

DEVELOPMENT ARCHAEOLOGY SERVICES Ltd

AN ARCHAEOLOGICAL DESK BASED ASSESSMENT STUDY OF LAND AT WICKS FARM, FORD LANE, FORD, WEST SUSSEX.

**[Site Centred at National Grid Reference: SU 99335 03856]
West Sussex HER Reference Number: 202021-183**

**PREPARED FOR MR. JOHN HALL
OF THE JOHN HALL CONSULTANCY LTD.**



By

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Summary

This archaeological desk-based assessment study has been prepared for Mr. John Hall of The John Hall Consultancy Ltd. in advance of the proposed construction of a new commercial glasshouse development on and associated reservoir installation land at Wicks Farm, Ford Lane, Ford, West Sussex.

*Although the West Sussex Historic Environment Record details the findspot of Palaeolithic palaeoliths found in Ford, the location of this findspot is both imprecise and vague and is given only in very general terms. So, it is considered that the potential for similar such finds to be made within the area of this assessment site will be **low to possibly moderate**.*

*Finds of worked flints from the Mesolithic, Neolithic and Bronze Age periods as well as from the general prehistoric period have been found in the vicinity of this assessment site, both from surface collection and from the results of an archaeological watching brief in 1999 associated with the Ford Water Treatment Works. From this, it may be concluded that the potential for recovery of finds from these various prehistoric periods to be found on this assessment site may be considered to be **moderate to possibly high**. However, no associated archaeological features and deposits from these various periods have been found in the direct vicinity of this assessment site, so it is considered that the potential for associated archaeological activity from these various periods to be made on this assessment site will therefore be **low to possibly moderate**.*

*This assessment has not identified any archaeological activity or finds from the Iron Age period within the vicinity of this proposed development site. Evidence for Iron Age settlement activity and finds have been made as the result of previous archaeological investigations in 1999 and in 2019 at the Ford Airfield site. However, these investigations took place well to the south of this assessment site, so it is considered that the potential for Iron Age settlement activity and finds to be encountered on this assessment site will be **low to possibly moderate**.*

*This study has similarly not identified any evidence for archaeological activity and finds from the Romano-British period within the close proximity of this assessment site. Such finds that have been made have come from earlier archaeological investigations made in 1999 at the Ford Airfield and comprised contemporary settlement activity. These finds were made well to the south of this assessment site, so it is concluded that the potential for archaeological activity and finds from this period to be found on this assessment site will be **low**.*

*This assessment has not identified any archaeological activity or finds from the Anglo-Saxon period within the vicinity of this assessment site. Evidence from this period that has been identified by this study is concentrated around the parish church in Ford, that is situated well to the east of this assessment site. So, the potential for archaeological activity and finds from the Anglo-Saxon period to be encountered on this proposed development site will therefore be **low**.*

This study has similarly not identified any evidence for archaeological activity and finds from the medieval period within close proximity of this assessment site. Such medieval settlement activity as has been identified by this study is situated well to the east and is concentrated around the parish church of Ford, which served as the focus for the medieval settlement here. So, the potential for archaeological settlement activity and finds from

*this medieval period to be found on this assessment site will be **low**.*

*By contrast, this study has identified ample evidence for post-medieval settlement activity close to the area of this assessment site from the various farmsteads of this period located nearby including Wicks Farm to the south and Long Barn to the immediate west. The settlement activity that focused on these farmsteads continued throughout the early modern period to the present time. The map regression that was undertaken for this study has identified several field boundaries from these later periods within the area of this assessment site. So, it is concluded that the potential for archaeological activity and finds from these later historic periods to be made on this assessment site will be **moderate to high**, though this potential is not considered to be significant.*

The potential for previously unknown and unexpected archaeological findings should also be taken into consideration. From previous experience of working within the Lower Sussex Coastal Plain, this is particularly the case with the finding of archaeological settlement activity and finds from the Bronze Age, Iron Age and Romano-British periods. These considerations should also be made bearing in mind the very significant multi-period archaeological activity and finds that were produced from these periods and also from the earlier prehistoric periods as the result of the previous and extensive archaeological investigations made at the Ford Airfield site since the end of the last century.

The groundworks associated with this proposed development comprising the erection of new glasshouses along with the creation of the new lagoon may directly impact on any buried archaeological potential. This potential impact would come from the excavation of the foundations for the new glasshouses along with ground reduction associated with the construction of the new lagoon.

*In the light of the identified archaeological potential, it is considered that the potential impact on the identified **low** archaeological potential will be **low** and that on the identified **high** archaeological potential will be **high**, based on the currently available data. Though, and as noted earlier, these general considerations should be tempered by the possibility of previously unknown and unexpected archaeological findings being made and also in consideration of the very significant multi period archaeological activity and finds that have been made as the result of the previous archaeological work carried out at the Ford Airfield site.*

The results of this study suggest there should be no grounds for refusal on archaeological or heritage considerations. Adequate mitigation may be put in place by the application of a suitably worded condition requiring site investigation in advance of any proposed groundworks.

1.0 Introduction

- 1.1 This archaeological desk-based assessment study was commissioned by Mr. John Hall of The John Hall Consultancy Ltd. Its purpose is to assess, without the use of intrusive methods, the archaeological potential of land at Wicks Farm, Ford Lane, Ford, West Sussex. This will form the basis for a decision-making process that will seek to address the interests of the developer, while ensuring that archaeological resources, if present, are not needlessly compromised as a result of developing the site.

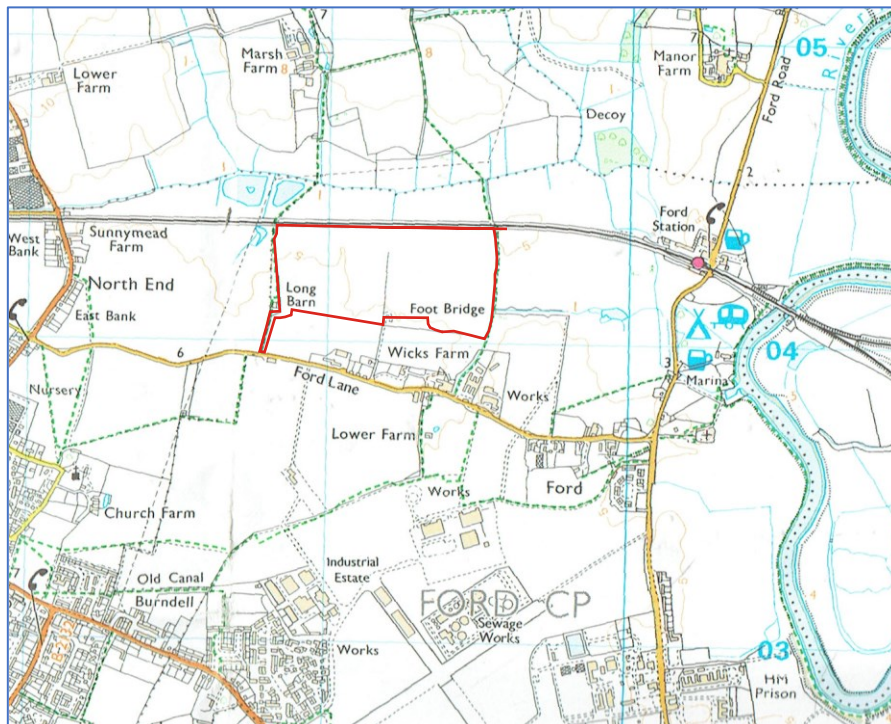


Figure 1: Site location at scale 1:25,000. The assessment site is shown outlined in red. (O.S. copyright licence no. 100048723)

2.0 Site location and description

- 2.1 The assessment site comprises a parcel of land that is situated to the north of Wicks Farm and is accessed via a trackway off the northern frontage of Ford Lane. The assessment site is located at National Grid Reference SU 99335 03856 and is at a height of approximately +4m AOD. [above ordnance datum] The West Coastway Railway Line forms the northern boundary to this assessment site. The assessment site is located within the modern civil parish of Ford, administrative district of Arun, county of West Sussex [Figures 1 and 2].
- 2.2 The assessment site is located within a low-lying area of the Lower Sussex Coastal Plain and is situated on deep stoneless well drained silty soils of the Hamble 2 Series, which have developed upon aeolian silty drift deposits of brickearth and on Chalk of the Upper Cretaceous [Soil Survey, 1984; BGS, 1996].

- 2.3 The site is centred at approximately Central National Grid Reference: SU 99335 03856.
- 2.4 The full proposed development site area lies on land presently utilised for arable husbandry. The full site area covers approximately 50,000m². [Reservoir approx. 18,000m, greenhouse approx. 25,000m² with service / hardstanding area of approximately 7,000m²].

3.0 Objectives and methods

- 3.1 The purpose of this report is to establish the presence or absence of archaeological remains that may be vulnerable to the works associated with the proposed development; to assess their potential significance and the extent to which the proposed works are likely to affect them.
- 3.2 The report is based on information derived from the following sources: -
- The West Sussex Historic Environment Record (HER);
 - The National Heritage List of Historic England (NHL);
 - Published early Edition Ordnance Survey maps from the online National Library of Scotland; and
 - A walkover survey of the area of the assessment site by Christopher Pine of Development Archaeology Services Limited.

- 3.3 A search of the West Sussex Historic Environment Record (HER) was undertaken for listed buildings, archaeological sites, findspots and previous archaeological investigations within a 1.0km radius centred on National Grid Reference SU 99335 03856. The results of this search are presented below as **Appendix 1** and their respective locations are shown on **Figure 9**.
- 3.4 Copies of published Ordnance Survey maps of the area of the assessment site were obtained from the online National Library of Scotland and comprise **Figures 3-8** in this study. The results of an historical map regression of the assessment site are presented in **Section 6.1** of this assessment.
- 3.5 A number of digital photographs of the area of the assessment site were taken during the walkover survey, which was undertaken on the 16th January 2021. The results of the walkover survey are presented in **Section 6.3** of this study.

4.0 Planning background

- 4.1 This archaeological desk based assessment study has been prepared for Mr. John Hall of The John Hall Consultancy Ltd. in support of and to inform a forthcoming application for planning consent, which will be submitted to Arun District Council, the Local Planning Authority for the proposed construction of a new commercial glasshouse development with an associated lagoon [reservoir] and hardstanding on land at Wicks Farm, Ford Lane, Ford, West Sussex [**Figure 2**].

5.0 Archaeological and historical background

- 5.1 A search was undertaken of the West Sussex County Historic Environment Record (HER) for a 1.0km radius which was centred on National Grid Reference SU 99335 03856. The online National Heritage List of Historic England (NHL) was also consulted.
- 5.2 Palaeoliths have been found at Ford on the River Arun (**Site No. 14**, HER MWS6292).
- 5.3 A scatter of Mesolithic worked flints was found in 1975 in a field to the east of Marsh Farm, Tortington (**Site No. 5**, HER MWS2410).
- 5.4 A broken polished flint axe and a sandstone rubber were found to the south-west of the church at Ford in 1943 (**Site No. 7**, HER MWS3221). They were found during the excavation of a service trench.
- 5.5 Five hard hammer struck flint flakes of late Neolithic or Bronze Age date along with seven fragments of burnt flint of prehistoric origin were recovered from an archaeological watching brief on the haul road segment at the Ford Water Treatment Works in 1999 (**Site No. 15**, HER MWS6980).

- 5.6 A finds assemblage consisting of nine hard hammer struck flint flakes, four retouched flint tools and one flint core of Mesolithic date, one prehistoric burnt flint fragment, a sherd of medieval pottery and a fragment of post-medieval roof tile were found during an archaeological watching brief on the haul road segment at the Ford Water Treatment Works in 1999 (Segment 2) (**Site No. 37**, HER MWS69810).
- 5.7 A finds assemblage consisting of one hard hammer struck worked flint and five fragments of burnt flint of Mesolithic date along with a sherd of post-medieval pottery were recovered from an archaeological watching brief on the haul road segment at the Ford Water Treatment Works in 1999 (Segment 3), (**Site No. 38**, HER MWS6982).
- 5.8 A finds assemblage that consisted of seventeen struck flints, five flint cores, one awl and ten flint flakes of Neolithic and Bronze Age date were recovered from an archaeological watching brief on the haul road segment at the Ford Water Treatment Works in 1999 (Area A) (**Site No. 39**, HER MWS6983).
- 5.9 A scatter of Bronze Age and early medieval pottery were found opposite the church at Ford in 1999 (**Site No. 16**, HER MWS7089).
- 5.10 A piece of Anglo-Saxon interlaced sculpture is built into the vestry wall above the church door at the parish church of St Andrew in Ford (**Site No. 6**, HER MWS3102).
- 5.11 Ford is a relatively common place name and is derived from the Old English *ford* or 'place by the ford'. In this case, this would refer to a ford across the nearby River Arun to the east. The earliest documentary reference to this settlement in West Sussex dates from c.AD1194, when it was referred to as *Fordes*. This name suggests a plurality of fords across the river in this locality. Until the 12th or 13th centuries, Ford was a part of the parish of Climping. [Mills, 2004].
- 5.12 In the course of works carried out in the late 19th century at Ford church, a singular interment was discovered on the north side of the building in the parish churchyard (**Site No. 12**, HER MWS6290). The interment contained six skeletons that were placed in a circle. No pottery or other remains were found. The burials were thought to have been pagan of late Saxon or medieval date.
- 5.13 The parish church of St Andrew is Grade I listed (**Site No. 4**, HER DWS948, NHL 1233989). The church consists of a western bell turret, a chancel and a nave with a south aisle. The church was founded at some time between AD700 and AD1040. The framework of the church is of mostly 11th century AD Norman origin of two cells. An aisle was added in the late 12th century with an arcade probably of two bays and the chancel was extended in the early 14th century. The aisle was subsequently removed, and probably soon after this, a south porch was added in 1637. The church was restored in 1865. The church windows date from between the 12th–16th centuries. From foundations discovered near the church, the existence of a parsonage to the north and a monastic cell to the south in the early 15th century have been suggested.

- 5.14 Various medieval earthworks are situated around the parish church of St Andrew at Ford and represent evidence for the shrunken medieval settlement here (**Site No. 13**, HER MWS6291). The earthworks include at least one house platform.
- 5.15 Various ground irregularities near the church in Ford mark the site of a manor house, which had been erected in the 12th century AD (**Site No. 35**, HER MWS3222). The site was defended by ditches (rather than by a moat), which were filled by the tides of the nearby River Arun. The site also had a large park attached. The manor house was demolished in 1608. Some of the foundations of the manor house were exposed in 1818 by the construction of the Portsmouth-Arundel Canal.
- 5.16 Alongside the railway and the railway station and the River Arun at Ford are the remains of a medieval dock (**Site No. 10**, HER MWS5760). This may have been the Domesday and medieval port of Arundel. 'Ford Dock' is featured on a map of 1778 close to the point where the Arun-Portsmouth canal was later to link with the river. Ford Ferry is also shown on a map of 1803 and presumably marks the site of this medieval ford.
- 5.17 The site of a duck decoy pond occurred at Tortington dating from 1666 onwards (**Site No. 21**, HER MWS11717). It is featured on the tithe map for the parish of Tortington of 1841 as Decoy Copse.
- 5.18 Atherington House, Ford Place, Southdown House and The Lodge on Ford Lane is a Grade II listed large 'L'-shaped house, which is now subdivided (**Site No. 1**, HER DWS947, NHL 1233927). The interior of the building may contain some 17th century work, but the exterior is of 18th century origin.
- 5.19 The Grade II listed The Cottage on Ford Lane comprise the original stables of Ford Place, which have been converted into a residential dwelling (**Site No. 3**, HER DWS605, NHL 1398423). The building is of 18th century origin.
- 5.20 New House Farmhouse on Ford Lane is a Grade II; listed 18th century house (**Site No. 2**, HER DWS604, NHL 1027630).
- 5.21 The site of an 18th century farmstead occurs at Newhouse Farm, Ford (**Site No. 25**, HER MWS12588). This was arranged around a four-sided loose courtyard with the farmhouse detached from the main working complex. The site was located within a hamlet and is still extant.
- 5.22 The site of an 18th century farmstead is located at Place Farm, Ford (**Site No. 27**, HER MWS13333). This was a four-sided 'L'-plan loose courtyard farmstead with a detached farmhouse that was set away from the yard. The farmstead was within a hamlet and has undergone a partial loss of traditional buildings.
- 5.23 The Portsmouth-Arundel canal was a barge canal that was originally projected to run from the River Arun at Ford to Salterns in Chichester Harbour (**Site No. 9**, HER MWS5754). From Hunston, the barge canal ran for 9.75 miles to Ford, where two locks took it down to the River Arun. Work on the canal

began in 1818 and it was opened in 1822. However, by 1833, it had fallen into disuse. It survives as an earthwork along most of its line except where it has been destroyed by agricultural activity or development. Several bridges over the canal also survive.

- 5.24 The site of a former 19th century double sided loose courtyard out farm or field barn occurred at Farm Barn, Ford (**Site No. 19**, HER MWS10202). The site was in an isolated location and has been demolished or lost.
- 5.25 The site of a former 19th century double loose sided courtyard out farm or field barn was situated at Fordground Barn, Ford (**Site No. 20**, HER MWS1505). This was in an isolated location and has been demolished or lost.
- 5.26 The site of a former 19th century 'L'-plan regular courtyard outfarm or field barn occurred at Long Barn, Ford and to the immediate west of this assessment site (**Site No. 22**, HER MWS12035). The site was in an isolated location and has been demolished or lost.
- 5.27 The site of a former 19th century 'L'-plan regular courtyard outfarm or field barn was situated at Lower Farm, Ford (**Site No. 23**, HER MWS12220). This was a loose farmstead cluster, but the site has been demolished or lost.
- 5.28 The site of a former 19th century double sided loose courtyard outfarm or field barn was situated at New Barn, Ford (**Site No. 24**, HER MWS12473). This was in an isolated location and has been demolished or lost.
- 5.29 The site of an extant 19th century single sided loose courtyard outfarm or field barn is situated to the north-east of Yapton (**Site No. 26**, HER MWS13032). It is in an isolated location.
- 5.30 Wicks Farm, which is situated to the south of this assessment site, is a 19th century double sided loose courtyard farmstead with a detached farmhouse that is set side on to the yard (**Site No. 28**, HER MWS13998). The farmstead is still extant.
- 5.31 A Yard to the east of Wicks Farm is a 19th century 'L'-plan regular courtyard farmstead with additional detached elements to the main plan (**Site No. 30**, HER MWS14085). This has undergone a partial loss of traditional buildings and may possibly be a part of Wicks Farm.
- 5.32 A Yard adjacent to Boundary Cottage, Ford is a 19th century three-sided 'L'-plan loose courtyard farmstead (**Site No. 29**, HER MWS14057). This has undergone a significant loss of traditional buildings and may possibly have been a part of Wicks Farm.
- 5.33 A Yard to the west of Newhouse Farm, Ford is a 19th century 'U'-plan regular courtyard farmstead (**Site No. 31**, HER MWS14154). This is situated within a hamlet and has undergone a total transformation with the farmstead surviving, but with a total change to the plan layout.

- 5.35 A sub-oval shaped area or hollow was exposed during the course of an archaeological watching brief at the Ford Water Treatment Works in 1999 (Area B) (**Site No. 40**, HER MWS6985). A 19th century stoneware ink well was recovered from this feature.
- 5.36 The Lyminster to Chichester Railway, which forms the northern boundary to this assessment site, extended through the northern tip of the parish of Ford and was opened in 1846 (**Site No. 46**). The railway station at Ford was also opened at this time.
- 5.37 The Ford Hospital Railway was a former branch line from the main railway to the US military hospital at Ford in WWI (**Site No. 11**, HER MWS3301).
- 5.38 Work began on the Ford Airfield in 1916 and was opened in 1917 for the use of the RAF and USAAF (**Site No. 45**). The airfield subsequently fell into disuse and was closed in 1920. Shortly after 1920, the Ford Motor Company took over the site from the Air Ministry and the site was used to manufacture planes and to conduct experiments in in-air refuelling. The military took back the airfield in 1937 to set up a training base for naval pilots for the Fleet Air Arm. During WWII, the RAF took over the base for wartime operational usage. The airfield was damaged in an air raid in 1940. At the end of WWII, the airfield was returned to the Fleet Air Arm, who continued to use it as a training station. Military occupation of the airfield ceased in 1958 with much of the site being returned to agricultural usage. Ford open prison occupied the eastern part of the site from 1961.
- 5.39 The site of a former WWII gun emplacement is situated close to the railway bridge over the River Arun at Ford (**Site No. 8**, HER MWS5224).
- 5.40 The site of a former WWII anti-aircraft battery site is situated at Ford Airfield (**Site No. 17**, HER MWS7129).
- 5.41 The site of a former WWII Royal Observer Corps monitoring post is situated at Ford Airfield (**Site No. 18**, HER MWS7518).
- 5.42 A series of WWII anti-tank cylinders are used as car park boundary markers at Ford (**Site No. 33**, HER MWS15072).
- 5.43 There have been a number of previous archaeological investigations within the search area used for this assessment. In 2019, an archaeological strip, map and record excavation was undertaken during the groundworks associated with the construction of a new anaerobic digestion facility on land at Wicks Farm (**Site No. 32**, HER MWS14976, EWS1945). The site was found to have been largely disturbed by the creation of the existing farm access during the 20th century. The road access to the yard had been built over 20th century rubble, some of which may have been derived from former structures on the site, possibly associated with the WWII refuelling depot that once stood on this site. No archaeological features or finds were identified.

- 5.44 An archaeological evaluation took place on land off Burndell Road, Yapton in 2011 (**Site No. 34**, HER MWS14177, EWS1774). Three distinct areas of archaeological activity were identified with prehistoric activity being confined to the western and eastern portions of the site. A number of late Bronze Age to early/middle Iron Age ditches were recorded within the western part of the site. This reflected a pattern of contemporary land enclosure on a broad north east-south west alignment. Postholes that were identified close to the ditches suggested peripheral contemporary settlement activity or agricultural buildings. The eastern part of the site revealed Middle Bronze Age pits and a contemporary burnt flint filled trough. Finds from here suggested a possible settlement focus. A number of undated ditches and gullies were also recorded within this eastern part of the site. These were thought to be contemporary with an early-middle Iron Age north-south west aligned ditch in this area. These were likely to have formed a contemporary prehistoric field system. Prehistoric archaeological features were generally absent from the central part of the site apart from two undated gullies, which followed the same broad north east-south west alignment of the prehistoric enclosures to the east and west. Most of the post-medieval archaeological features that were recorded within the evaluation area consisted of linear ditches that reflected the present day north-south and east-west trends of land division. Some of the ditches were aligned with field boundaries shown on 18th and 19th century mapping of the area.
- 5.45 In 1999, a programme of archaeological works was carried out in advance of the construction of a new waste water treatment works at the Ford Airfield site (**Site No. 36**, HER MWS6921, EWS1149). This programme included a Phase 1 evaluation, a Phase 2 excavation and a Phase 3 programme of excavation and recording during construction works. The evaluation identified a large assemblage of Mesolithic, Neolithic and Bronze Age burnt and worked flints, which were recovered from both the topsoil and ploughsoil horizons. A low density of Mesolithic finds were recovered from the site, but a concentration in Trench 4 suggested a Mesolithic land surface. Other findings included: Bronze Age and Iron Age ditches; a substantial Bronze Age posthole and a Roman drainage ditch; a late Bronze Age terminal end of a gully or posthole, a possible Bronze Age roundhouse, a Bronze Age/Iron Age square shaped pit; an Anglo-Saxon pit, post-medieval ditches and boundary ditches along with other undated postholes and ditches. The excavations identified later Mesolithic worked flints. However, no archaeological features which could be attributed to the Mesolithic or Neolithic periods were found. This excavation also recorded: a square shaped late Bronze Age enclosure with a late Iron Age cremation burial, which had been inserted into this enclosure; numerous late Bronze Age pits and postholes as well as trackways, the trackways suggested evidence for land division. During the late Iron Age, a co-axial field system was laid out on a north-south and east-west orientation and aligned at 45 degrees to its Bronze Age predecessor, which was made up of numerous ditches. Other findings included a late Iron Age trackway, a further possible late Iron Age cremation and a Roman shelter for possible metal working and ditches.
- 5.46 In 2003, a Phase 1 archaeological evaluation was undertaken on land at the former Ford Airfield in advance of redevelopment at the site (**Site No. 41**, HER MWS9678, EWS715). The evaluation identified remains from between the Bronze Age and the post-medieval periods. Three late Bronze Age possible inurned cremation burials were found. Several probable prehistoric ditches were revealed, which were

thought to represent elements of a late Iron Age field system that had also been identified to the north of this site. An undated or possible prehistoric enclosure was recorded at the south-western edge of the site. An arrangement of nine undated postholes were also found, which represented the site of a possible structure or a fenced enclosure. A pair of parallel ditches that perhaps delineated a possible Roman droveway was also found along with a single post-medieval or later ditch and a significant number of other undated archaeological features.

- 5.47 This was followed in 2006 by a Phase 2 archaeological excavation of the same site (**Site No. 41**, HER MWS9678, MWS715). The excavation took place within two areas. The first phase of activity on the site was in the Mesolithic/Neolithic periods. Finds from this phase comprised a small assemblage of struck flints. The next and second phase of activity on the site was attributed to the late Bronze Age and related to the laying out of a co-axial field system. The orientation of this field system correlated well with similar remains found during previous archaeological investigations to the north, which suggested that both finds were elements of the same field system. Other archaeological features that belonged to this period consisted of a number of pits and postholes. The third phase of archaeological activity on this site pertained to the Roman period. The archaeological features recorded from this period consisted of field boundaries, a possible droveway and isolated pitting. Pottery recovered from these features suggested a date of the 2nd-3rd centuries AD. The ditches of this period were laid out from north-south and from east-west. The fourth and final phase of archaeological activity on this site belonged to the post-medieval period. Several ditches from this period were recorded. The remaining findings comprises a number of undated features such as postholes, pits and a ditch.
- 5.48 In 2018, a geophysical survey as undertaken on land at the former Ford Airfield in advance of proposed new residential development (**Site No. 42**, MWS14655, EWS1875). The results of this survey were dominated by the remains and associated debris of the WWI and WWII Ford Airfield, including runways, hangers and tie down areas. The disused Portsmouth-Arundel Canal was also identified as well as a number of former field boundaries, footpaths and sites of former post-medieval buildings. In addition, four previously unrecorded areas of archaeological activity were also identified. These were thought to be prehistoric to Roman in date. It was considered likely that the military usage of the site may have truncated a larger settlement.
- 5.49 A detailed geophysical survey was carried out in 2011 on land at the Ford Waste Water Treatment Works in advance of the installation of piping (**Site No. 43**, HER MWS14871, EWS1916). Due to the proximity to several metallic objects in and alongside the survey area such as pipes and fences, a significant part of the data obtained consisted of magnetic disturbance. Several positive linear anomalies observed along the pipeline corridor may have had an archaeological origin. However, these were thought to have been the result of more recent archaeological activity. Two further areas of magnetic debris and bipolar anomalies possibly related to the former airfield.
- 5.50 This was followed later in 2011 by an archaeological watching brief on the groundworks for the installation of a new rising main around the existing water treatment works at Ford (**Site No. 43**, HER MWS14871, EWS1916). The watching brief revealed the possible continuation of archaeological

features that had been found during previous archaeological investigations at the site. Only three archaeological features were encountered during the groundworks across the whole of the site. These consisted 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.

- 5.51 In 2019, an archaeological watching brief was undertaken on the groundworks pertaining to the construction of a new access road at the Ford Airfield Industrial Estate (**Site No. 44**, HER MWS15012, EWS1980). The watching brief identified two archaeological features that were thought to have been field boundaries. One was thought to date to the late Bronze Age and the second to the late Iron Age. Finds of Mesolithic to early Neolithic flint and very small fragments of possible Neolithic pottery were thought to have been recovered from their fills, but were residual. A line of probable postholes was also identified. These appeared to follow the line of the Iron Age ditch and was a possible successor to this feature. Other finds included a fragment of Roman roof tile and other finds from the medieval and post-medieval periods related to local manuring activity.

6.0 Site specific search/investigation results

6.1 Cartographic and documentary information [Figures 3-8]

- 6.1.1 Copies of published Ordnance Survey (O.S.) maps were obtained from the online National Library of Scotland. The earliest map consulted in this study comprised an extract from the First Edition six inch to one-mile scale Ordnance Survey (O.S.) map of 1880. This map forms **Figure 3** of this study. This map shows the assessment site as occupying the areas of three then existing enclosures to the south of the railway line, which forms the northern site boundary as at present. Within the area of this assessment site, two north-south orientated field enclosure boundaries may be seen to extend southwards from the railway line to the southern assessment site boundary. The outfarm at Long Barn (**Site No. 22**) is shown to the immediate west.
- 6.1.2 An extract from the Second Edition six inch to one-mile scale Ordnance Survey (O.S.) map of 1899 forms **Figure 4** of this assessment. This map shows some change having taken place to the area of this assessment site between 1880 and 1899. The two former north-south orientated field enclosure boundaries that were featured on the map of 1880 have gone by 1899. The area of this assessment site by 1899, now occupies one whole and much larger enclosure with no internal boundaries within it.
- 6.1.3 An extract from the Third Edition six inch to one-mile scale Ordnance Survey (O.S.) map of 1914 comprises **Figure 5** of this assessment study. This map shows that no change took place to the internal layout of the assessment site between 1899 and 1914.
- 6.1.4 An extract from the Provisional Edition six inch to one-mile scale Ordnance Survey (O.S.) map of 1951 forms **Figure 6** of this study. This map shows two new north-south aligned field boundaries within the area of the assessment site. These were slightly to the east of those featured on the map of 1880, but both extended southwards from the railway line, (which still forms the northern site boundary), to the

southern boundaries of the assessment site.

- 6.1.5 An extract from the 1:10,560 scale Ordnance Survey (O.S.) map of 1962 forms **Figure 7** of this study. This map similarly shows that no change took place to the internal layout of the assessment site between 1951 and 1962 with the two north-south orientated field boundaries remaining in existence within the area of this assessment site.
- 6.1.6 An extract from the 1:10,000 scale Ordnance Survey (O.S.) map of 1980 comprises **Figure 8** of this assessment. This map shows that one of the two north-south orientated field boundaries, comprising the boundary to the east, having been removed between 1962 and 1980. A further new north-south aligned field boundary is however, in place within the western portion of the assessment site by this time. This similarly extended southwards from the railway line to the southern boundary of the assessment site.
- 6.1.7 **Figure 1** shows the current layout of the assessment site. This map shows the western north-south aligned field boundary shown on the map of 1980 having gone by this time. There is one remaining north-south orientated field boundary within the assessment site, which was first featured on the O.S map of 1951, remains. However, the northern portion of this boundary appears to have been removed by the present time.

6.2 Site walkover survey

- 6.2.1 A walkover survey of the area of the assessment site was made by Christopher Pine of Development Archaeology Services Limited on the 16th January 2021 for the purpose of recording the present appearance and environs of the assessment sites and noting any features which might indicate surviving archaeological remains. This included a digital photographic record. The weather conditions were clear though after heavy rainfall.
- 6.2.2 Ground surface level rises gently north to south [estimated < 2m over 350m].
- 6.2.3 The site is bounded along its western boundary by an existing greenhouse and associated ancillary buildings and service roads.
- 6.2.4 To the south the site is bounded immediately by a concrete surfaced 'service area' with farm buildings and access roads further to the south.
- 6.2.5 The northern site boundary is defined by the west east orientated main line [Chichester Ford / Barnham route] rail track
- 6.2.6 No surface anomalies that might be indicative of below ground archaeology were noted during the walkover. However, examination of spoil / topsoil mounds along the periphery of the south and western site boundaries did contain sparse burnt flint fragments.



Plate 1



Plate 2



Plate 3



Plate 4



Plate 5

Plate 1: The site viewed from its south west corner looking to the north.

Plate 2: The site viewed from the south / centre of the site looking to the north.

Plate 3: The southern boundary of the site looking from the south west corner to the east

Plate 4: The western site boundary [existing green house facility seen in the near [100m] distance.

Plate 5: North western site area. [Bounded on northern margin by rail mainline].

7.0 Assessment of archaeological potential

- 7.1 Although the West Sussex Historic Environment Record details the findspot of Palaeolithic palaeoliths found in Ford, the location of this findspot is both imprecise and vague and is given only in very general terms. So, it is considered that the potential for similar such finds to be made within the area of this assessment site will be **low to possibly moderate**.
- 7.2 Finds of worked flints from the Mesolithic, Neolithic and Bronze Age periods as well as from the general prehistoric period have been found in the vicinity of this assessment site, both from surface collection and from the results of an archaeological watching brief in 1999 associated with the Ford Water Treatment Works. From this, it may be concluded that the potential for recovery of finds from these various prehistoric periods to be found on this assessment site may be considered to be **moderate to possibly high**. However, no associated archaeological features and deposits from these various periods have been found in the vicinity of this assessment site, so it is considered that the potential for associated archaeological activity from these various periods to be made on this assessment site will therefore be **low to possibly moderate**.
- 7.3 This assessment has not identified any archaeological activity or finds from the Iron Age period within the vicinity of this proposed development site. Evidence for Iron Age settlement activity and finds have been made as the result of previous archaeological investigations in 1999 and in 2019 at the Ford Airfield site. However, these investigations took place well to the south of this assessment site, so it is considered that the potential for Iron Age settlement activity and finds to be encountered on this assessment site will be **low to possibly moderate**.
- 7.4 This study has similarly not identified any evidence for archaeological activity and finds from the Romano-British period within the close proximity of this assessment site. Such finds that have been made have come from earlier archaeological investigations made in 1999 at the Ford Airfield and comprised contemporary settlement activity. These finds were made well to the south of this assessment site, so it is concluded that the potential for archaeological activity and finds from this period to be found on this assessment site will be **low**.
- 7.5 This assessment has not identified any archaeological activity or finds from the Anglo-Saxon period within the vicinity of this assessment site. Evidence from this period that has been identified by this study is concentrated around the parish church in Ford, that is situated well to the east of this assessment site. So, the potential for archaeological activity and finds from the Anglo-Saxon period to be encountered on this proposed development site will therefore be **low**.
- 7.6 This study has similarly not identified any evidence for archaeological activity and finds from the medieval period within close proximity of this assessment site. Such medieval settlement activity as has been identified by this study is situated well to the east and is concentrated around the parish church of Ford, which served as the focus for the medieval settlement here. So, the potential for archaeological settlement activity and finds from this medieval period to be found on this assessment site will be **low**.

- 7.7 By contrast, this study has identified ample evidence for post-medieval settlement activity close to the area of this assessment site from the various farmsteads of this period located nearby including Wicks Farm to the south and Long Barn to the immediate west. The settlement activity that focused on these farmsteads continued throughout the early modern period to the present time. The map regression that was undertaken for this study has identified several field boundaries from these later periods within the area of this assessment site. So, it is concluded that the potential for archaeological activity and finds from these later historic periods to be made on this assessment site will be **moderate to possibly high**, though this potential is not considered to be significant.
- 7.8 The potential for previously unknown and unexpected archaeological findings should also be taken into consideration. From previous experience of working within the Lower Sussex Coastal Plain, this is particularly the case with the finding of archaeological settlement activity and finds from the Bronze Age, Iron Age and Romano-British periods. These considerations should also be made bearing in mind the very significant multi-period archaeological activity and finds that were produced from these periods and also from the earlier prehistoric periods as the result of the previous and extensive archaeological investigations made at the Ford Airfield site since the end of the last century.
- 7.9 The results of this study suggest there should be no grounds for refusal on archaeological or heritage considerations. Adequate mitigation may be put in place by the application of a suitably worded condition requiring site investigation in advance of any proposed groundworks

8.0 Impact on archaeological resources

- 8.1 The groundworks associated with this proposed development comprising the erection of new glasshouses along with the creation of the new lagoon may directly impact on any buried archaeological potential. This potential impact would come from the excavation of the foundations for the new glasshouses along with ground reduction associated with the construction of the new lagoon.
- 8.2 In the light of the identified archaeological potential, it is considered that the potential impact on the identified **low** archaeological potential will be **low** and that on the identified **high** archaeological potential will be **high**, based on the currently available data. Though, and as noted earlier, these general considerations should be tempered by the possibility of previously unknown and unexpected archaeological findings being made and also in consideration of the very significant multi period archaeological activity and finds that have been made as the result of the previous archaeological work carried out at the Ford Airfield site.

9. Acknowledgements

- 9.1 Development Archaeology Services Ltd. would like to thank Mr. John Hall of John Hall Consulting Ltd. for commissioning this archaeological desk-based assessment study. Thanks, are also extended to

Rachael Salter of the West Sussex Historic Environment Record for her kind assistance.

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Extract from the Third Edition six inch to one-mile scale Ordnance Survey (O.S.) map of 1914, map sheet no. Sussex 62SE.

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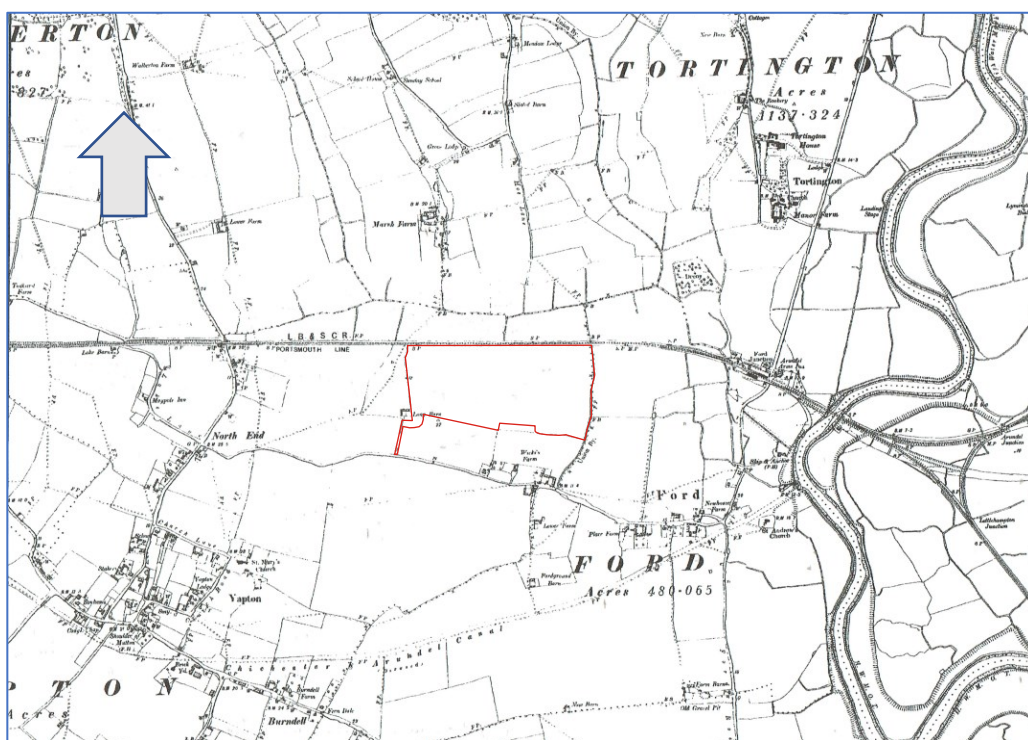


Figure 3: Extract from the First Edition six inch to one-mile scale Ordnance Survey (O.S.) map of 1880, map sheet no. Sussex 62SE. The boundaries of the assessment site are shown outlined in red.

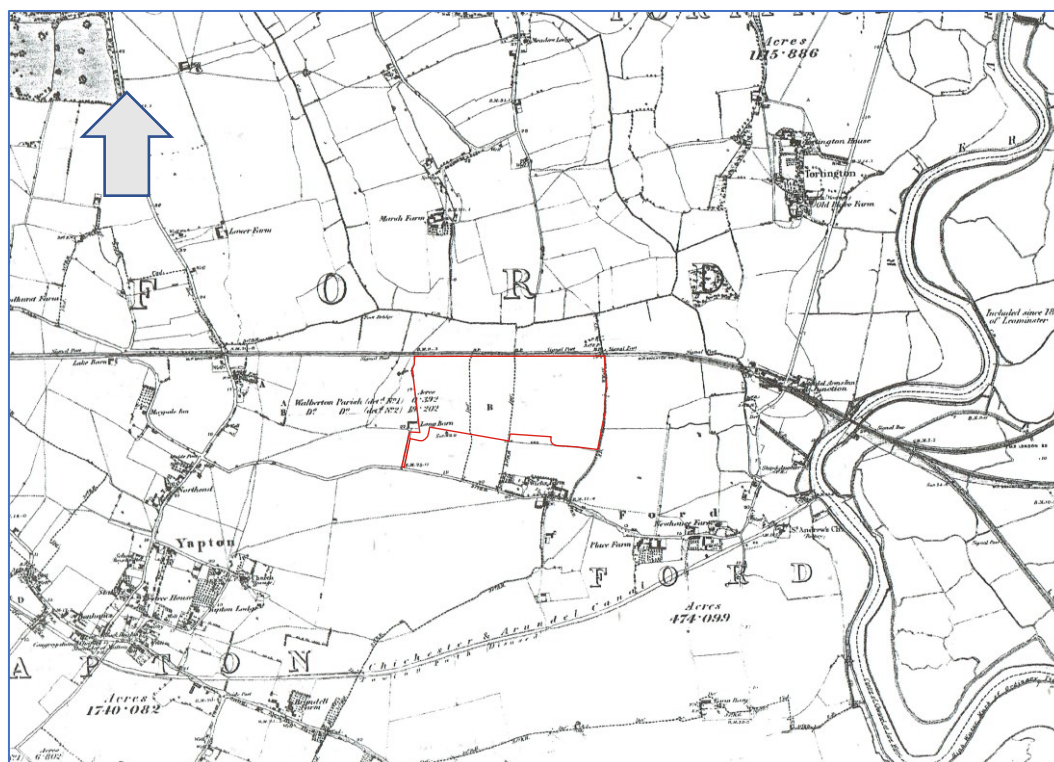


Figure 4: Extract from the Second Edition six inch to one-mile scale Ordnance Survey (O.S.) map of 1899, map sheet no. Sussex 62SE. The boundaries of the assessment site are shown outlined in red.

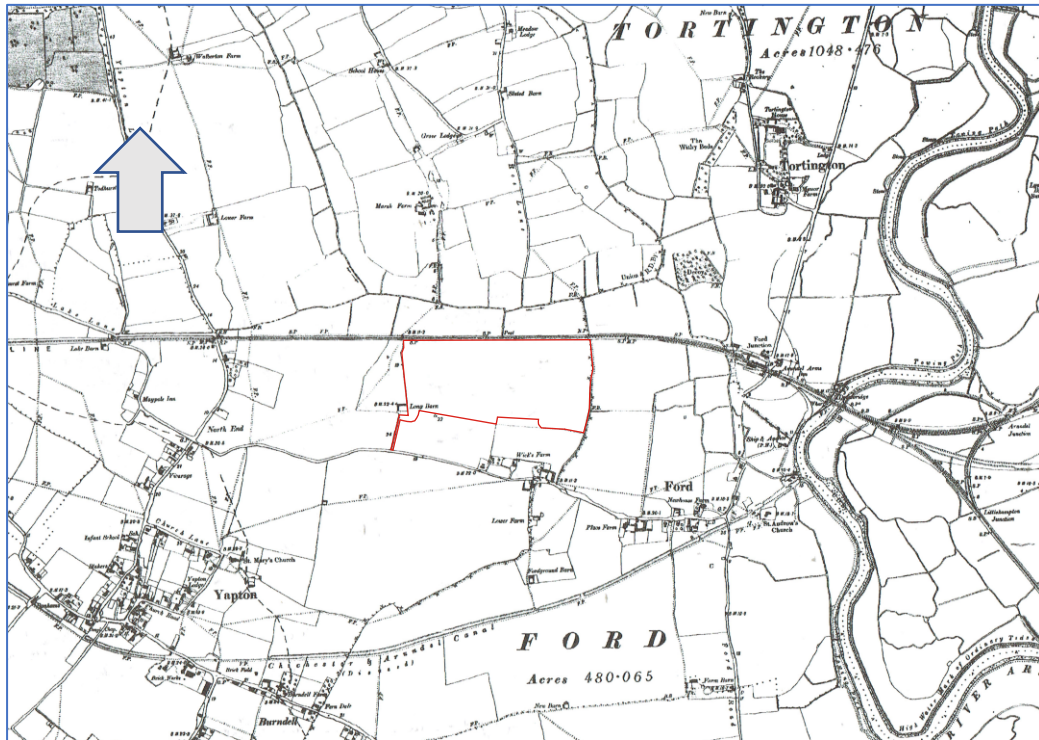


Figure 5: Extract from the Third Edition six inch to one-mile scale Ordnance Survey (O.S.) map of 1914, map sheet no. Sussex 62SE. The boundaries of the assessment sites are shown outlined in red.

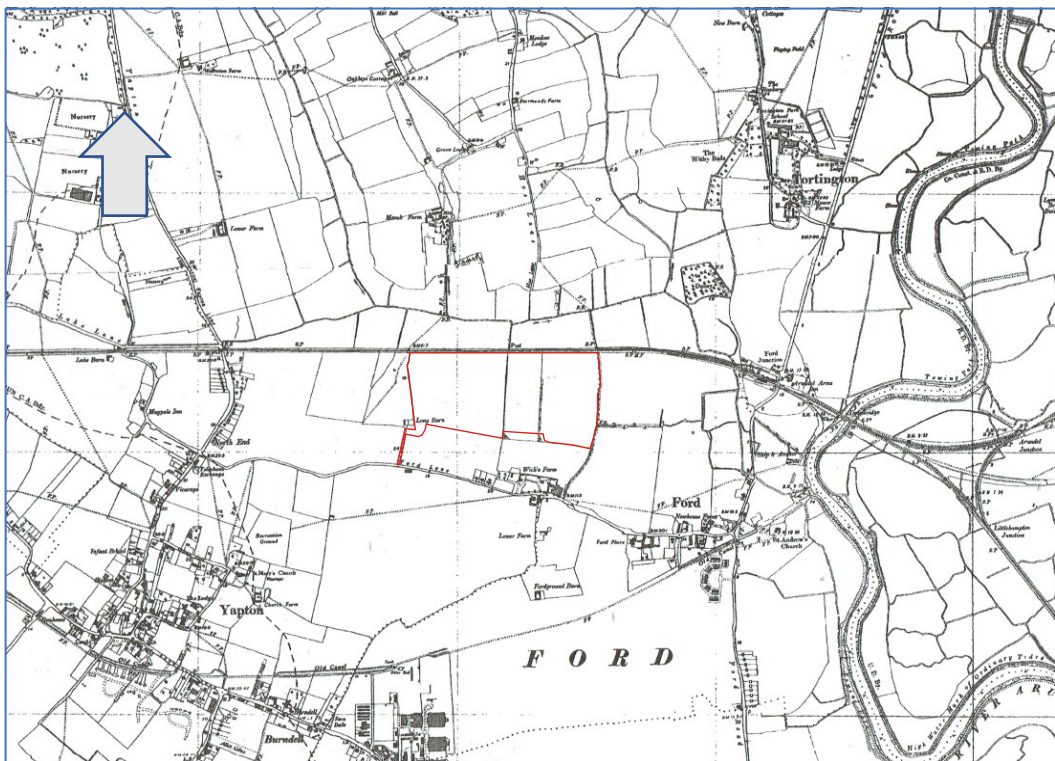


Figure 6: Extract from the Provisional Edition six inch to one-mile scale Ordnance Survey (O.S.) map of 1951, map sheet no. Sussex 62SE. The boundaries of the assessment sites are shown outlined in red.

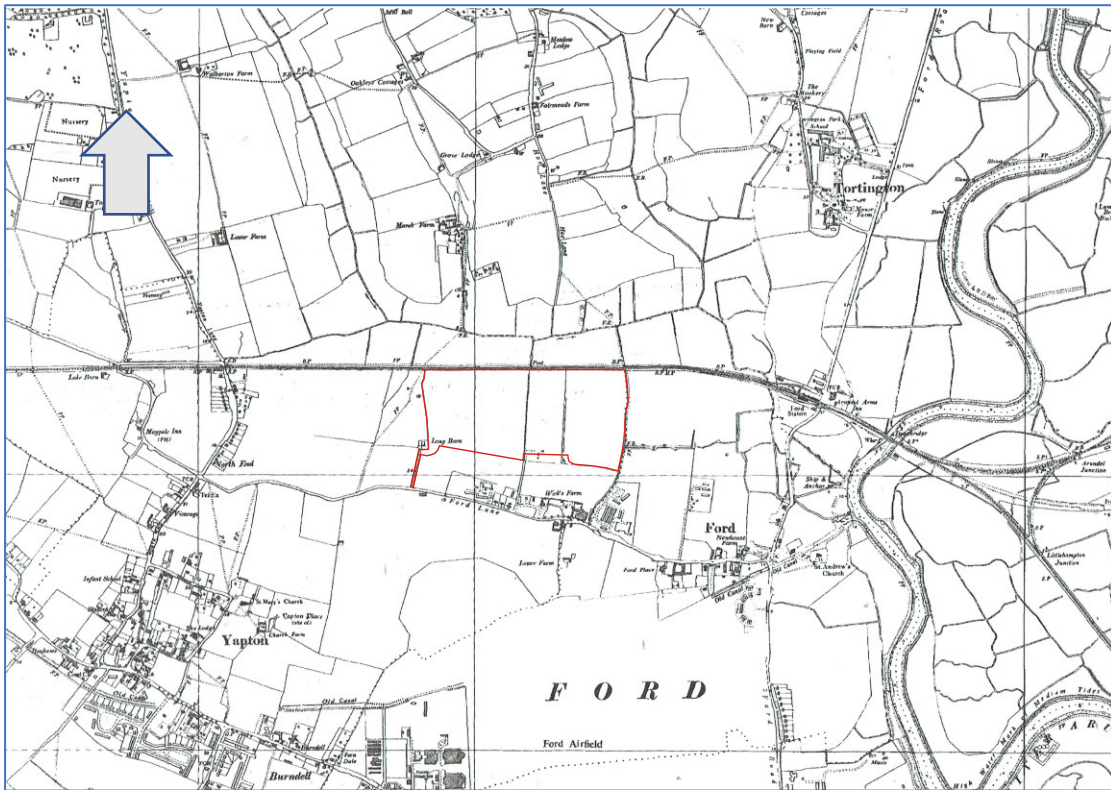


Figure 7: Extract from the 1:10,560 scale Ordnance Survey (O.S.) map of 1962, map sheet no. SU 90 SE. The boundaries of the assessment site are shown outlined in red.

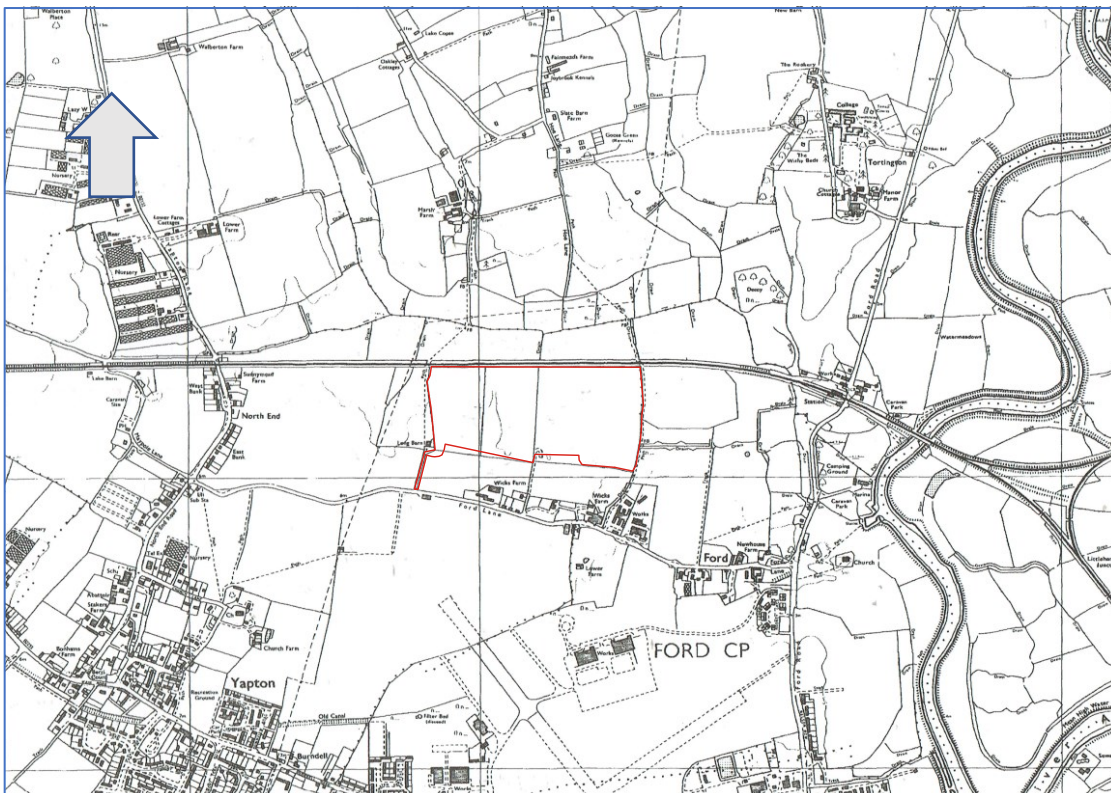


Figure 8: Extract from the 1:10,000 scale Ordnance Survey (O.S.) map of 1980, map sheet no. SU 90 SE. The boundaries of the assessment site are shown outlined in red.

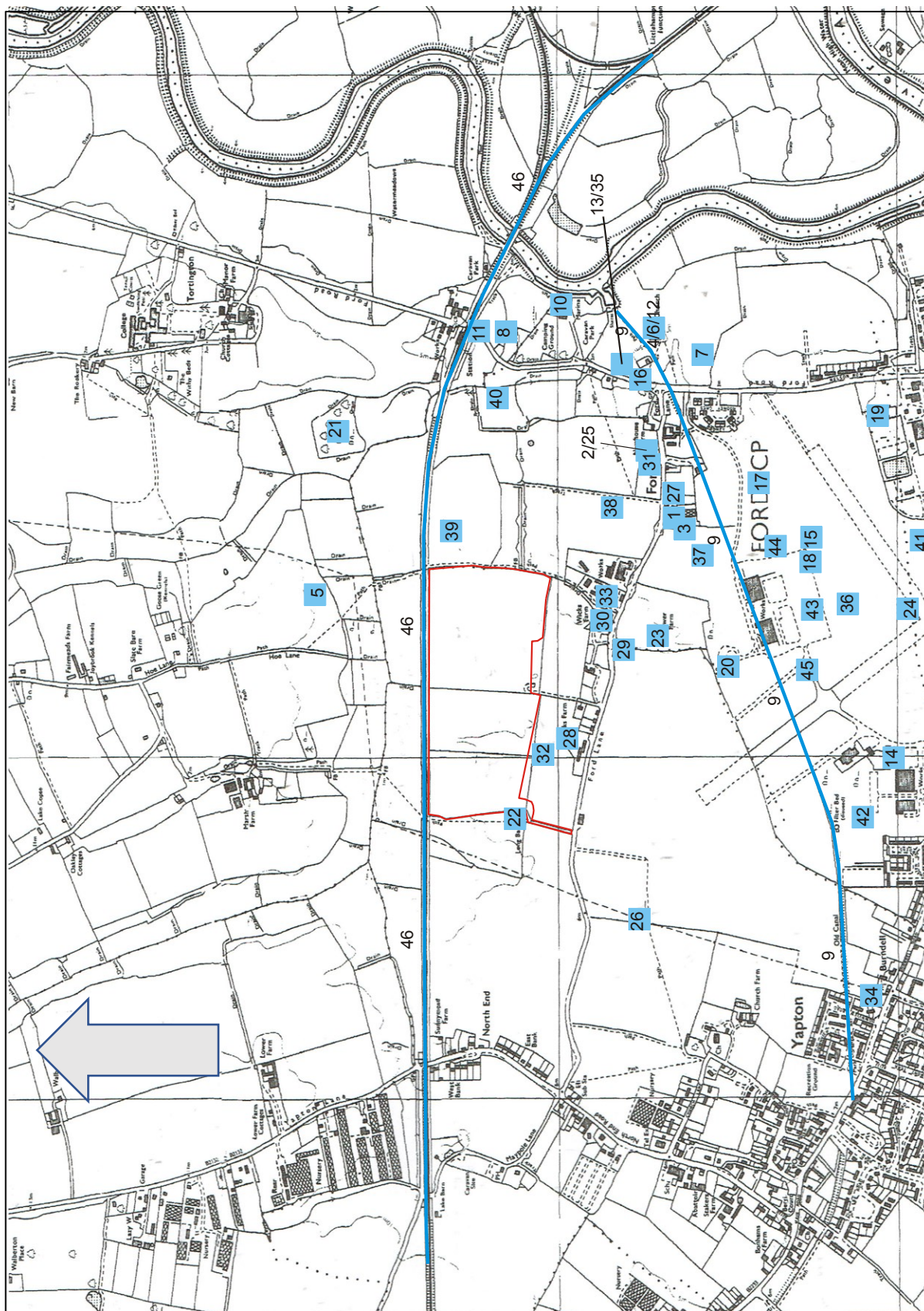


Figure 9: Cultural heritage sites from the West Sussex Historic Environment Record (HER) within a 1.0km radius of the assessment site. The assessment site is shown outlined in red.

Appendix 1: Cultural Heritage Data from the West Sussex Historic Environment Record (WSHER)

Site No	HER No.	NGR (SU)	Description	Period
1	DW"947, NHL 1233927	9968 0365	Atherington House, Ford Place, Southdown House & The Lodge, Ford Lane. Grade II listed large 'L'-shaped 18th century house.	PM
2	DWS604, NHL 1027630	9998 0374	New House Farmhouse, Ford Lane. Grade II listed 18th century house.	PM
3	DWS605, NHL 1398423	9972 0368	The Cottage, Ford Lane. Grade II listed former 18th century stables to Ford Place.	PM
4	DWS948, NHL 1233989	0025 0371	Parish Church of St Andrew. Grade I listed.	MD
5	MWS2410	995 047	Scatter of flints found in a field to the E of Marsh Farm, Tortington.	ME
6	MWS3102	0025 0371	Fragment of sculpture built into the wall fabric of the parish church of St Andrew, Ford.	AS
7	MWS3221	0017 0357	Axe & stone rubber found to the SW of Ford church in 1943.	NE
8	MWS5224	0025 0413	WWII gun emplacement at Ford.	MO
9	MWS5754	Linear	Portsmouth-Arun Canal.	PM
10	MWS5760	0027 0389	Remains of a dock on the River Arun at Ford.	MD
11	MWS3301	0032 0404	Ford Hospital Railway.	MO
12	MWS6290	002 037	Site of a pagan interment in the parish churchyard at Ford found in the late 19th century.	AS/MD
13	MWS6291	0016 0378	SMV at Ford.	MD
14	MWS6292	990 030	Palaeoliths found at Ford on the River Arun.	PA
15	MWS6980	9967 0327	Five flint flakes & seven burnt flint fragments found during a watching brief at the Ford Water Treatment Works in 1999.	PR
16	MWS7089	0015 0374	Scatter of pottery found opposite Ford Church in 1999.	BA/MD
17	MWS7129	998 034	Site of a WWII anti-aircraft artillery battery.	MO
18	MWS7518	9959 0327	Site of a WWII Royal Observer Corps monitoring post at Ford Airfield.	MO
19	MWS10202	9994 0304	Site of 19th century outfarm at Farm Barn, Ford.	PM
20	MWS10605	9932 0345	Site of a 19th century outfarm or field barn at Fordground Barn, Ford.	PM
21	MWS11717	9994 0465	The site of a duck decoy pond was situated at Tortington.	PM
22	MWS12035	9881 0412	Site of a 19th century outfarm or field barn at Long Barn, Ford.	PM
23	MWS12220	9933 0368	Site of a 19th century outfarm or field barn at Lower Farm, Ford.	PM
24	MWS12473	9945 0297	Site of a 19th century outfarm or field barn at New Barn, Ford.	PM
25	MWS12588	0994 0367	Site of an 18th century farmstead at Newhouse Farm, Ford.	PM
26	MWS13032	9851 0375	Site of a 19th century outfarm or field barn to the NE of Yapton.	PM
27	MWS13333	9974 0366	Site of an 18th century farmstead at Place Farm, Ford.	PM
28	MWS13998	9925 0391	19th century farmstead at Wicks Farm, Ford.	PM
29	MWS14057	9930 0382	19th century farmstead on yard adjacent to Boundary Cottage, Ford.	PM
30	MWS14085	9938 0386	19th century farmstead on yard to the E of Wicks Farm, Ford.	PM

Site No.	HER No.	NGR (SU)	Description	Period
31	MWS14154	9988 0372	19th century farmstead on yard to the W of Newhouse Farm.	PM
32	MWS14976, EWS1945	9902 0402	Excavation on land at Wicks Farm in 2019 yielded negative results.	UN
33	MWS15072	9944 0385	WWII anti-tank cylinders used as car park boundary markers at Ford.	MO
34	MWS14177, EWS1774	9856 0310	Evaluation on land off Burndell Road, Yapton in 2011 identified multi-period archaeological activity and finds.	BA/IAPR/PM
35	MWS3222	0018 0370	Moated site with strong house or manor house and associated parkland at Ford.	MD
36	MWS6921, EWS1149	0050 0310	Evaluation & excavation at the former Ford Airfield located multi-period archaeological activity & finds.	ME/BA/IA/RO/ AS/PM
37	MWS6981	9963 0352	Finds of worked flints, pottery & peg tile found during a watching brief at the Ford Water Treatment Works in 1999.	ME/PR/MD/PM
38	MWS6982	9971 0375	Finds of a worked flint & burnt flint & a sherd of pottery found during a watching brief at the Ford Water Treatment Works in 1999.	ME/PM
39	MWS6983	9966 0428	Finds of struck flints and worked flints found during a watching brief at the Ford Water Treatment Works in 1999.	NE/BA
40	MWS6985	0007 0418	Hollow found during a watching brief at the Ford Water Treatment Works in 1999.	PM
41	MWS9678, EWS715	9963 0283	Evaluation & excavation on land at the former Ford Airfield in 2003 & 2006 located multi-period archaeological activity & finds.	ME/NE/BA/RO/ PM
42	MWS14655, EWS715	9935 0306	Geophysical survey at the former Ford Airfield in 2018 identified activity associated with the former WWI & WWII airfield, the Portsmouth-Arundel Canal & other post-medieval activity along with prehistoric-Roman activity.	PR/RO/PM/MO
43	MWS14871, EWS1916	9969 0320	Geophysical survey & a watching brief in 2011 at the Ford Waste Water Treatment Works identified features & finds.	BA
44	MWS15012, EWS1980	9967 0322	A watching brief in 2019 at the Ford Airfield Industrial estate located multi-period archaeological activity and finds.	ME/NE/BA/IA/ RO
45		995 029	WWI & WWII Ford Airfield.	MO
46		Linear	Lyminster-Chichester railway, opened in 1846.	PM

ABBREVIATIONS

PA - Palaeolithic
 ME - Mesolithic
 NE - Neolithic
 BA - Bronze Age
 IA - Iron Age
 RO - Roman
 AS - Anglo-Saxon
 MD - Medieval
 PM - Post-medieval
 MO - Modern
 UN - Uncertain