate that it stood in relative isolation at this time, apart from several farm buildings (Church Farm) located immediately to the west and south. This small complex of buildings was located around the crossing point of what was later to become known as Church Road and Horsemans (later Horsemere) Green

Road. To the east of the church lay the River Arun, the area between comprising flood plain land. Further to the west, the then small town of Littlehampton lay on the opposite side of the River Arun. The area to the north, west and south mainly comprised an agricultural landscape, with field boundaries clearly dividing the surrounding landscape.

2.1.4 The opening of Ford Airfield in 1918, located to the northwest of the Church, represents the first major change in the use of the surrounding landscape near to the church. During World War Two the airfield was part of 11 Group Fighter Command and by 1944 it was equipped with two tarmac runways and a variety of aircraft hangars.

2.1.5 Further change to the surrounding area occurred by c. 1930 when a small area of residential housing was constructed immediately northwest of the Site, along Horseman Greens Road. Further low level residential development had also occurred along Climping Street by this time.

2.1.6 By 1960, Ford Prison had been constructed immediately north of the church and development had extended eastwards, towards the church along Horsemere Green Road. The town of Littlehampton had expanded to the northwest on the east side of the River Arun from the church. By 1970, Ford Prison has expanded westwards onto the former Ford Airfield, and underwent further expansion c. 1990.

2.1.7 The original setting of St Marys Church, likely contemporary with the medieval village of Climping has changed substantially to the north from the time of its original construction. Although two areas of the medieval village are preserved as relatively substantial earthworks, the sense of the association of the church with the medieval village has been diminished. The post-medieval setting of the church as represented by the 1778 map, remained largely unchanged until c. 1918, with more substantial changes to the surrounding landscape seen from the 1930s.

2.1.8 Due to the considerable development immediately to the north and northwest of St Mary's Church, the current wider setting of the building is no longer considered representative of the original setting and does not contribute to the understanding of the heritage asset.

2.1.9 The current immediate setting of St Mary's Church is considered to be the walled church yard that the building is located within, which is bordered by mature trees to the north, west and south. The border of mature trees serves to create a secluded and peaceful setting to the church, screening the building from the surrounding modern development to the north and west. Views out of the church yard are possible to the east, which overlook a relatively flat undeveloped agricultural landscape consisting of horse paddocks and fields. Views southwest, towards the development area from St. Marys Church are screened by intervening topography, trees, and buildings (See Plate 1 – Appendix 1).

2.1.10 As views of the development area are not possible from St. Mary's Church it is concluded that the location of the proposed development will not affect the significance of the setting of this heritage asset.

Lighting

2.1.11 St. Mary's Church is setback from Church Lane by c. 50m, and is partially screened from the road by tall, mature trees. The modern development of the area, particularly Ford Prison located to the north and northwest of St. Mary's Church, and associated infrastructure, has increased the light levels of the surrounding area far beyond that of the light levels at the time of the construction of the church. The light levels experienced from within the immediate setting of the church are likely more noticeable to the west of the building, along Church Lane, resulting from the car headlight passing the church from the north and from the south. It is unknown whether the church is uplit at night time.

2.1.12 The Landscape and Visual Assessment Analysis has stated that should recommended mitigation measures be effected as part of the detailed design process, the long term effect of potential increased lighting along the footpath of Church Lane, and by logical extension, to Church Lane, resulting from the proposed development, is considered '*Slight Negative*' after 5 years and as '*Negligible*' within 10 – 15 years.

2.1.13 As St. Mary's Church is located beyond the junction of Church Lane and Horsemere Green Lane, and is screened by intervening mature, dense trees and buildings, it considered that there will be no effect to the setting of this heritage asset arising from potential increased lighting from the development or increased traffic, resulting from the proposed development.

Noise

2.1.14 The noise assessment has determined that future traffic flows will have a negligible impact on existing properties to the north and those which are part of the proposed development. Taking this into consideration, and as St. Mary's Church is located beyond the junction of Church Lane and Horsemere Green Lane, it is determined that there will no effect to the setting of this heritage asset arising from potential increased noise, resulting from the proposed development.

2.2 Climping Deserted Medieval Village

Visibility

2.2.1 The Scheduled Monument of Climping deserted medieval village (DMV), comprises two separate areas which are located c. 100m from the Site, south of St. Marys Church. The earthworks of the DMV include rectangular house platforms, depressions and banks up to 1.2m high. An area of flint metalling is considered to be a trackway associated with the village. A trial cutting revealed

brick and stone walling of buildings as well as medieval pottery sherds on the site. In 1999, an archaeological watching brief nearby at Church Farm Cottage, west of the scheduled area, recorded pits of medieval and post-medieval date, medieval pottery and animal remains suggesting that the village extended in this direction.

2.2.2 The overall scheduled area is bound to the north by several property boundaries, including the property boundary of the Vicarage (**30**); by Church Lane to the west, the boundary of which is partially lined with mature trees, to the south by a footpath, beyond which is an agricultural field and which is lined by dense mature trees to south and southwest, and by an agricultural landscape, comprising fields, and buildings to the east.

2.2.3 The original setting of the DMV is considered to be much the same as St Marys Church which is thought likely to be contemporary with the medieval village, although not shown on maps until 1778. To the east of the church lay the River Arun and the area between comprised flood plain land. Further to the west, the then small town of Littlehampton lay on the opposite side of the River Arun. The area to the north, west and south mainly comprised an agricultural landscape divided by field boundaries at this time.

2.2.4 Due to the considerable modern development located immediately to the north and west of St Marys Church, the wider setting of the DMV in these directions is no longer considered representative of the original wider setting and is considered not to contribute to the understanding of the heritage asset.

2.2.5 The immediate setting to the north of the southern scheduled area includes St Marys Church, believed to be contemporary with the DMV. Ford prison buildings are located immediately beyond the tree lined boundary to the north of the scheduled area to the north. There are partial views of St Marys Church from within both scheduled areas of the DMV, significantly contributing to the understanding of the DMV. To the south and east of the scheduled areas of the DMV, the setting remains largely unchanged, although views south from within the monument are restricted due to the mature, dense tree line present along the southern boundary of the scheduled area. Views eastwards from within the monument are considered largely unchanged and are unrestricted, across an agricultural landscape.

2.2.6 Views southwest from within the scheduled area, towards the proposed development areas are largely screened by tall, dense mature trees that line the footpath adjacent to the east side of Church Lane. Further screening is provided by dense, tall, mature trees along the west side of Church Lane, and by the residential properties adjacent to the west side of Church Road. From within the northern scheduled area, views towards the proposed development area are further restricted by the buildings associated with Church Farm (Plate 2).

2.2.7 As views of the development area are not possible from the DMV it is concluded that the location of the proposed development will not affect the significance of the setting of this heritage asset.

Lighting

2.2.8 The DMV is located just south of the junction of Horsemere Green Lane and Church Lane and is largely, if not completely screened from the development area by tall, mature, dense trees located along both the west and east side of Church Lane (Plate 2).

2.2.9 If the mitigation measures recommended by the Landscape and Visual Assessment Analysis are implemented, then no effects are anticipated to the setting of the scheduled monument.

Noise

2.2.10 The noise assessment has determined that future traffic flows will have a negligible impact on both existing properties to the north and those which are part of the planned development. Taking this into consideration, it is considered that there will no negative effect to the setting of this heritage asset arising from potential increased noise, resulting from the proposed development, and there exists the possibility that there may be a reduction in the noise experienced at the monument due to the proposed development acting as a sound barrier from traffic noise from the A259, from the south.

2.3 The effect of the development on the approach to the historic core - Church Lane

Visibility

2.3.1 Church Lane is considered to be the approach to the historic core of Climping, seen in Plate 2. The distance between the junction of Church Lane and Horsemere Green Road, to the junction of the Church Lane and the A259 is c. 480m. The road has been described as rural in character, reminiscent of the approach to the historic village of Climping. There is currently no evidence to suggest how far south the medieval village of Climping extended beyond the limits of the scheduled monument located south of St. Marys Church, c. 75m beyond the junction of Church Lane and Horsemere Green Road.

2.3.2 Church Lane is lined with relatively dense, mature, tall trees for c. 150m, when approaching the historic core from the south, from the roundabout at the junction of the Church Lane and the A259. Glimpses of the site are possible along this stretch of the road through the trees.

2.3.3 Beyond this point, tree coverage of the site is sparse, until approaching the residential property of Field Place (constructed between 1910 and 1930), on the eastern side of Church Lane, where a large gap in the trees to the west allows a view across the Site area towards the residential properties along Cropthorne Drive, constructed post-1990.

2.3.4 Beyond this point for c. 80m, the tree coverage along the west side of Church Lane is relatively dense, allowing glimpses, at best, of the site area.

2.3.5 Views towards the site are no longer applicable upon reaching the garden property boundary of Church Farm House East, along the west side of Church lane, c. 50m beyond the extent of the scheduled area of the DMV, located on the east side of Church Lane, due to intervening topography, buildings and vegetation. Beyond St. Marys Church, views from Church Lane are dominated by Ford Prison to the east and west.

2.3.6 The proposed development area is well screened by a mature 25m wide woodland belt along the southern and western boundaries effectively blocking any distant to close views into the site. The proposals will require approximately 172 linear metres of the easternmost part of this woodland belt to be removed to accommodate the construction of an enlarged roundabout and realigned Church Lane. The removal of this section of woodland, scrub and hedge, albeit of minimal height at this location, will open up close direct views into the site from the southern extent of Church Lane.

2.3.7 The eastern boundary along Church Lane is fragmented and narrow; and in some areas limited to a field hedge line. The realignment of Church Lane will require approximately 135 linear metres of the fragmented hedgerow to be removed. This hedge removal will open up views into the site to visual receptors using the realigned Church Lane.

Proposed Mitigation

2.3.8 The development proposes the use of native species planting to mitigate any long term lighting, noise and visual impact resulting from the development from Church Lane, and in relation to the proposed re-routing of the southern section of the same road.

2.3.9 Although an alteration to the alignment of the southern section of Church Lane is proposed, if the proposed mitigation measures are implemented, it is considered that there will be a negligible long term visual effect to the character of Church Lane.

Lighting

2.3.10 The long term effect of potential increased lighting along the footpath of Church Lane was assessed as 'Slight Negative' after 5 years and as 'Negligible' within 10 – 15 years after mitigation measures had been taken into consideration. Based upon this, it is determined that there will be no long term effect to the character of Church Lane resulting from an increase in lighting from the proposed development.

Noise

2.3.11 The change to existing noise sensitive receptors is considered as a '*Not Noticeable Effect*' and at the '*No Observed Effect*' Level along Church Lane by the Noise Assessment report undertaken in 2016. As such, it is concluded that

there will be no long term effect to the character of Church Lane resulting from a potential increase in noise from the proposed development.

The expected effect of the development on flood risk and the local hydrological regime, and consequent impacts on the preservation of Climping's historic core and buried remains within the DMV and to potentially present archaeological remains within the development site area

3.1 The hydrological assessment work undertaken in 2016 indicates that due to the topography of the area, the flow pathways of surface water naturally travels around the Scheduled areas as part of the existing situation, pre development. This is shown in Appendix 2, Figure 1. Furthermore due to the topography of the area, the water is indicated to travel away from the Scheduled areas.

3.2 The assessment work undertaken was predominately focused on the redline application boundary of the proposed development, ensuring that the point of discharge to the proposed drain, which is located away from the Scheduled areas c. 150m south of the scheduled area, will not have a negative impact elsewhere. The recommended mitigation measures such as the inclusion of ponds on Site and flow restrictors have been incorporated into the proposal to prevent flood risk elsewhere from a surface water source. Based upon this, it is considered that the proposed development at the site should not cause an increase or decrease to the existing water flow rate in the area of the scheduled monuments.

3.3 The assessment work undertaken has highlighted that regardless of the development proposals, the scheduled areas lay partially within a flood event area - 1 in 200 + CC flood extent which highlights a potential long term risk to the scheduled remains by the introduction of saline water (Appendix 2, Figure 2).

3.4 The assessment on the impact of ground and surface water changes indicates that there will be no changes to the local hydrological regime of Climping's historic core area and buried remains within the DMV.

3.5 Mitigation measures are in place to manage increased water levels within the development site area (ponds, hydrobrake and permeable paving where applicable). The physical impact of any potential present archaeological remains within the development site area resulting from these mitigation measures is discussed in Section 4 below.

4.0 Does the proposed development site contain archaeological remains that are related, and are of equivalent significance, to the DMV, and will it cause them any harm

4.1 As indicated in the Archaeological Desk Based Assessment[3] (DBA) carried out for the proposed development area, it is likely that construction activities for the

[3] An Archaeological Desk Based Assessment of Church Lane, Climping, West Sussex, Dec. 2016

development will severely truncate, if not completely destroy any sub-surface archaeological features that exist at the Site.

4.2 The area of the deserted medieval village (DMV) is likely to have extended to the area adjacent to the development Site, as evidenced by the archaeological works conducted in 1999 at Church Farm House, located to the north of the Site boundary, where medieval and post-medieval pits, medieval pottery and animal remains thought to be associated with the deserted medieval village of Climping were recorded. It is unknown if remains related to the DMV extended further south into the area of the proposed development.

4.3 The DBA assessed the potential of the proposed development area to contain as yet unknown heritage assets related to the deserted medieval village of Climping as **Low- Medium** as it is reasonable to suggest that the proposed development area was utilised as agricultural fields associated with Church Farm during this time. The potential of the proposed development area to contain as yet unknown heritage assets related to medieval date agricultural activity was assessed as **Medium-High**.

4.4 Archaeological remains, should they be present within the area of the proposed developments were determined by the DBA to be of likely Regional / National significance, if associated with the DMV.

4.5 James Kenny, the Archaeological Advisor for Chichester District Council states in his response[4] that:

"I agree that it is unlikely that the setting of the nearby scheduled deserted medieval village would likely to be unacceptably impacted upon by this proposal. However, the possibility that the settlement might have spread as far as the north-east part of the site should be tested by trial trenching. I also agree with the conclusions of the Historic Desk Environment Assessment (DBA) with regard to the likely general archaeological potential of the site and the need for this to be further investigated ahead of development…"

"In the circumstances I recommend that the site be evaluated by trial trenching ahead of development in order to ensure that any archaeological interest that it may contain can be properly preserved, i.e. either in-situ or by further investigation. This process would be best secured following a standard archaeology condition, in this case, a version of ARC1 excluding the words 'within the area indicated'."

4.6 Based on the above it is considered that the above advice from Mr Kenny adequately addressed the concerns expressed by Historic England with regard to the untested potential of the site to contain any archaeological remains that are related, and of equivalent significance, to the DMV, and whether it will cause them any harm.

[4] James Kenny – CM/1/17/OUT, 16-01-17

4.7 In addition, the results of the evaluation can be used to mitigate the discovery of any significant archaeological finds, either by design (in-situ) or record, as stipulated Mr Kenny, in regards to all aspects of the development, including the location of water retention ponds, and the re-routing of the southern section of Church Lane.

Appendix 1 – Plates



Plate 1:

Facing southwest from St. Mary's Church towards the site area, located beyond the buildings and trees seen in centre of the photograph.



Plate 2:

Facing southwest in the direction of the proposed development which is located beyond the trees and building in centre of the photograph, southbound along church Lane, from the junction of Church Lane and Horsemere Green Lane. The DMV is located to the left of the tree line to left of the photograph

Appendix 2 – Hydrology

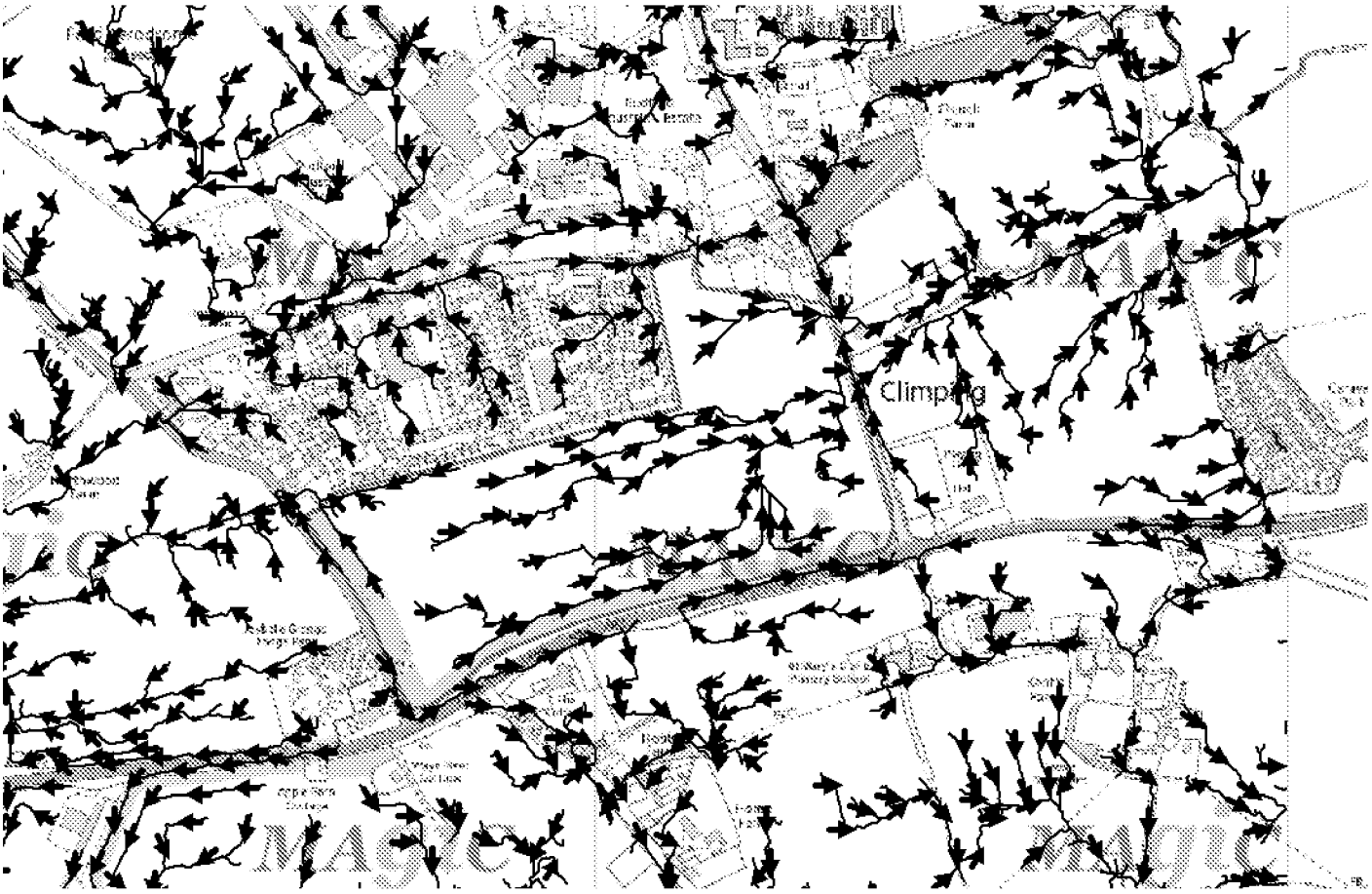
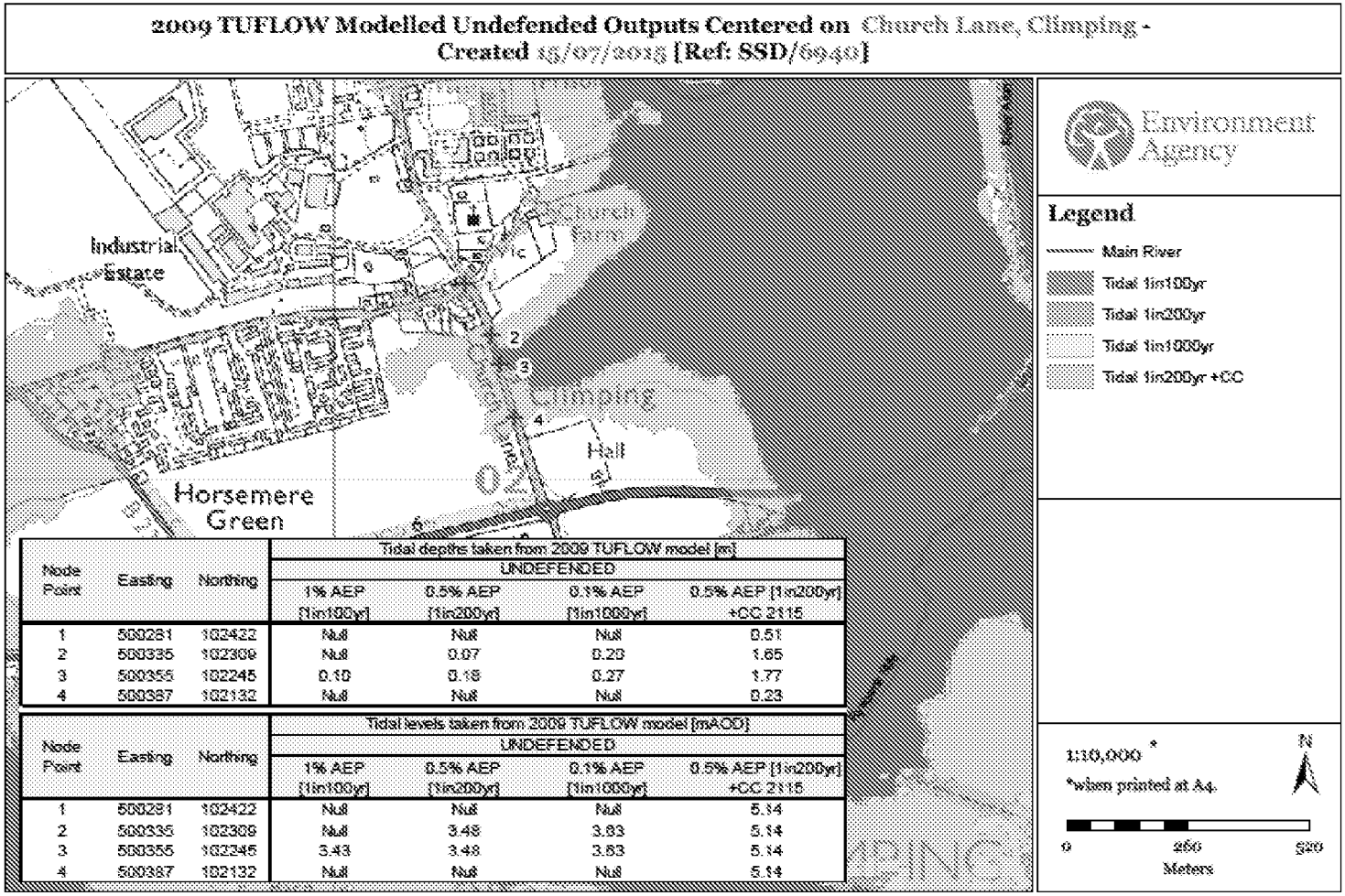


Figure 1 – Existing Water Flow



Node Point	Easting	Northing	Tidal depths taken from 2009 TUFLOW model [m] UNDEFENDED			
			1% AEP [1in100yr]	0.5% AEP [1in200yr]	0.1% AEP [1in1000yr]	0.5% AEP [1in200yr] +CC 2115
1	500281	102422	Null	Null	Null	0.51
2	500335	102309	Null	0.07	0.23	1.65
3	500355	102245	0.10	0.18	0.27	1.77
4	500387	102132	Null	Null	Null	0.23

Node Point	Easting	Northing	Tidal levels taken from 2009 TUFLOW model [mAOD] UNDEFENDED			
			1% AEP [1in100yr]	0.5% AEP [1in200yr]	0.1% AEP [1in1000yr]	0.5% AEP [1in200yr] +CC 2115
1	500281	102422	Null	Null	Null	5.14
2	500335	102309	Null	3.48	3.83	5.14
3	500355	102245	3.43	3.48	3.83	5.14
4	500387	102132	Null	Null	Null	5.14

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Contact Us: National Customer Contact Centre, PO BOX 544, Rotherham, S60 1BY. Tel: 08708 506 506 (Mon-Fri 8-6). Email: enquiries@environment-agency.gov.uk

Figure 2. Environment Agency Data

Sussex Office
Units 1& 2
2 Chapel Place
Portslade
East Sussex BN41 1DR

Essex Office
27 Eastways
Witham
Essex
CM8 3YQ

London Office
Centre for Applied Archaeology
UCL Institute of Archaeology
31-34 Gordon Square
London WC1H 0PY



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