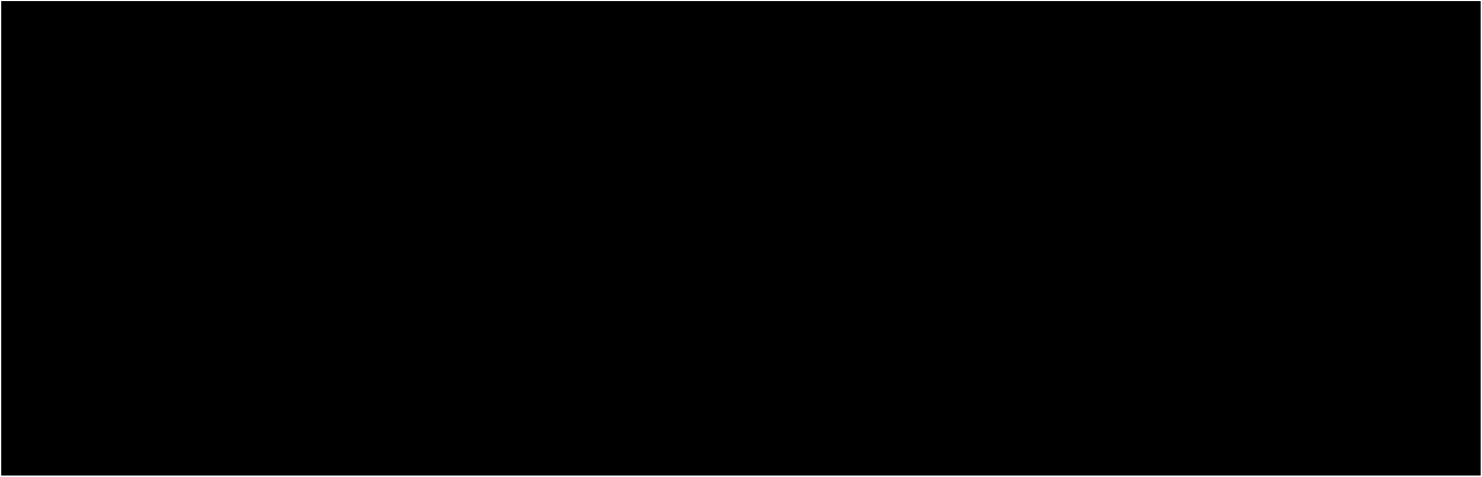





From: Buczak, Maria 
Sent: 04 September 2018 12:09
To: James Kenny
Cc: David Easton
Subject: URGENT: Historic England comments on Planning Application Y/92/17/OUT
Importance: High

Dear James

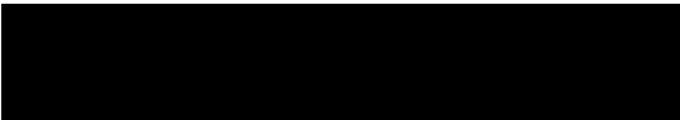
Please find attached a letter from Historic England which provides information relating to the planning application Y/92/17/OUT. The information concerns a potential track-way which could be impacted by the development and which was brought to our attention by a member of the public, Julie Robinson.

We think it is important that you are aware of this additional information and our comments, as we understand that you are the main archaeological advisor for this case. A copy of this letter also goes to Arun DC.

This email also contains supporting information from Mrs Julie Robinson.

If you have any questions or would like to discuss, please don't hesitate to contact me
Kindest regards
Maria

Maria A Buczak
Assistant Inspector of Ancient Monuments for Kent and Sussex
Development Management Team: Planning Group
Historic England: Eastgate Court, 195-205 High Street, Guildford, GU1 3EH





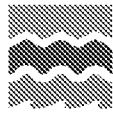
Historic England

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Historic England

SOUTH EAST OFFICE

Mr James Kenny
Conservation and Design
Chichester District Council
East Pallant House, 1 East Pallant
Chichester
West Sussex
PO19 1TY

Planning Ref: Y/92/17/OUT
Our Ref: P00754551

Dear Mr Kenny,

Planning application Y/92/17/OUT is an outline application for 300 dwellings and associated works and landscaping at land east of Drove Lane, Yapton, BN18 0EB. The application is currently under consideration by Arun District Council; with a decision deferred until September. You gave planning advice about this application. We have been contacted by a member of the public, Julie Robinson, about her recent research into the historic significance of Drove Lane as an ancient track-way. We think you should be made aware of this so that it can be taken into account in consideration of the planning application. A copy of this letter also goes to Arun DC.

Your advice about the archaeological issues included the need for the “archaeological potential of the site to be further investigated in order to identify deposits of interest that might be present and to implement appropriate measures for their preservation.” You recommended that a programme of archaeological works therefore be added as a condition to any planning permission granted. We (Historic England) did not consider the application as it did not meet the criteria for us to be consulted or offer advice.

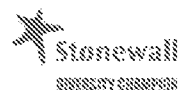
Julie Robinson, a resident of Yapton, has drawn to our attention her assessment of the historical significance of Drove Lane which she considers to be part of a very ancient drove route between Felpham and the Weald. We include with this letter her evidence and information in support of her statement. We agree that ancient routes and track-ways can have historical significance and that it might be appropriate to protect some of these for their character and place in the landscape, and the physical archaeological record that they may preserve. Where sections of ancient track-ways now remain undisturbed by later development these may have added significance and potential. Mrs Robinson considers that Drove Lane is likely to represent one of the few sections of the Felpham-Weald drove route that still survives largely intact.

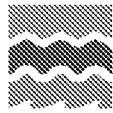
The most recent master-plan for the proposed development at Yapton (Y/92/17/OUT) does show that part of Drove Lane would be disturbed through the creation of a new access into the site, although the intention is to retain Drove Lane as a public right of



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Historic England

SOUTH EAST OFFICE

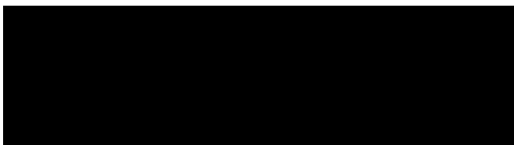
way. It may also be impacted upon by plans to landscape (e.g. plant trees) and physically upgrade the lane as a cycle/pedestrian way. This could impact both its archaeological (evidential) value; and its appearance and character, which contribute to an understanding of its significance.

The track-way is not a designated heritage asset and nor do we think that it is of proven equivalent significance to such a designated asset. We nevertheless acknowledge it has some heritage significance and the likely impact the development could have upon this. We therefore note that, in accordance with the NPPF, its significance should be described as part of the planning application (para. 189). Any harm to its significance should be avoided or minimised where possible in order to conserve it in a manner appropriate to its significance (paras. 184 & 190). Unless the track-way were to be judged to be of a significance equivalent to a scheduled monument then NPPF para. 197 is most applicable along with para. 199 for mitigation of any harm by the recording of significance.

The desk-based assessment (TVAS, 2017) accompanying the planning application makes no mention of the track-way and hence its heritage significance. We understand that you have recommended that a programme of archaeological investigation be added as a condition to any planning permission granted. We would therefore like to bring this heritage asset and its potential importance to your attention so that it may be included within any such programme, or so that you may otherwise advise on the best way to avoid, minimise or mitigate harm to it; as you see fit.

If you have any questions or would like to discuss this further, please do not hesitate to contact me. I am also sending a copy of this letter to Arun DC. If they are minded to grant outline permission then the issues for the track-way may be most appropriately covered as part of planning conditions and reserved matters.

Yours sincerely



Maria Buczak
(Assistant Inspector of Ancient Monuments)

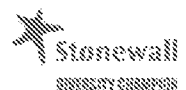


cc: Mr Easton, Arun District Council



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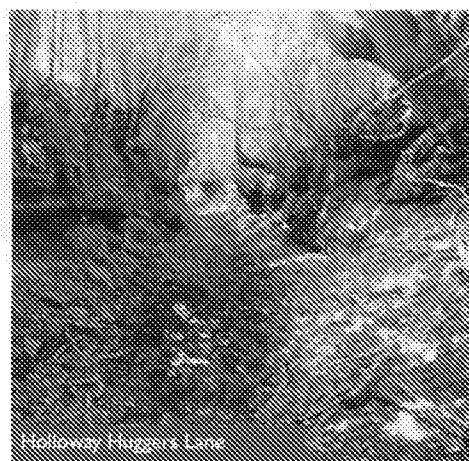

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Prehistoric and Early Trackways on the Downland and in the Weald

Summary of a lecture given following the Sussex Archaeological Society AGM on 23rd June 2018.

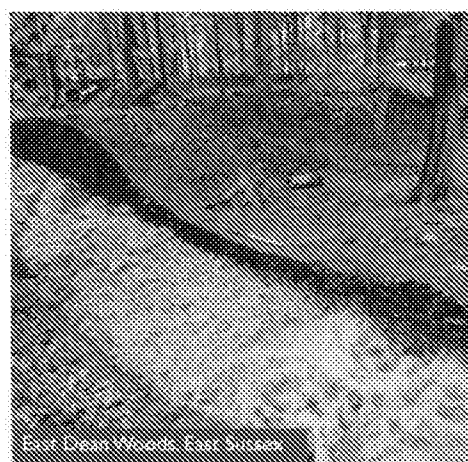
For nearly a century the study of prehistoric routeways has been a topic neglected by archaeologists. The assumption has been that tracks, particularly hollow ways, are undatable. In Sussex in the first two decades of the twentieth century there were some notable surveys of early trackways by the Curwen's. National interest in prehistoric routeways seems to have been nipped in the bud in 1925 by the publication of Alfred Watkin's *Old Straight Track*, based on the wholly erroneous belief that alignments of sites of very different dates, from prehistoric tombs to churches and moated sites, marked dead straight, terrain-oblivious routes. Prehistorians rejected these ideas but turned their attention from trackways to the excavation of individual settlements. The study of Roman routeways continued with the pioneering work of Ivan Margary, who published the first edition of his *Roman Ways in the Weald* in 1948.



Hollowway Huggers Lane

In other parts of Britain prehistorians often assumed that the main early routes were along the crests of ridges such as the Oxfordshire-Wiltshire Ridgeway or the North Downs Way.

In Sussex, however, archaeologists did not tend to emphasise the South Downs Way, and Margary did not include it on his Roman period maps nor did the Ordnance Survey on their *Maps of Iron Age and Roman Britain*. Recent work in other parts of Britain has called into question the early origins and significance of the Ridgeways.



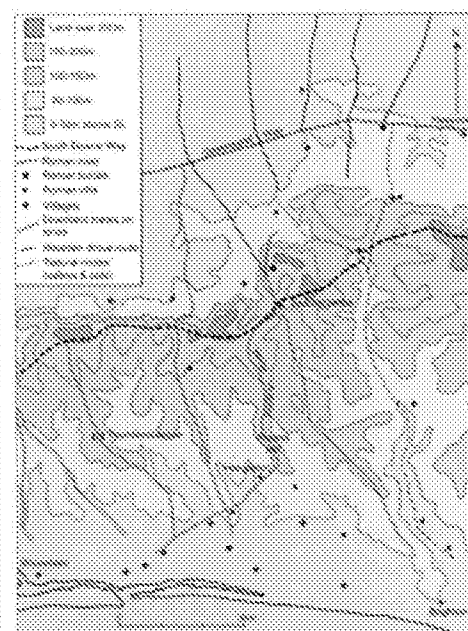
East Dean Woods, East Sussex

Often overlooked have been the numerous parallel tracks which are at right angles to the escarpment topography, sometimes spaced at 1-2km intervals and in places forming very deeply incised hollow ways. Two examples in the Brighton - Shoreham area which run down south-facing spur crests can be dated to the Iron Age or Romano-British period on the basis of their relationship to dated sites.

At Lyminge in Kent we have been able to date a hollow way which runs from a significant Anglo-Saxon site towards the Weald, using a combination of artefacts, mollusc analysis, uranium series dating and optically stimulated luminescence, we have shown that it dates to at least the late Iron Age. On the west South Downs, the Secrets of the High Woods project has used Lidar to reveal a landscape of fields and trackways which had been concealed by woodland. A section across a double lynchet trackway in **East Dean Woods** produced an optically

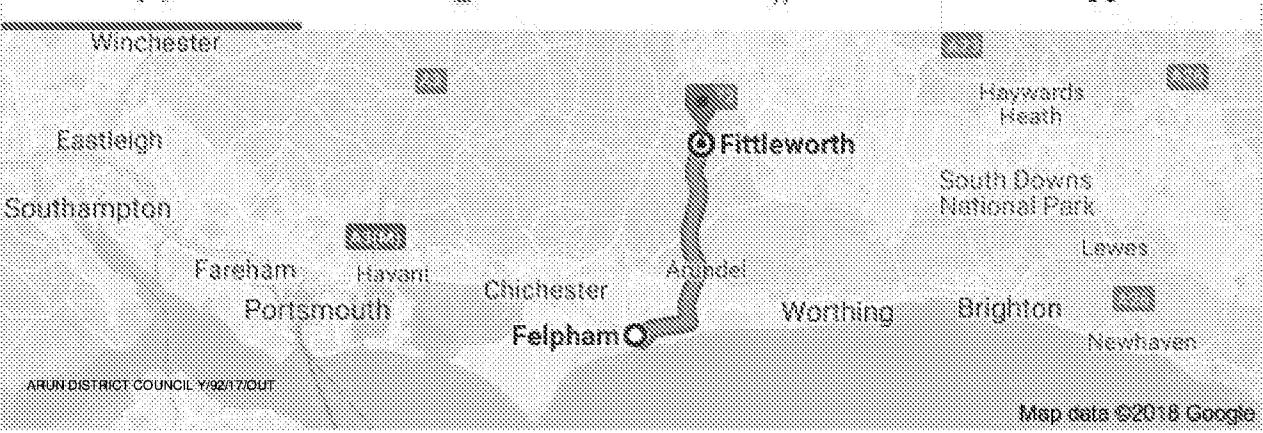
stimulated luminescence date from half way down the lynchet of the late or immediately post-Roman period, indicating that the trackway it bounded was of at least that date. These long parallel routes which cut across the topography and link contrasting environment types connect the Coastal Plain, the Downland and The Weald.

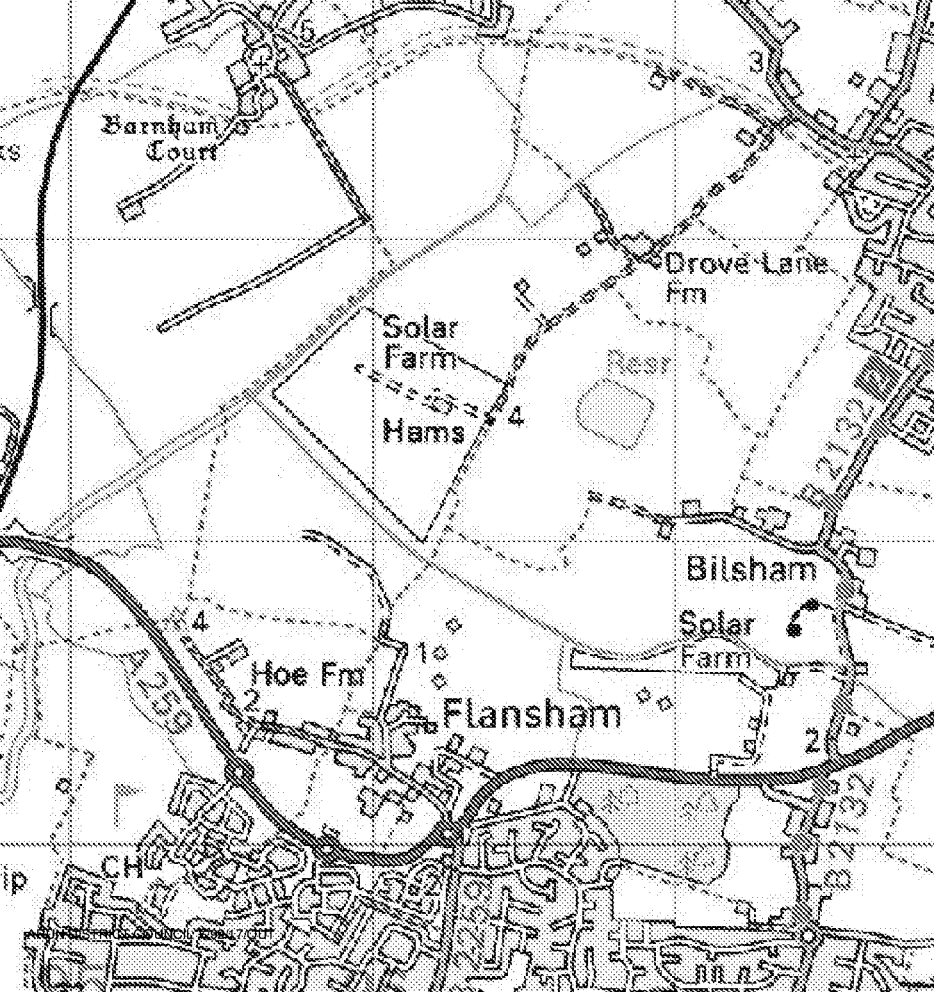
They have generally been assumed to be of Saxon or early medieval date, since at that time there is historical evidence for connections between parent settlements to the south and dependent, particularly pastoral, settlements in the Weald. It now appears that some of these cross topographic routes may have significantly earlier origins. We are developing a project which will test this hypothesis further and we hope to involve SAS members in this research. It will also help to identify how in prehistory the dots on the map which we call sites were connected together as parts of living landscapes.



Martin Bell

Professor and President of the Sussex Archaeological Society





Barnham Court

Solar Farm

Hams

Drove Lane Fm

Resr

Hoe Fm

Flansham

Bilsham

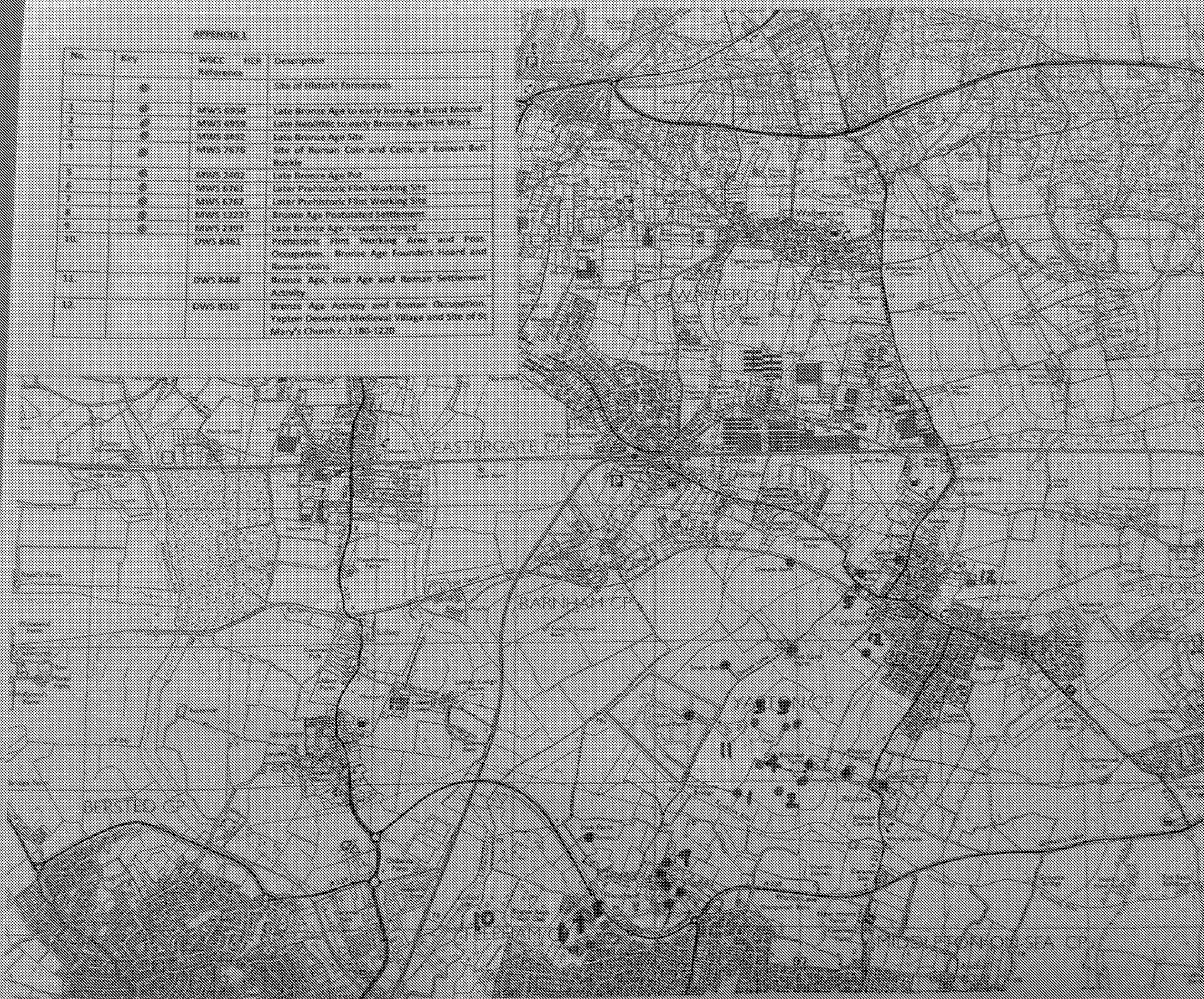
Solar Farm

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APPENDIX 1

No.	Key	WSSC Reference	YOR Reference	Description
	●			Site of Historic Fortifications
1	●	MWS 6858		Late Bronze Age to early Iron Age Burnt Mound
2	●	MWS 6859		Late Prehistoric to early Bronze Age Flint Work
3	●	MWS 6862		Late Bronze Age Site
4	●	MWS 7676		Site of Roman Coin and Cattle or Roman Bell Buckle
5	●	MWS 2402		Late Bronze Age Pot
6	●	MWS 6761		Later Prehistoric Flint Working Site
7	●	MWS 6762		Later Prehistoric Flint Working Site
8	●	MWS 12237		Bronze Age Postulated Settlement
9	●	MWS 2393		Late Bronze Age Founders Hoard
10	●	DWS 8461		Prehistoric Flint Working Area and Post Occupation, Bronze Age Founders Hoard and Roman Coins
11	●	DWS 8468		Bronze Age, Iron Age and Roman Settlement Activity
12	●	DWS R215		Bronze Age Activity and Roman Occupation, Yaptan Deserted Medieval Village and Site of St Mary's Church c. 1180-1220





P Kendall Esq
Principal Inspector of Ancient Monuments
Historic England
Eastgate Court
195-205 High Street
Guildford
Surrey
GU1 3EH

21 August 2018

Dear Mr Kendall

Re: URGENT – Planning Application Y/92/17/OUT – (Arun District Council) – Drove Lane, Yapton, West Sussex

From research that I have myself carried out very recently (in regard to trying to upgrade Drove Lane from a footpath to a bridleway) all the evidence would appear to point to Drove Lane being part of a very ancient drove route between Felpham and the Weald. In view of the amount of dense development that has taken place along the coast, I should have thought that this is probably one of the very few remaining that have not been built over and spoilt and, in the light of the knowledge we now have of this relationship between the people of the Sussex Coast and the Weald, possibly deserving of special protection.

Historic England itself acknowledges that ancient routes and trackways have often not been accorded the research and protection that they deserve. I was therefore disappointed to note that the route of Drove Lane was not noted by yourself as requiring special investigation or potential protection from the large strategic development that Arun District Council has put into its most recent approved Local Plan, and which is now the subject of the above planning application. I also think that you should not place your trust in the local authority carrying out a proper appraisal of this, since I gather that the man from the archaeological department has been re-assigned to planning, and another lady from the department who seemed quite good has left.

A decision on this application was deferred until September. May I please urge you to have a look at what I am sending to you. I have previously brought this to Arun District's attention, but they are not likely to take notice of a housewife from Yapton! I am sending this by email, together with the following attachments:

- a) – Route of Footpath 155 – Felpham Church to top of Drove Lane - (route seen on Yeakell & Gardner 1778, Yapton Tithe Map, etc.) I believe this old public right of way probably represents the old drove route up to Yapton, which then would have gone north up Yapton Lane and across the South Downs.
- b) Outline of route from Felpham to Fittleworth (using modern roads).
- c) Picture of map I created from HER data of 2 mile radius of Drove Lane showing all the Bronze Age, Roman and historic farmstead settlement areas.
- d) Summary of recent talk given by Martin Bell, Professor and President of the Sussex Archaeological Society at their AGM - please note final paragraph in particular.

The following is an extract from the Victoria County History for Felpham about the landholding of Shaftesbury Abbey with its wealden outliers:

“Agriculture.

The Anglo-Saxon estate called Felpham in 953 had detached land in Egdean or Fittleworth, Kirdford, and Petworth which included both houses and common woodland pasture. [\(fn. 379\)](#) Agricultural statistics given for Felpham in Domesday Book seem also to relate to a much larger area than the parish, [\(fn. 380\)](#) and the manor still had holdings in Egdean and Fittleworth in 1500. [\(fn. 381\)](#) In 1341 the ninth of sheaves was worth nine times as much as those of fleeces and lambs together, indicating predominantly arable farming. Flax, hemp, and apples were grown at that date and cattle and pigs kept, while the rectory estate as well as the manor had tenants. [\(fn. 382\)](#) Medieval farms, besides those in the nucleated settlements of Felpham, Flansham, and Ancton, possibly included the outlying demesne holdings of Innerwick and Outerwick, [\(fn. 383\)](#) and Hoe farm north-west of Flansham. [\(fn. 384\)](#)”

Please excuse my writing directly to you, but I do think it would be a shame if it were realised too late that this is an old route that is deserving of special attention in view of the probable rarity of such surviving routes along the Sussex coastal plain. All the indications are that the landowner/farmer concerned has every intention of offering more land along the route for residential development.

Kind regards.

Yours sincerely

Julie Robinson (Mrs)