



Bicester Heritage Master Plan, Buckingham Road, Bicester, Oxfordshire

Archaeological Desk-Based Assessment

September 2018

Client: Bicester Heritage

Issue No: 1


OA Reference No: 7069

NGR: SP 59777 24584



Client Name: Bicester Heritage
Client Ref No.:
Document Title: Bicester Heritage Master Plan, Buckingham Road, Bicester, Oxfordshire
Document Type: Archaeological Desk-Based Assessment
Report No.: 1
Grid Reference: SP 59777 24584
Planning Reference:
Site Code:
Invoice Code: BIHHDBA2

OA Document File Location: X:\o\Oxfordshire Bicester Heritage\Masterplan DBA\002Reports
OA Graphics File Location: X:\o\Oxfordshire Bicester Heritage\Masterplan DBA\010Geomatics\01 PDFs

Issue No: v1
Date: 27/09/2018
Prepared by: Daniel Bray (Project Officer)
Checked by: Ianto Wain (Head of Heritage Management Services)
Edited by: Ianto Wain (Head of Heritage Management Services)
Approved for Issue by: Ianto Wain (Head of Heritage Management Services)
Signature: 

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OA South

Janus House
Osney Mead
Oxford
OX2 0ES

t. +44 (0)1865 263 800

OA East

15 Trafalgar Way
Bar Hill
Cambridge
CB23 8SG

t. +44 (0)1223 850 500

OA North

Mill 3
Moor Lane Mills
Moor Lane
Lancaster
LA1 1QD

t. +44 (0)1524 880 250

e. info@oxfordarch.co.uk

w. oxfordarchaeology.com

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Summary

Oxford Archaeology (OA) has been commissioned by Bicester Heritage to prepare an archaeological desk-based assessment to be submitted to Cherwell District Council for outline planning permission for development at Bicester Aerodrome formerly RAF Bicester situated at NGR SP 59777 24584.

The site is situated within Bicester Aerodrome now known as Bicester Heritage and formerly RAF Bicester and the former Stratton Audley quarry on the eastern side of the A4421. The site appears to have remained undeveloped through recorded history until the beginning of the twentieth century when it formed part of a Training Station Depot and then RAF Bicester. The Training Depot Station was short lived being reverted back to agricultural use until it was chosen as a permanent bomber base in 1925. The airfield was substantially enlarged and the western side of the site developed as the technical site. A railway line was added along the southern boundary and bomb stores along the eastern boundary. The quarry in the northern part of the site was in operation during the second half of the twentieth century.

In addition to the potential for known and as yet unknown First and Second World War remains the site is situated adjacent to the line of a Roman Road from Alchester to Towcester. Remains of three villa/ settlement sites and burials have been identified within the study area and a Romano-British ditch was found during a recently evaluation in the western part of the site. There is considered to be the potential for further remains of this date to be present within the site.

The effect of the proposed scheme on potential archaeological remains will be a material consideration in determination of a submitted planning application. Whilst this study has identified no over-riding archaeological constraints which are likely to prohibit development it has identified that that site holds archaeological potential particularly for remains of Romano-British date and relating to the First and Second World War aerodrome. It is anticipated that a trial trench evaluation will be required outside of the previously quarried areas in order to ascertain the presence (or absence) of any archaeological remains which may be damaged or destroyed as a result of the proposals. Some areas of the site are currently covered with dense trees and a trial evaluation of these areas is not currently feasible (Figure 10). A phased program of post-determination archaeological investigation might be secured as a condition of planning or alternatively the currently accessible areas could be evaluated pre-determination and the remaining areas could be investigated as a condition of planning. A phased program of archaeological work undertaken pre-or post-determination would involve a trial trench evaluation (first phase) which would be used to clarify the nature, significance and survival of the archaeological remains within the site and inform a suitable mitigation strategy (second phase) intended to reduce or remove any potential impacts of the scheme upon the heritage resource.

The scope of any further archaeological work will have to be agreed with the Oxfordshire County Archaeologist.

1 INTRODUCTION

- 1.1.1 Oxford Archaeology (OA) has been commissioned by Bicester Heritage to prepare an archaeological desk-based assessment to be submitted to Cherwell District Council for outline planning permission for development at Bicester Aerodrome formerly RAF Bicester, henceforth known as 'the site'. The site is centred on NGR SP 59777 24584 and its location is shown on Figure 1.
- 1.1.2 As agreed with the client this report addresses only the potential impact upon the below ground (archaeological) resource as matters concerning the above ground heritage resource will be addressed by a separate study being produced by another consultant. OA attempted to make contact with the consultant working on the built heritage assessment to clarify the scope and focus of both reports particularly in relation to the significance of any below ground airfield structures but were unable to make contact. Whilst this report identifies any potential buried airfield structures and their impact upon earlier archaeological remains it is presumed that the significance of any such features is assessed in the built heritage report.
- 1.1.3 This report has been produced in accordance with standards and guidance as published by the Chartered Institute for Archaeologists (CIfA, 2017) and a Written Scheme of Investigation (WSI) approved by the Oxfordshire County Council Archaeologist.

2 LOCATION, TOPOGRAPHY AND GEOLOGY

- 2.1.1 The site is situated on the northern edge of Bicester, 2.5 km northeast of Bicester town centre. The site is situated within Bicester Aerodrome now known as Bicester Heritage and formerly RAF Bicester and the former Stratton Audley quarry on the eastern side of the A4421. The site is 179 hectares (ha) and currently comprises the entire airfield and technical site and two areas directly north-east of the aerodrome that were formerly part of the Stratton Audley Quarry. The site is bound by Skimmingdish Lane to the south and the A4421 to the west beyond which is residential houses at the edge of Bicester and Caversfield. To the north and east are agricultural fields.
- 2.1.2 The aerodrome consists of surviving Second World War buildings and hangars towards the western boundary, surviving bomb stores along the south-eastern boundary, concrete and tarmac taxiways and the grass airfield. Along the south-western boundary are two small wooded areas. One is directly south of the main buildings and hangars and the second larger area of woodland is southwest of the bomb stores. The former quarry areas comprise a number of ponds and are largely scrub and trees.
- 2.1.3 The site is flat and lies at a height of 83 m above Ordnance Datum (aOD). The underlying bedrock geology is mapped as Cornbrash Formation, a limestone bedrock formed approximately 164 to 168 million years ago in the Jurassic Period when the local area was dominated by shallow carbonate seas (BGS, 2018).

3 AIMS AND OBJECTIVES

3.1.1 The purpose of this archaeological desk-based assessment is to determine, as far as reasonably possible from existing records and observations, an understanding of the historic environment within and surrounding the site in order to:

- provide an assessment of the potential for archaeological remains to survive within the site;
- assess the likely impacts of previous development on the survival of any archaeological remains;
- assess the potential for impacts from the proposed development on the surviving archaeological resource; and
- provide proposals for further evaluation, whether or not intrusive, where the nature, extent or significance is not sufficiently well defined.

4 PLANNING BACKGROUND

4.1 National Planning Policy

4.1.1 Section 12 of National Planning Policy Framework (NPPF: issued March 2012) sets out the Government's planning policies in relation to the conservation and enhancement of the historic environment.

4.1.2 Paragraph 128 and 129 state:

"128. In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, included any contribution made by their setting. The level of detail should be proportionate to the asset's importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets which archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

129. Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimize conflict between the heritage asset's conservation and any aspect of the proposal."

4.1.3 Paragraph 141 states:

"Local planning authorities should make information about the significance of the historic environment gathered as part of plan-making or development management publicly accessible. They should also require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence

(and any archive generated) publicly accessible. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.”

4.2 Local Planning Policy

4.2.1 Cherwell District Council has adopted the Cherwell Local Plan 2011 – 2031 (Part 1) and is in the process of drafting Part 2. Whilst Part 2 is in preparation Part 1 and the ‘Saved Policies’ from the Cherwell Local Plan 1996 set out the Councils current planning policy including the management of the historic environment. No policies in relation to archaeology were saved in the Cherwell Local Plan 1996. Those policies in the Cherwell Local Plan 2011 – 2031 (Part 1) considered relevant are outlined below.

Policy ESD 12: The Character of the Built and Historic Environment

Successful design is founded upon an understanding and respect for an area’s unique built, natural and cultural context. New development will be expected to complement and enhance the character of its context through sensitive siting, layout and high-quality design. All new development will be required to meet high design standards. Where development is in the vicinity of any of the District’s distinctive natural or historic assets, delivering high quality design that complements the asset will be essential.

New development proposals should:

...

- *Conserve, sustain and enhance designated and non-designated ‘heritage assets’ (as defined in the NPPF) including buildings, features, archaeology, conservation areas and their settings, and ensure new development is sensitively sited and integrated in accordance with advice in the NPPF and NPPG. Proposals for development that affect non-designated heritage assets will be considered taking account of the scale of any harm or loss and the significance of the heritage asset as set out in the NPPF and NPPG. Regeneration proposals that make sensitive use of heritage assets, particularly where these bring redundant or under used buildings or areas, especially any on English Heritage’s at Risk Register, into appropriate use will be encouraged.*
- *Include information on heritage assets sufficient to assess the potential impact of the proposal on their significance. Where archaeological potential is identified this should include an appropriate desk based assessment and, where necessary, a field evaluation.*

5 SOURCES CONSULTED

5.1.1 The spatial scope of the assessment was defined by 1 km study area surrounding the site, agreed in advance with the Oxfordshire County Council Archaeologist. The assessment involved the identification of designated and non-designated heritage assets and was informed through both a desk-based review and a site visit.

5.1.2 The following sources were consulted to inform the presence of heritage assets within the site and surrounding study area and form the archaeological and historic baseline:

- The National Heritage List for England (NHLE) for designated heritage assets;
- Oxfordshire Historic Environment Record (OHER) for non-designated heritage assets, archaeological events and historic aerial photographs;
- The Oxford History Centre (OHC) for historic maps and manuscripts and historic aerial photographs;
- Historic England Archives in Swindon for historic aerial photographs and National Mapping Project (NMP) data;
- Geotechnical data as held by the client and the British Geological Survey; and
- Other relevant primary and secondary sources including published and unpublished works as held by OA, the OHC and the Sackler and Bodleian Libraries, Oxford and other archives as identified.

5.1.3 For ease of reference each heritage asset identified has been allocated a unique OA number. This is included in the heritage gazetteer provided in Appendix A, referred to in the text where relevant and marked on Figure 2 – 3. A full list of sources consulted can be found in Appendix B. Historic Mapping for the site is depicted on Figures 5 – 7.

6 WALKOVER SURVEY

- 6.1.1 A walkover survey of the site was carried out in June 2018 in order to assess the current character and condition of the site. All areas of the site were accessed except for the smaller of the two former Stratton Audley Quarry areas which at the time of the walkover was in use by a fishing club and a small area within the larger former quarry area to the northwest of the footpath which at the time of the site visit was not owned by the client. No new archaeological features were identified within the site during the visit.
- 6.1.2 The site comprises the former RAF Bicester aerodrome and two areas that were previously part of the Stratton Audley Quarry. The aerodrome comprises the grass airfield which is surrounded by concrete and tarmac taxiways (Plate 1 – 5). The grass inside the taxiways is short whilst beyond it has been left long. At the time of the walkover survey the longer grass was being baled (Plate 6).
- 6.1.3 In the western part of the site is the former technical site which retains a number of original buildings, defensive structures and hangars. Most of these buildings have been renovated or are in the process of being refurbished. Along the southern boundary of the technical site is a small yard currently used for storing cars (Plate 7). To the east of this and south of a large hangar is three brick air raid shelters which are covered in earth (Plate 8 – 9). The ground here undulates slightly and it is possible that the earth covering the air raid shelters was excavated from the immediate vicinity. To the south of this and currently separated from the technical site by a concrete post and chain fence is another treed area through which passes a track which marks the former alignment of Skimmingdish Lane before it was straightened in the 1990s (Plate 10).
- 6.1.4 Along the south-eastern boundary of the site is the southern bomb stores the southern most of which is a scheduled monument. The bomb stores consist of two rows of three back-to-back concrete buildings with surrounding earth banking or traverses and a gantry running along both the north and south 'frontages'

(Plates 11 – 14). The two original bombs stores survive albeit derelict and overgrown and flank the original fused and spare bomb store which comprises two back-to-back concrete buildings. Concrete paths surround these buildings with further fusing point buildings, a SAA store and component stores to the northwest.

- 6.1.5 To the west between the bomb stores and the technical site it is largely wooded and overgrown (Plate 15 – 16). Obscured within the trees and scrub is two mushroom pill boxes and a 50 m length of seagull trench which forms part of the RAF Bicester schedule monument (Plate 15). A dismantled railway passed to the north the pill boxes and during the site visit a small section of the track was observed (Plate 17). To the west of this is a car park surrounding by scrub and long grass (Plate 18 - 19)
- 6.1.6 Directly north of the aerodrome is two areas of the former Stratton Audley Quarry. These comprise a number of large ponds and mounds (presumably topsoil or overburden heaps) and are largely scrub and trees (Plate 20 - 23). The entrance road to the quarry is still present at the northern end (Plate 24).

7 HISTORIC AND ARCHAEOLOGICAL BASELINE

7.1 Introduction

- 7.1.1 The nature of the archaeological resource within the site and the surrounding study area are discussed by period below. The location of designated and locally listed sites is marked upon Figure 2 and the location of previous archaeological events and non-designated heritage assets are shown on Figure 3. Further details of all sites is provided in Appendix A.

7.2 Designated Heritage Assets

- 7.2.1 The entire site except the two former quarry areas are within the RAF Bicester Conservation Area. It is designated for its special character and appearance and its historic interest which derives from its pre-1930s layout and many surviving buildings from this period. It represents the best-preserved bomber airfield built as part of Sir Hugh Trenchards 1920s Home Defence Expansion Scheme.
- 7.2.2 Within the study area there are 41 further designated heritage assets comprising the Stratton Audley Conservation Area, one Grade I listed buildings, 37 Grade II listed buildings and two scheduled monuments. A total of 14 listed buildings are situated within the site including Building 103: link trainer (**OA20**), Buildings 108 and 113: type C hangars (**OA 21**), Buildings 146 and 147: station officers and operation block (**OA 27**), Buildings 146 and 147: type A hangars (**OA 28**), Building 87: fire party house (**OA 29**), Building 89: guard and fire party house (**OA 30**), Building 90: main stores (**OA 31**), Building 92: parachute store (**OA 32**), Building 96: lubricant store (**OA 33**), Building 99: main workshop (**OA 34**), Building 109: watch tower and office (**OA 35**), Building 123: lecture rooms and armoury (**OA 36**), Building 129, 130 and 131: motor transport sheds (**OA 37**) and Building 135: special repair bay shed (**OA 38**). These are all located at the western side of the site in the former technical site (separated from the domestic site) of the airfield. These are listed for their architectural and historic interest and represent surviving elements of the best-preserved military airbase of its period. In

addition, there are 11 areas within the site designated a scheduled monument (**OA 39**). These consist of the southern bomb stores located along the eastern boundary of the site and a series of airfield defence structures. Two mushroom pill boxes and a 50 m length of seagull trench are located 300 m west of the bomb stores along the southern boundary of the site. Air raid shelters and further pillboxes (included in the scheduled monument) are situated in the former technical site towards the western boundary of the site. A structure discovered hidden under ivy and trees along the western boundary was revealed to be an anti-aircraft gun position and munition store following a public appeal by Historic England and is also included within the scheduled monument.

- 7.2.3 Stratton Audley Conservation Area is located 320 m northeast of the site and consists of 10 listed buildings including the Grade I listed Church of St Mary and St Edburga (**OA 1**) and a scheduled moated site southeast of the church (**OA 40**).

7.3 Previous Archaeological Investigations

- 7.3.1 An area of the site along the western boundary has previously been subject to an archaeological desk-based assessment (Oxford Archaeology, 2018a) and a trial trench evaluation (Oxford Archaeology, 2018b). The desk-based assessment identified that the surrounding area had produced evidence of Romano-British settlement and the site was in close proximity to the Alchester to Towester Roman road and as such had a potential for Romano-British remains to be present. In addition, examination of historic maps and aerial photos identified that below ground remains of buildings associated with the short-lived Training Depot Station (TDS) established during the First World War may survive within the area. The subsequent trial trench evaluation revealed a single ditch of Romano-British date. The ditch produced one sherd of late Iron Age/ early Roman pottery and whilst it was parallel to the Roman road it appears to be set back too far from the road to be one of the roadside ditches and is more likely part of a Roman field system laid out in relation to the road. The majority of the features identified during the evaluation were associated with the TDS and comprised poorly preserved concrete strip foundations for the buildings and service trenches.
- 7.3.2 A watching brief (**OA 44**) was undertaken in 2002 to monitor test pits and bore holes within the centre of the technical site in the western part of the site. No archaeological features or finds were identified (Challis, 2002).
- 7.3.3 Within the surrounding study area there have been a total of 21 previous archaeological investigations comprising geophysical surveys (**OA 49**, **OA 51** and **OA 55**) trial trench evaluations (**OA 41 – OA 43**, **OA 46 – OA 48**, **OA 57**, **OA 59** and **OA 60**), watching briefs (**OA 44**, **OA 45**, **OA 50**, **OA 54**, and **OA 56**) and excavations (**OA 61**). Investigations considered relevant to the site are further discussed by period below.

7.4 Prehistoric Period (500,000 BP – AD 43)

- 7.4.1 The Oxfordshire HER returned eight records of prehistoric date within the 1 km study area two of which are located within the site. Towards the northern boundary of the airfield to the south of the former quarry lies a circular cropmark, visible on aerial photography (Plate 26). This may represent the remains of a one or two ring ditches

(**OA 66**) although it is more likely to relate to Second World War defences. Aerial photos have also aided in identifying a possible round barrow cemetery (**OA 63**) comprising seven ring ditches in the centre of the site that were destroyed by the development of the airfield during the twentieth century. Whilst circular features were identified on aerial photographs (and plotted on Figure 4) it is more likely that these relate to natural fairy rings rather than archaeological features. Other possible ring ditches (**OA 62**, **OA 64**, **OA 65** and **OA 69**) have also been identified from aerial photographs. To the south of the site a number of possible ring ditches (**OA 62** and **OA 64**) were identified possibly indicating the presence of a Bronze Age barrow cemetery. The area has now been built over. To the north of the site a clear circular anomaly (**OA 69**) was identified close to the former taxiways of RAF Bicester. Directly south of east of Stratton Audley is another possible ring ditch (**OA 65**).

- 7.4.2 Only two records of prehistoric date have been confirmed by archaeological excavation. To the south of the site an evaluation (**OA 57**) identified a small number of features comprising boundaries and drainage ditches and some isolated pits (**OA 67**). A subsequent watching brief recovered a few crumbs of Iron Age pottery. More significant is an Iron Age settlement (**OA 68**) identified at Slade Farm 980 m south-west of the site. Archaeological investigation (**OA 53**) revealed an Iron Age ditch possibly relating to a droveway, pits and a palisade gully in addition to a number of ring gullies relating to houses and stick enclosures. A possible kiln of late Iron Age date and seasonal Mesolithic activity were also identified.

7.5 Romano-British Period (AD 43 – 410)

- 7.5.1 The impact of the Roman invasion within the wider area was immediate and substantial. Alchester was established as a major military base, 3.2 km south of the present town of Bicester, possibly as a fortress for legio II Augustus in AD 44. The town became the largest in the county covering an area of between 40 and 45 ha and comprised stone buildings such as a temple, bath buildings, and houses as well as the town walls. It was situated at a strategically important junction between the north-south route from Chichester and Silchester to the midlands and the east-west route from the region to Colchester. A section of the route from Alchester to Towcester (Margery Road 160a, **OA 76**) borders the western boundary of the site and is now overlain by the A4421. These were major roads and acted as stimulus for nucleated settlements and villa sites which were subsequently established along them.
- 7.5.2 Three villa/ settlement sites have been identified within the study area. To the north of the site a Roman villa (**OA 71**) was discovered during the landscaping of the garden at Fringford Lodge in 1860. It was reported at the time that several remains of tessellated pavement had been identified and an underground chamber was located close by with the pavement and two or three steps leading down to it. As well as structural remains two skeletons and quantities of pottery were discovered. It is also reported that copper coins were discovered in the adjoining field. An evaluation (**OA 48**) prior to redevelopment of the driveway, turning area and garage at Fringford Lodge identified Roman remains relating to a stone structure overlying a mortar floor and external yard surfaces and ancillary timber buildings (Booth, 1994). A mitigation strategy to minimise the effect of the development was drawn up and the subsequent

watching brief yielded Roman finds but no features. A quantity of material including a paved pathway and 50 coins of Roman date, lion head, brooches and rings were found 700 m southwest of the site (**OA 74**). The high-status finds are indicative of a villa site. Although the area has now been developed aerial photos taken prior to development show enclosures in the vicinity of these finds. An evaluation (**OA 42**) undertaken at a new primary school close to these remains identified significant truncation and no further Roman finds or features were identified. An archaeological evaluation (**OA 41**) identified a number of ditches, gullies and pits indicating the presence of a Roman settlement (**OA 75**) which appears to have extended approximately 200 – 225 m from the line of the road (Pine, 2000). Subsequent test pitting (**OA 45**) failed to identify any archaeological remains. Test pits (**OA 44**) within the technical site failed to identify any features of archaeological interest (Challis, 2002).

- 7.5.3 The Victoria County History (VCH) mentions finds and features which have been found within the parish. It mentions skeletons (**OA 73**) found by the Roman road opposite Skimmingdish Lane (the Caversfield Road) at the north of the parish in 1813 (Salzman, 1939). The Oxfordshire HER records this record within the technical site although no further details are given by the VCH or the HER.

7.6 The Medieval Period (AD 410 – 1550)

Early Medieval Period (AD 410 – 1065)

- 7.6.1 A single record of early medieval date was returned by the Oxfordshire HER within the study area. It was reported in a periodical of 1823 that 13 skeletons (**OA 77**) were found during the construction of the turnpike road from Bicester to Buckingham. These were originally thought to be of Roman date but are more likely to be Saxon. The burials were buried in an east-west line and grave goods included a sword hilt and a spur. The HER records this point within the northern part of the site that was previously quarried however the turnpike road is further to the north and outside of the site.
- 7.6.2 There is a paucity of early medieval finds and features within the study area however in the wider area there are known Saxon settlements at Bicester and Stratton Audley. Bainton, Caversfield and Launton are all mentioned in the Domesday survey (1086) and as such are likely to have earlier medieval origins.

Later Medieval Period (1066 – 1550)

- 7.6.3 The Oxfordshire HER returned five records of medieval date within the 1 km study area. The closest of these is a possible windmill mound (**OA 83**) 600 m southwest of the site that was recorded as early as 1279. It lies outside of the ridge and furrow remains (identified from aerial photographs) near to the parish boundary. To the east of the site a medieval rectangular enclosure was discovered from the air in 1975 and was later confirmed by a field investigation which also revealed a small amount of late medieval pottery.
- 7.6.4 Stratton Audley to the north of the site is first recorded in the Domesday Survey (1086) as *Stratone* and was owned by Robert d'Oilly. The place name Stratton usually means 'farmstead or village on a Roman Road' and in this case, refers to the Roman Road directly to the west of the village. Audley is a manorial affix from the de Alditheleg

family who became tenants of the manor in the thirteenth century (Mills, 2011). The de Alditheleg family created the moated site (**OA 79**) in Stratton Audley. There are earthwork remains of house platforms and traces of crofts and roadways to the south-west of the church which likely represent the shrunken medieval settlement (**OA 81**) of Stratton Audley.

7.7 Post-Medieval Period (1550-1900)

- 7.7.1 The Oxfordshire HER returned three records of Post-medieval date which relate to two gold rings (**OA 82** and **OA 84**) found in fields to the east of the site and a post-medieval smithy (**OA 86**) that was located in Stratton Audley to the north of the site.
- 7.7.2 The site and surrounding study area were likely utilised for agricultural purposes throughout the medieval period and into the post-medieval period. The site is shown comprising a number of arable and pasture/ meadow fields on Davis' Map of 1797 (Figure 4). The area was enclosed under an act of parliament and the Launton Enclosure Map of 1814 (Figure 5) depicts the majority site comprising regular straight sided fields inductive of parliamentary enclosure. Towards the north-western corner of the site an L-shaped building is shown around the north-western side of a yard (the south-east side is marked by the field boundary). The northern part of the site was within the parish of Stratton Audley which was not enclosed under any formal parliamentary agreement.
- 7.7.3 There was some boundary loss within the site between the publication of the Enclosure Map and the First Edition Ordnance Survey Map of 1881 (Figure 6) and the Second Edition in 1899 (not reproduced). The L-shaped building towards the north-western boundary appears to have been expanded and is recorded as Hungerhill Farm. To the north of this farm and within the site is a quarry accessed from Bicester Road. By the second edition Ordnance Survey map this was known as Old Quarry.

7.8 Modern

- 7.8.1 The site is situated within Bicester Aerodrome which was formerly RAF Bicester (**OA 85**). At the start of the twentieth century the potential of air power was increasingly recognised (Appleby et al, 2015). This led to the creation of the Royal Flying Corps (RFC) in 1912 and the Royal Naval Air Service (RNAS) in 1914. The RFC and RNAS worked independently during much of the First World War unifying as the Royal Air Force (RAF) in 1918. Following German bombing raids in Kent and London in 1917 it was decided that a distribution of defensive airfields in an arc around London was required.
- 7.8.2 Bicester was originally planned as a training station for the RFC. It opened in October 1918 six weeks before the end of the First World War. It was the home of 44 Training Depot Station (TDS) for training 120 officers and 60 NCOs (Cherwell District Council, 2008). The Training Depot Stations provided all-through training for pilots that was cost effective (Clarke, 2008). Some earlier airfields were developed into the TDS scheme but many, such as Bicester, were purpose built with very distinctive layouts. The design of the TDS's was based upon each housing three squadrons and as such three-trussed roofed general purpose sheds/ hangars were built closely together in a linear plan generally aligned northeast to southwest between which sat a single span

repair shed with attached workshop positioned slightly forward of the sheds. Other buildings included woodwork and doping workshop, blacksmith and other technical services. This characteristic plan was established at Bicester as depicted on the 1922 OS map (Figure 7) which shows that the technical site was situated along the western boundary. The technical site at Bicester was orientated northeast – southwest with two southern hangers separated from the northern hanger by a smaller workshop. All the hangers front directly onto the airfield with four taxiways extended south-eastwards from the hangers onto the airfield. A number of other service buildings are depicted the west of the hangers and some long narrow buildings in the south-western corner of the site. The function of these buildings is unclear. Hungerhill Farm is depicted to the north of the TDS and the quarry to the north of the farm had expanded southwards.

- 7.8.3 Following the First World War and due to financial cut backs, there was a huge decrease in the number of aerodromes. Between 1919 and 1920 a total of 256 aerodromes were closed (Lowry et al, 2001). Bicester was closed in 1920. All the buildings were demolished and the flying field reverted back to agricultural land. Concrete strip foundations to some of these buildings and services trenches were identified during the evaluation recently undertaken by Oxford Archaeology. By 1924 only 27 military and 17 civil aerodromes remained (ibid).
- 7.8.4 During the early 1920s and due to the threat from France many former First World War aerodromes such as Bicester that had been sold were bought back. In 1925 there was a change in the country's defensive structure known as Air Defence of Great Britain (Cherwell District Council, 2008). Bicester was chosen as a permanent three squadron bomber airfield as part of the Wessex Bombing Area of the Air Defence of Great Britain. In addition to the First World War airfield further land was acquired to the north including Hungerhill Farm. The boundary of the airbase was extended to the south to allow for a longer take-off run. Work started immediately with the construction of two hangers and a railway around the perimeter of the airfield. The semi-circular plan to the technical site was characteristic of other aerodromes developed during this period. Following a change in government it was decided to scale back squadron size and the first phase of construction at Bicester was scaled back before it was completed. However in response to the growth of Nazi Germany there was a reappraisal of the air defense policy. A second phase of construction known as the RAF expansion period followed the collapse of disarmament talks in 1933 and resulted in a significant number of alterations and construction of new buildings at Bicester. Other technical buildings were constructed along with two large type-C Hangars. The bomb stores were constructed in 1938 along with aviation petrol installations, the watch office and tower and new roads. Many of the aerodromes during this period had little in the way of airfield defenses. Following the Munich Crisis in 1938, the outbreak of war in 1939 and the risk of enemy bombings and paratroop assaults slit trenches, gun posts, pillboxes and light anti-aircraft guns were installed at airfields.
- 7.8.5 At the outbreak of the Second World War the role of the station changed to that of training. An Operation Training Unit (OUT) was established as one of only two training medium bomber units in Britain. The flying field was considerably increased to the

south and the north and in total the taxiway around the perimeter and dispersal tracks totaled nearly 6 miles (Cherwell District Council). During the war, larger more suitable airfields were constructed and due to poor winter weather and the lack of a concrete runway the units at Bicester were transferred and the aerodrome was relegated to a storage centre.

- 7.8.6 Following the Second World War a maintenance unit was retained at Bicester. Bicester closed as an operational station in 1976 and was made available to the United States Airforce who converted some of the buildings and created a hospital on the domestic site on the western side of the A4421.

7.9 Undated

- 7.9.1 The Oxfordshire HER returned five records of unknown date within the study area which relate to possible features (**OA 88 – OA 92**) identified from aerial photographs and geophysical survey.

7.10 Aerial Photographs

- 7.10.1 A review of aerial photographs held at Historic England Archive in Swindon and photos held by OHER in the HER offices in Oxford was carried out as part of the baseline assessment. A total of 157 aerial photographs comprising specialist oblique records, military obliques and vertical images covering the period from the 1930s to 2010 were reviewed. A faint rectangular cropmark (Figure 6) was identified in the north-western part of the site close to the location of a Hungerhill Farm depicted on early Ordnance Survey maps. Other features which appear as crop marks within the site include the outline of the First World War buildings (visible on a 1961 photograph) and two circular features (**OA 66**) recorded on the HER as a single round house but more likely to relate to Second World War defences. The HER suggests that the site contained a complex of seven ring ditches (**OA 63**) although these 'were destroyed by the development of the airfield'. The HER record suggest that the cropmarks were identified on aerial photographs taken by Fairey Aerial Surveys in 1961. Whilst copyright restriction prohibited copies of the photograph (26.48/ 13.018) being taken it was viewed at Historic England Archives and no obvious ring ditches were observed. It is likely that the circular features recorded as ring ditches are 'fairy rings' which are circular or semi circles of mushrooms. The aerial photos also reveal the extent of the dispersal tracks which extended beyond the limits of the current aerodrome and most of which have been destroyed.
- 7.10.2 In the wider study area, extensive areas of ridge and furrow earthworks were visible on early aerial photographs. Due to the intensification of farming practices throughout the later twentieth century the majority of these earthwork remains have been levelled. On the western side of the A4412 an earlier field boundary is visible as a crop mark.

8 ARCHAEOLOGICAL POTENTIAL

- 8.1.1 There is a paucity of finds and features of prehistoric, medieval and post-medieval date within the study area. An isolated feature of Iron Age date has been found to the south

of the site and an Iron Age settlement has been found 980 m south-west of the site. Other possible prehistoric features including a barrow cemetery have been identified from aerial photography within the site and surrounding study area. These have now mainly been destroyed and not confirmed archaeologically. It should be noted that the barrow cemetery recorded within the site is thought to be natural rather than archaeological and the possible ring ditch identified towards the northern boundary of the site is likely to represent a Second World War defensive feature. Despite the uncertainty of these features the possibility of prehistoric remains being present within the site cannot be entirely dismissed.

- 8.1.2 The archaeological potential of the site stems from its proximity to the line of the Roman Road from Alchester to Towcester which borders the western boundary of the site and from the sites use an RAF airbase during the First and Second World Wars. Remains of three villa/ settlement sites have been identified within the study area the closest of which is directly south of the site on the southern side of Skimmingdish Lane. Romano-British burials are reported to have been found within the south-western corner of the site. The exact location of these is unknown (and therefore they could be outside of the site) and no remains were found during an earlier watching brief within the technical site and within the vicinity of the HER record. A recent evaluation undertaken by Oxford Archaeology identified a Romano-British ditch within the site, parallel to the Roman road (Margary Road 160a) and as such there is considered to be the potential for further remains of this date to be present within the site. The previous evaluation along the western boundary did not identify remains of the Roman road and whilst it is considered unlikely that further work along the western boundary would encounter remains of the road if remains are present they would help confirm the line of the Roman road.
- 8.1.3 Aerial photographs reveal extensive ridge and furrow earthwork remains within the study area and whilst none were identified within the site it is likely that the site was utilised for agriculture during the medieval and post-medieval period. Although no remains of ridge and furrow were found during the evaluation it is considered that there is the potential for buried remains of ridge and furrow to be present within the site. The 1814 Enclosure Map (Figure 6) and the 1881 Ordnance Survey Map (Figure 7) show that the site was formed of a number of fields and as it is considered likely that remains of earlier field boundaries will be present within the site. In the north-western corner of the site a farm is depicted on the Enclosure Map and was demolished sometime during the mid twentieth century. It is likely that below ground remains of the buildings will survive.
- 8.1.4 The Training Depot Station (TDS) established during the First World War was short lived and the buildings were demolished in 1920. These buildings were intended to be short lived and were not substantial although below ground remains relating to the hangers and taxiways do survive as confirmed by the recent evaluation. Other structures are likely to be present along the western boundary that were not investigated by the evaluation. If present these would increase our knowledge and understanding of the form and function of the smaller service buildings adjacent to the hangers. It should be noted that, as there are surviving extant examples of TDS's, which are of significant heritage value this may suggest that the heritage significance of any surviving below

ground remains at Bicester may be lower than that of the extant above ground remains. Clarke (2008: p 38) states that remains of TDS are one of the most important archaeological airfield components in the landscape and the structural arrangement can still be recognised at a number of surviving sites. Buildings were constructed of temporary materials and only expected to last for the duration of the war. Following the war, 271 of the 301 sites that existed in 1918 had been cleared or since decayed (Historic England, 2016). Complete hangar groups survive at Calshot, Duxford, Henlow, Hooton Park, Lee-on-Solent and Old Sarum (*ibid.*).

- 8.1.5 Following the First World War the site was reverted to agricultural land but was re-established as an airbase in 1925. As well as new technical site established in the western side of the site, the airfield was extended, new taxiways and dispersal tracks were built, defensive structures were erected and a train line along the southern boundary was constructed. Many of the buildings still survive but there is considered to be the potential for below ground remains to survive of earlier buildings that were lost. Within the technical site buildings which have removed and could survive below ground include the coal yard, nissan huts, works squadron huts, timber hut, and buildings of unknown use. In the area of the bomb store, buildings which have been removed and could survive below ground include fusing point building, 2 pounder SAA store, and two building of unknown use. The significance of these remains and the contribution they make to the setting and heritage significance of the built heritage remains and the conservation area is assessed in the built heritage report produced by another consultant. During the site walkover survey a small section of in-situ railway track was identified and whilst it was apparently dismantled there is considered to be the potential for further remains to survive below ground along the southern boundary.
- 8.1.6 Skimmingdish Lane was straightened and widened in the 1990s. A small section of the former alignment passes through trees along the southern boundary of the site. There is the possibility that earlier road surfaces or road side ditches could survive. To the south of the road and within the site the base of a building survives. This building is first depicted on maps in the mid twentieth century. The significance of this building is assessed in the built heritage report produced by another consultant

9 PREVIOUS IMPACTS AND SURVIVAL

- 9.1.1 The majority of the site appears to have remained undeveloped through recorded history until the beginning of the twentieth century when it formed part of a Training Station Depot and then RAF Bicester. The western part of the site was extensively developed during the First World War with hangers, workshops, other technical buildings and taxiways. Buildings were all built to a standardised type and were intended to have a short life span. The temporary nature of these buildings means that the foundations are unlikely to have been substantial and although some truncation of the archaeological horizon occurred the archaeological evaluation undertaken recently confirmed that archaeological features do survive. Aerial photographs from the 1960s indicated that remains of the First World War buildings survived below ground and this was also confirmed by the evaluation. Clearly the remains of the First

World War structures do themselves represent archaeological remains of some interest and further remains are likely to survive within the site to the south of and immediate east of the previously investigated areas.

- 9.1.2 Bicester was chosen as a permanent bomber base in 1925. The building of the new technical site in the western part of the site will have impacted upon the archaeological horizon damaging or destroying any archaeological remains that might have been present including material relating to the Training Depot Station. The construction of the air raid shelters to the south of the technical site and the bomb stores along the eastern boundary involved the erection of earthen mounds and this will likely have been excavated from the immediate vicinity. The excavation of this material will have impacted upon the archaeological horizon although the degree and extent of this truncation and as such the potential survival of archaeological remains is unknown. The airfield at RAF Bicester remained grass and was later deemed unsuitable following severe weather. It is considered that the landing of aircraft especially in very wet conditions may have impacted upon below ground remains although this is considered to have been minimal. The construction of the railway line and the taxiways and dispersal tracks will have impacted upon the archaeological horizon however it is anticipated that if archaeological remains are present they will have been damaged but are likely to have survived.
- 9.1.3 Quarrying within the northern part of the site and a small area towards the southern boundary as depicted Ordnance Survey maps will have destroyed any archaeological remains in these areas. Accordingly, these areas are not considered to have any archaeological potential.
- 9.1.4 In addition to the impacts from buildings and quarries upon the archaeological horizon it is also anticipated that within the areas of the site with dense tree coverage there will have been an impact upon archaeological remains from the roots of the trees. The extent of this impact is not currently known. During the site walkover survey, large wheel ruts were observed along the eastern boundary to the north of the bomb stores. These wheel ruts were at a depth deep enough to have damaged or destroyed any archaeological remains within the line of the wheel rut.

10 POTENTIAL IMPACTS

10.1 Proposed Scheme

10.1.1 The proposed scheme is for the restoration and redevelopment of the site expanding on the heritage motor and aviation business park that has been established at the aerodrome (Figure 9). The master plan for the site includes:

- Construction of a hotel and conference centre along the western boundary of the site (assessed in a previous desk-based assessment and trial trench evaluation);
- Construction of a new driving experience track within the existing perimeter track which will be improved;
- Construction of a new experience centre and access at the northern end of the aerodrome;

- An adventure/ leisure park in the former Audley Stratton Quarry which would include an off road driving experience, cycling trails and fly fishing club;
- Converting the bomb stores into garages with accommodation (GWA) and creating further GWAs along the eastern boundary of the site;
- Buildings for historic and specialist storage along the southern boundary of the site;
- A new hangar type building for use as a leisure, art and exhibition hall;
- A new technical site directly south of the current technical site; and
- Extensive landscaping and areas of car parking

10.1.2 Ground works during the construction of the scheme have the potential to impact upon and further damaging or destroying any archaeological remains, if present within the site. The impact of the proposals other than the hotel development is divided into and assessed in separate component areas below (Figure 10). It should be noted that whilst landscaping is discussed this is only general as the exact details of proposed landscaping is unknown.

10.2 Northern Area

10.2.1 The northern area comprises the proposed experience centre, adventure/ leisure park and driving experience track. The experience centre will be accessed via a new entrance from Bicester Road and will comprise five buildings with car parking and landscaping. Historic mapping indicates that the northern part closest to the junction between the Bicester Road and the A4412 was quarried in the late nineteenth and early twentieth century whilst to the south of this was a farm known as Hungerhill Farm. The former quarried area does not have archaeological potential other than remains of the Second World War taxiway and therefore development of this area will not impact upon any archaeological remains. Beyond the quarried area the construction of the experience centre, car parking and landscaping would potentially upon any as yet unknown archaeological remains that might be present and any surviving remains relating to Hungerhill Farm.

10.2.2 The driving experience track will be situated within the northern part of the existing perimeter track. This area appears to have remained undeveloped and as such has the potential to contain as yet unknown archaeological remains. Based on the stratigraphy observed during the evaluation along the western boundary it is anticipated that there will be between 0.3 and 0.4 m of overburden above the natural geology and this will likely have to be removed prior to the construction of the new track. This will likely damage any as yet unknown archaeological remains that might be present.

10.2.3 The adventure/ leisure park occupies 27 ha of the former Stratton Audley Quarry. The landscaping of the area for the new off road driving experience and cycling trails will not affect archaeological remains which if present would have been destroyed by quarrying during the later twentieth century.

10.2.4 If landscaping in the northern part of the site beyond the former quarried areas involves groundworks then these could impact upon as yet unknown archaeological remains and remains relating to the former taxiways and a potential defensive structure identified from aerial photographs.

10.3 South-Eastern Area

- 10.3.1 The south-eastern area of the site comprises the garages with accommodation and historic and specialist storage buildings. Along the south-eastern boundary it is proposed to convert the existing bomb stores into garages with accommodation and to construct further GWAs directly to the north of the bomb stores and designed to reflect at least in plan the existing bomb store buildings. The construction of these new buildings will damage or destroy any as yet unknown archaeological remains that might be present beyond the small areas already damaged/ destroyed by the deep wheel ruts.
- 10.3.2 The historic and specialist storage comprises the construction of seven large buildings likely warehouses along the south-western boundary. This area is currently largely treed and whilst the roots will likely have damaged the any as yet unknown archaeological remains it is considered that, if present, archaeological deposits will have survived and will be further damaged or destroyed by the construction of these storage buildings.
- 10.3.3 If landscaping within the south-eastern area involves groundworks then these will impact upon the archaeological horizon and may also encounter known Second World War buildings that have been removed but which may have surviving below ground elements and the former railway line that passes along the southern boundary.

10.4 South-Western Area

- 10.4.1 The south-western area comprises a large hangar housing the leisure, art and exhibition hall, the new technical area and car parking. The leisure, art and exhibition hall will be constructed south-east of the existing technical area adjacent to Exhibition Hall 3 and will be known as Hangar Five. The large building is situated in part of the former airfield which appears to have remained undeveloped and as such has the potential to damage or destroy any as yet unknown archaeological remains that might be present within the footprint of the new building.
- 10.4.2 The new technical site will involve the constriction of ten new buildings directly south of the current technical site. This area is predominantly covered with dense trees apart from an area directly south of Exhibition Hall 4 which contains air raid shelters covered in earth. The roots of the trees are likely to have impacted upon archaeological remains and the excavation of the soil to cover the air raid shelters is also likely to have damaged or destroyed any archaeological remains within their footprint. The extent of the previous impacts is currently unknown however it is anticipated that, if present, archaeological remains are likely to have survived in this area and groundworks associated with the construction of the new buildings will result in their further damage or destruction.
- 10.4.3 If landscaping in the south-western area comprises groundworks then these have the potential to impact upon any as yet unknown archaeological remains that might be present. In addition, there are two known Second World War buildings along the southern boundary that could have surviving below ground elements that would be damaged or destroyed by landscaping and the construction of new car parking.

11 POTENTIAL FOR FURTHER WORK

- 11.1.1 The effect of the proposed scheme on potential archaeological remains will be a material consideration in determination of a submitted planning application. Whilst this study has identified no over-riding archaeological constraints which are likely to prohibit development it has identified that that site holds archaeological potential particularly for remains of Romano-British date and relating to the First and Second World War aerodrome.
- 11.1.2 It is anticipated that a trial trench evaluation will be required outside of the previously quarried areas in order to ascertain the presence (or absence) of any archaeological remains which may be damaged or destroyed as a result of the proposals. Some areas of the site are currently covered with dense trees and a trial evaluation of these areas is not currently feasible (Figure 10). A phased program of post-determination archaeological investigation might be secured as a condition of planning or alternatively the currently accessible areas could be evaluated pre-determination and the remaining areas could be investigated as a condition of planning. A phased program of archaeological work undertaken pre-or post-determination would involve a trial trench evaluation (first phase) which would be used to clarify the nature, significance and survival of the archaeological remains within the site and inform a suitable mitigation strategy (second phase) intended to reduce or remove any potential impacts of the scheme upon the heritage resource.
- 11.1.3 The scope of any further archaeological work will have to be agreed with the Oxfordshire County Archaeologist.

12 CONCLUSION

- 12.1.1 The site is situated within Bicester Aerodrome formerly RAF Bicester that was originally a Training Depot Station during the First World War and then a bomber airbase in the Second World War and part of the former Stratton Audley Quarry. The former quarry areas have no archaeological potential however this assessment has identified that the remainder of the site has the potential for pre-airfield archaeological deposits to survive. The archaeological baseline has identified that the site is adjacent to the line of a Roman road and settlement and villa remains have been found close by. Whilst it is anticipated that remains will have been impacted upon to some degree by the construction of airfield buildings during the early twentieth century it has been ascertained from an archaeological evaluation in the western part of the site that pre-airfield archaeological deposits do survive.
- 12.1.2 In accordance with paragraphs 128 and 141 of NPPF a trial trench evaluation, pre- or post- determination (or a combination of both) is likely to be required to ascertain the presence, survival and potential significance of any deposits within the site and inform a suitable mitigation strategy intended to reduce or remove any potential impacts of the scheme upon the heritage resource. The scope of any further archaeological work will have to be agreed with the Oxfordshire County Archaeologist.

APPENDIX A GAZETTEER OF KNOWN ARCHAEOLOGY WITHIN THE STUDY AREA

Designated Heritage Assets

OA Number	Name	Type	Grade	Type
1	Church of St Mary And St Edburga	Listed building	I	1046404
2	Bay Tree House	Listed building	II	1046405
3	The Red Lion Public House	Listed building	II	1193291
4	Headstone Approximately 8 Metres South of South Aisle, Church of St Mary And Edburga	Listed building	II	1193304
5	The Plough House	Listed building	II	1193317
6	Manor Farmhouse	Listed building	II	1232878
7	Brashfield House, Brashfield Lodge	Listed building	II	1369746
8	Building Number 31 (Sergeants Mess)	Listed building	II	1391626
9	Building No 16 (Officers' Mess and Quarters)	Listed building	II	1391628
10	Building No 20 (Dining Room and Institute)	Listed building	II	1391629
11	Building No 22 (Central Heating Plant)	Listed building	II	1391630
12	Building No 32 (Airmen's Institute)	Listed building	II	1391631
13	Headstone Approximately 3 Metres North East of North Aisle Church of St Mary and Edburga	Listed building	II	1392244
14	1914-1918 War Memorial Approximately 6 Metres North of North Porch Church of St Mary And Edburga	Listed building	II	1392245
15	Base of Churchyard Cross Approximately 8 Metres North of Porch Church of St Mary and Edburga	Listed building	II	1392246
16	1 and 2, Church Lane	Listed building	II	1392247
17	The Manor House	Listed building	II	1392248
18	Building 33 (Barrack Block)	Listed building	II	1392759
19	Building 50 (Decontamination Centre)	Listed building	II	1392760

20	Building 103 (Link Trainer)	Listed building	II	1392761
21	Buildings 108 And 113 (Type C Hangars)	Listed building	II	1392762
22	Building No 47 (Ration and Adjutant Stores)	Listed building	II	1393028
23	Building No 48 (Dining Room and Cookhouse)	Listed building	II	1393029
24	Building No 23 And 25 (Type H Barracks Block)	Listed building	II	1393030
25	Buildings Nos 29, 42, 35 And 36 (Type 'E' Barracks Blocks)	Listed building	II	1393031
26	Building Nos 43 and 46 (Station Sick Quarters and Decontamination Centre)	Listed building	II	1393032
27	Building Nos 146 and 147 (Station Offices and Operation Block)	Listed building	II	1393034
28	Buildings Nos 79 and 137 (Type 'A' Hangars)	Listed building	II	1393035
29	Building No 87 (Fire Party House)	Listed building	II	1393036
30	Building No 89 (Guard and Fire Party House)	Listed building	II	1393037
31	Building No 90 (Main Stores)	Listed building	II	1393038
32	Building No 92 (Parachute Store)	Listed building	II	1393039
33	Building No 96 (Lubricant Store)	Listed building	II	1393040
34	Building No 99 (Main Workshops)	Listed building	II	1393041
35	Building No 109 (Watch Tower and Office)	Listed building	II	1393042
36	Building No 123 (Lecture Rooms and Armoury)	Listed building	II	1393043
37	Building Nos 129, 130 and 131 (Motor Transport Sheds)	Listed building	II	1393044
38	Building No 135	Listed building	II	1393049
39	RAF Bicester: World War II Airfield	Scheduled monument	n/a	1021455
40	Moated Site SE of Church	Scheduled monument	n/a	1006347

Non-Designated Heritage Assets

OA Number	HER Ref	Name	Grade	Type
41	EOX37	Land adjacent to Skimmingdish Lane	n/a	EV
42	EOX42	Southwold County Primary School	n/a	EV
43	EOX55	Slade Farm II	n/a	EV

44	EOX953	RAF Bicester, Oxon 2002	n/a	WB
45	EOX1310	Skimmingdish Lane, Bicester: archaeological watching brief	n/a	WB
46	EOX1522	Telford Road, Bicester, Oxfordshire: Archaeological Evaluation Report	n/a	EV
47	EOX1751	Evaluation on land North-West of Launton Road Roundabout	n/a	EV
48	EOX1866	Evaluation and Watching Brief at Fringford Lodge	n/a	EV
49	EOX2035	Dymock's Farm	n/a	GS
50	EOX2044	St Mary's and St Edburga's Church	n/a	WB
51	EOX2284	Interim Note on Geophysical Survey at Fringford Lodge	n/a	GS
52	EOX2317	MPP Scheduling proposal for Moated Site around Castle at Stratton Audley	n/a	MPP
53	EOX2524	Slade Farm	n/a	PEA
54	EOX2930	Land North of Fringford Lodge	n/a	WB
55	EOX3465	Land at South Lodge Stables	n/a	GS
56	EOX5452	Manor Farm	n/a	WB
57	EOX5575	Land Off Skimmingdish Lane	n/a	EV
58	EOX5651	Observations along stripped area of Bicester Perimeter Road	n/a	RO
59	EOX6199	East West Rail Stage 2A Planning Application Sites	n/a	EV
60	EOX6200	Land North-East of Skimmingdish Lane	n/a	EV
61	EOX6260	Land S of Skimmingdish Lane	n/a	EX
62	MOX5623	? Prehistoric Round Barrow Cemetery	Prehistoric	Barrow Cemetery?
63	MOX5622	Possible Bronze Age Round Barrow Cemetery	Bronze Age	Cemetery
64	MOX23353	Possible ring ditch at Bicester Airfield	Bronze Age	Ring Ditch?
65	MOX4948	Bronze Age Ring Ditch	Bronze Age	Ring Ditch
66	MOX5025	Bronze Age Ring Ditch	Bronze Age	Ring Ditch
67	MOX26645	Possible boundaries or drainage ditches and pits	Iron Age	Ditch, Pit
68	MOX5634	Iron Age Settlement, Slade Farm	Iron Age	Settlement, Boundary Ditch, Pit, Oven

69	MOX5624	Later Prehistoric Ring Ditches and Enclosure	Later Prehistoric	Ring Ditch, Enclosure
70	MOX12267	Iron Age to Roman Pottery and Features on Bicester Perimeter Rd	Roman	Ditch, Post Hole
71	MOX4885	Roman Possible Villa at Fringford Lodge	Roman	Villa?, Findspot, Mosaic, Inhumation
72	MOX4934	Roman Coins	Roman	Findspot
73	MOX5590	Roman Inhumations	Roman	Inhumation
74	MOX5612	Roman Enclosures and finds (SW of South Farm between A41 and A421)	Roman	Findspot, Rectangular Enclosure
75	MOX6348	? Roman Settlement (land adj to Skimmingdish Lane)	Roman	Ditch, Post Hole, Settlement
76	MOX4783	Roman Road	Roman	Road
77	MOX11309	Anglo Saxon skeletons along Bicester to Buckingham turnpike	Early Medieval/Dark Age	Inhumation
78	MOX5015	Medieval Rectangular Enclosure	Medieval	Rectangular Enclosure, Findspot
79	MOX85	Moated Site in Stratton Audley	Medieval	Moat
80	MOX12361	Ancient hedgerow along Jarvis Lane	Post Roman	Hedge
81	MOX4942	Shrunken Medieval Village	Medieval to Post Medieval	Shrunken Village
82	MOX23267	Gold Ring found by metal detecting	Post Medieval	Findspot
83	MOX5020	Possible Medieval/Post Medieval Windmill Mound	Medieval to Post Medieval	Windmill Mound
84	MOX23268	Gold Ring found by metal detecting	Post Medieval	Findspot
85	MOX12827	RAF Bicester: World War II Airfield	Modern	Bomb Store, Pillbox, Air Raid Shelter, Military Airfield
86	MOX4926	Post Medieval Smithy	Post Medieval	Blacksmiths Workshop
87	MOX26954	1914-1918 War memorial N of Church of St Mary and Edburga	Modern	War Memorial

88	MOX24734	Linear features at South Lodge Stables	Undated	Linear Feature
89	MOX23344	Possible ring ditch E of Caversfield	Unknown	Ring Ditch?
90	MOX23354	Small rectilinear enclosure S of Stratton Audley	Unknown	Rectilinear Enclosure
91	MOX23356	Small curvilinear enclosure S of Stratton Audley	Unknown	D Shaped Enclosure
92	MOX23387	Linear features and possible pits at Dymock's Farm	Unknown	Ditch?, Pit?

APPENDIX B BIBLIOGRAPHY AND LIST OF SOURCES CONSULTED

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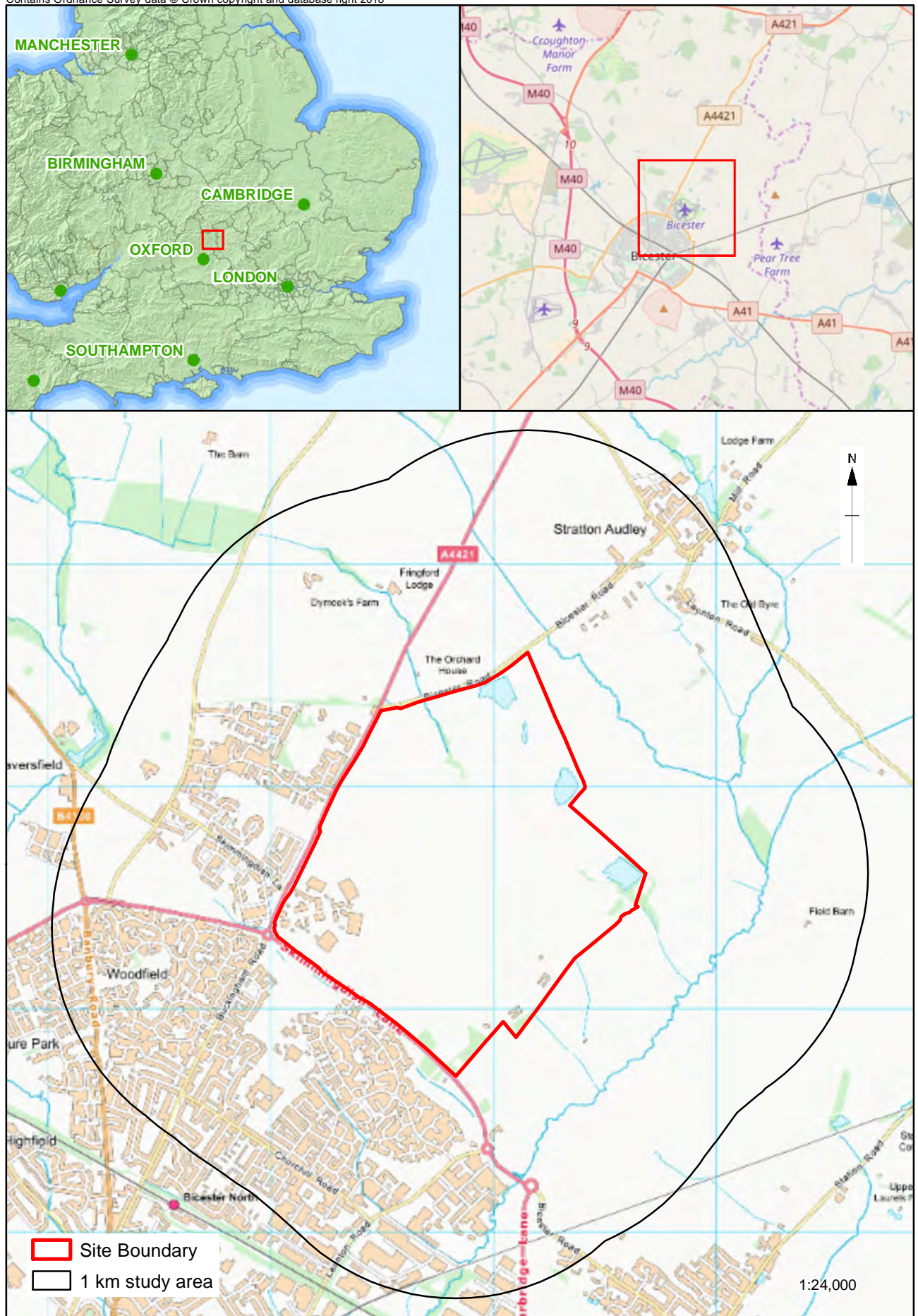
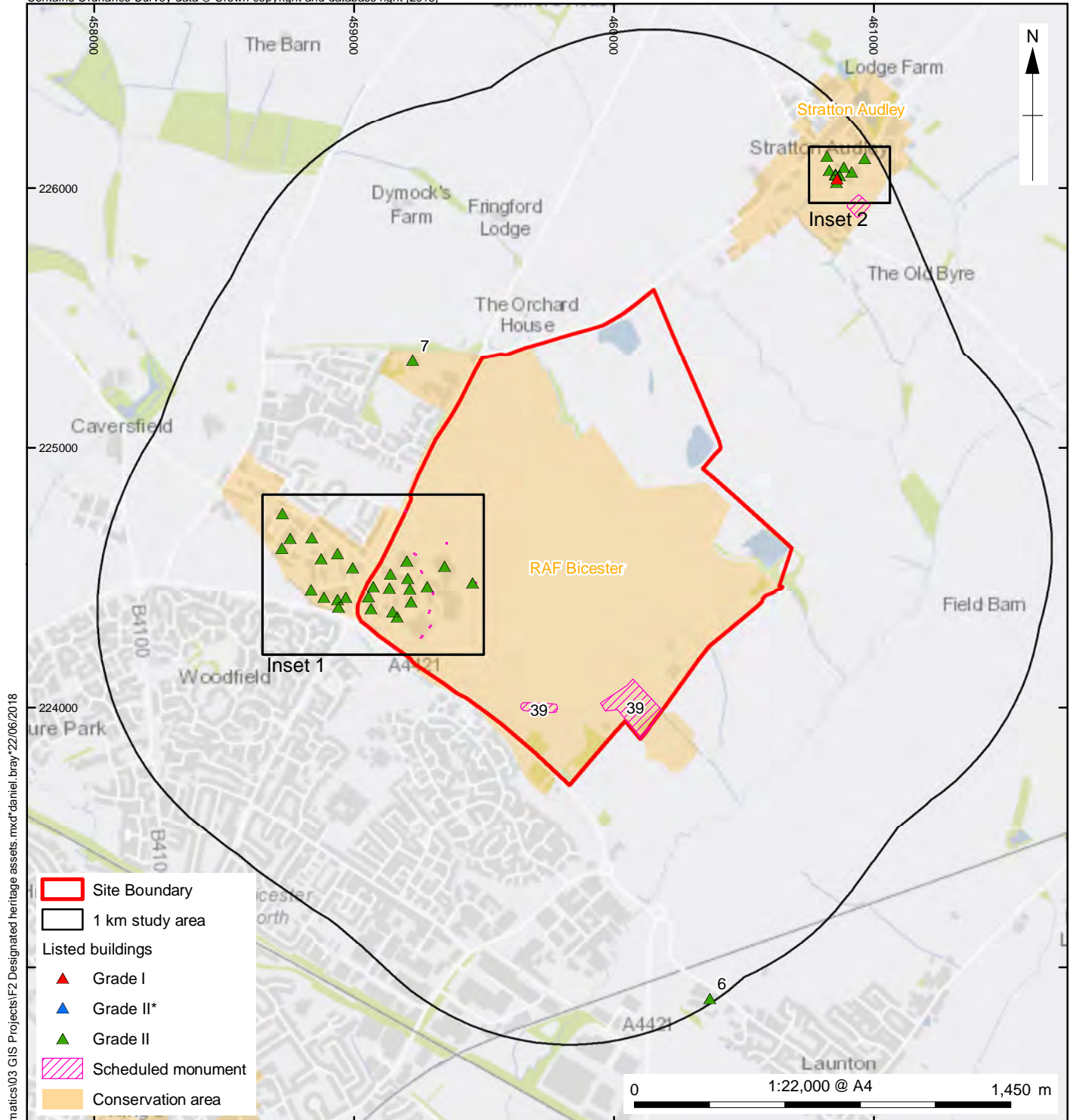


Figure 1: Site location



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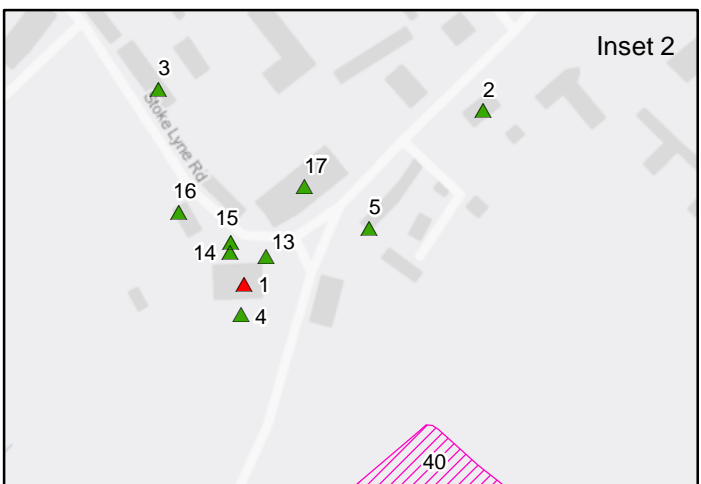
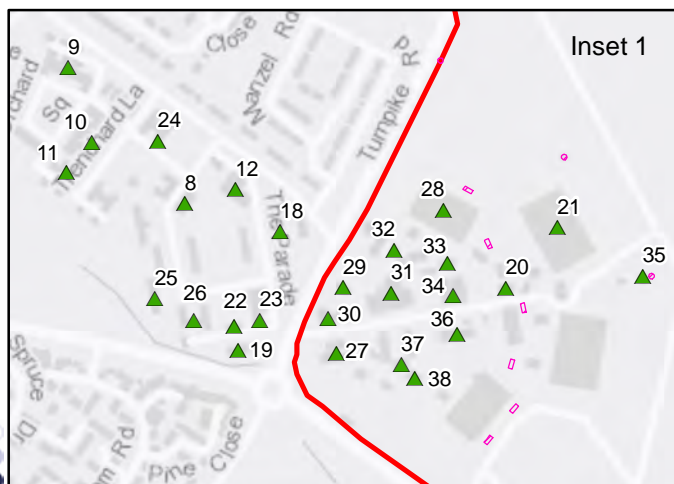


Figure 2: Designated heritage assets

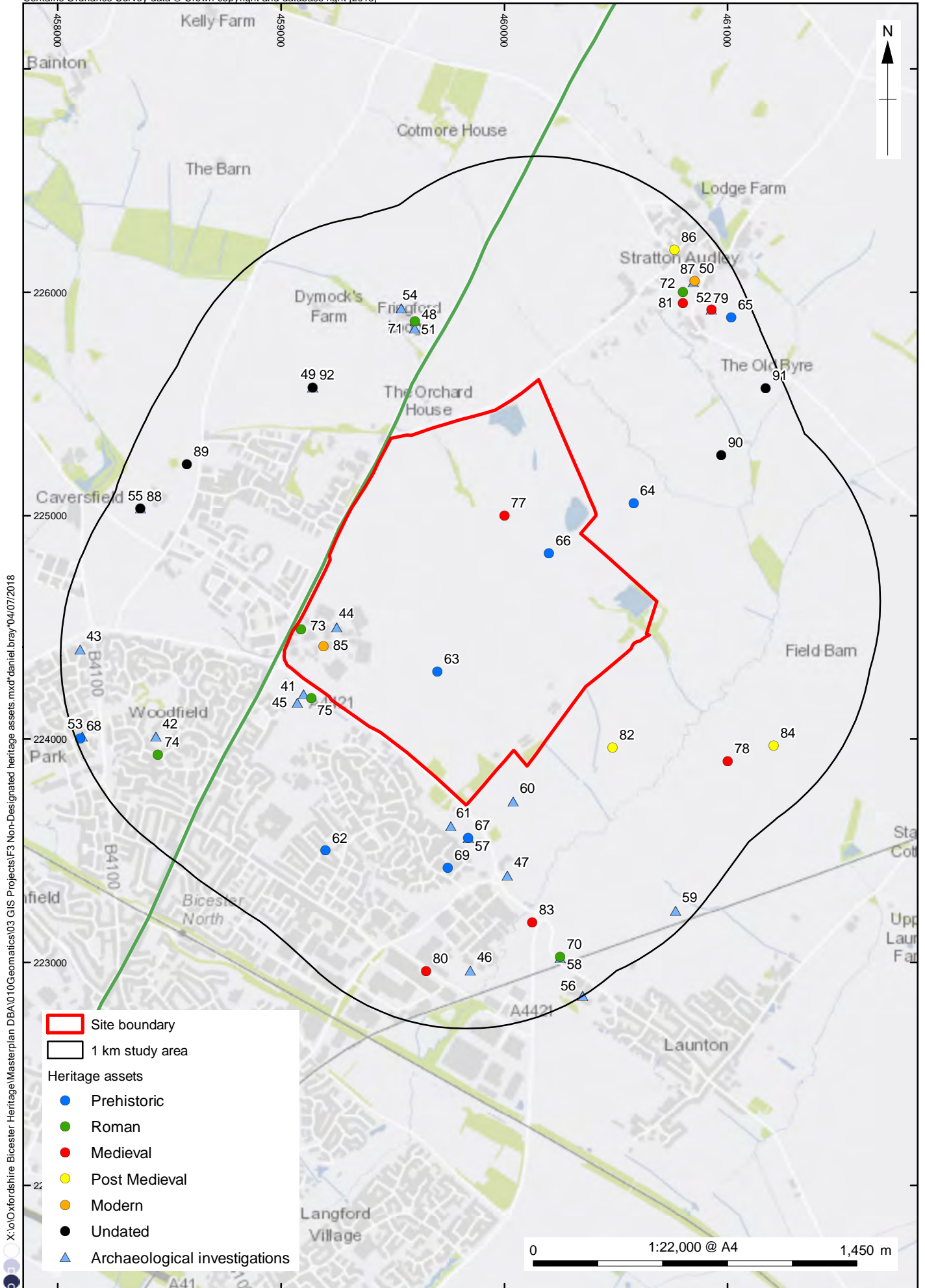


Figure 3: Non-designated heritage assets

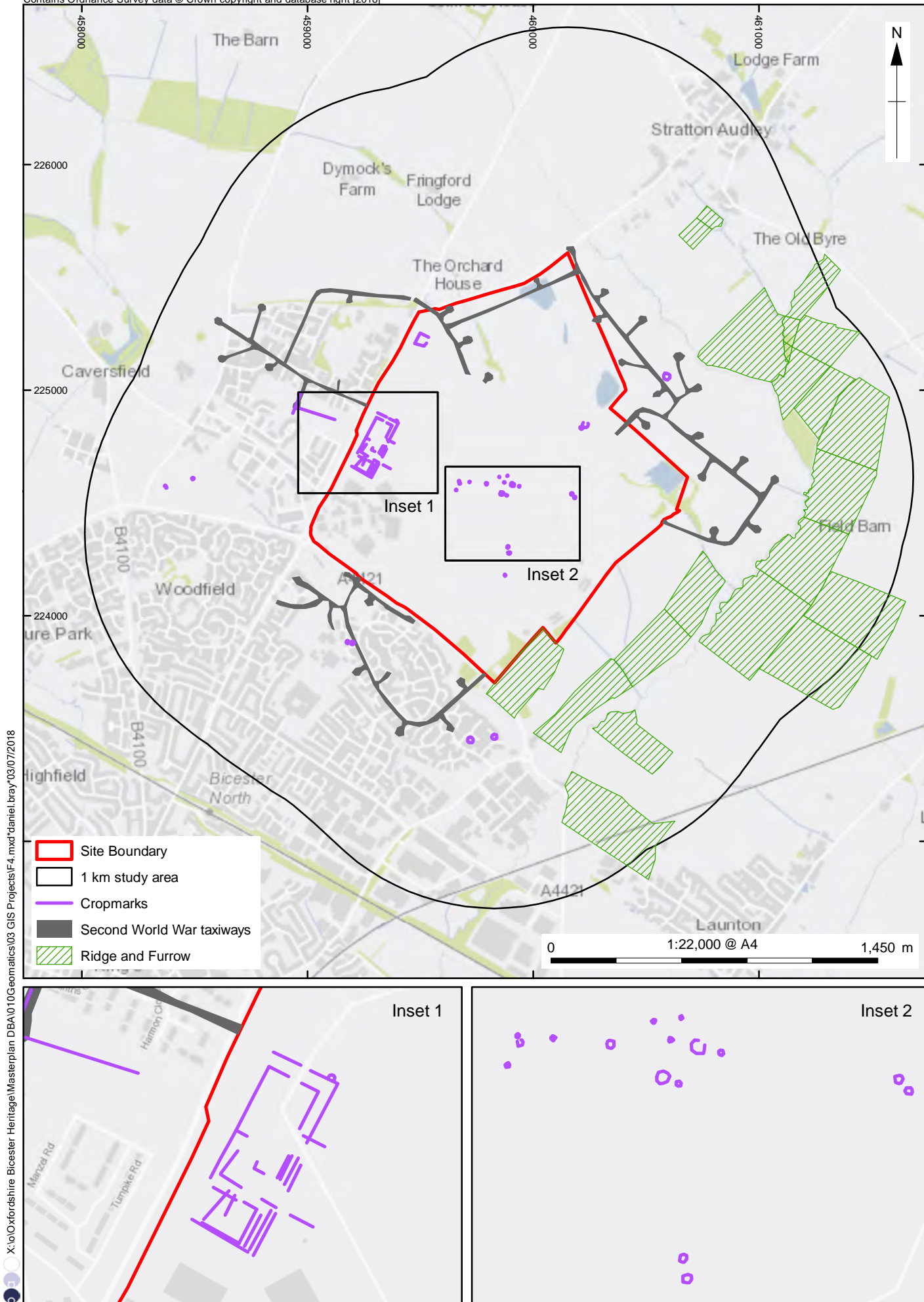
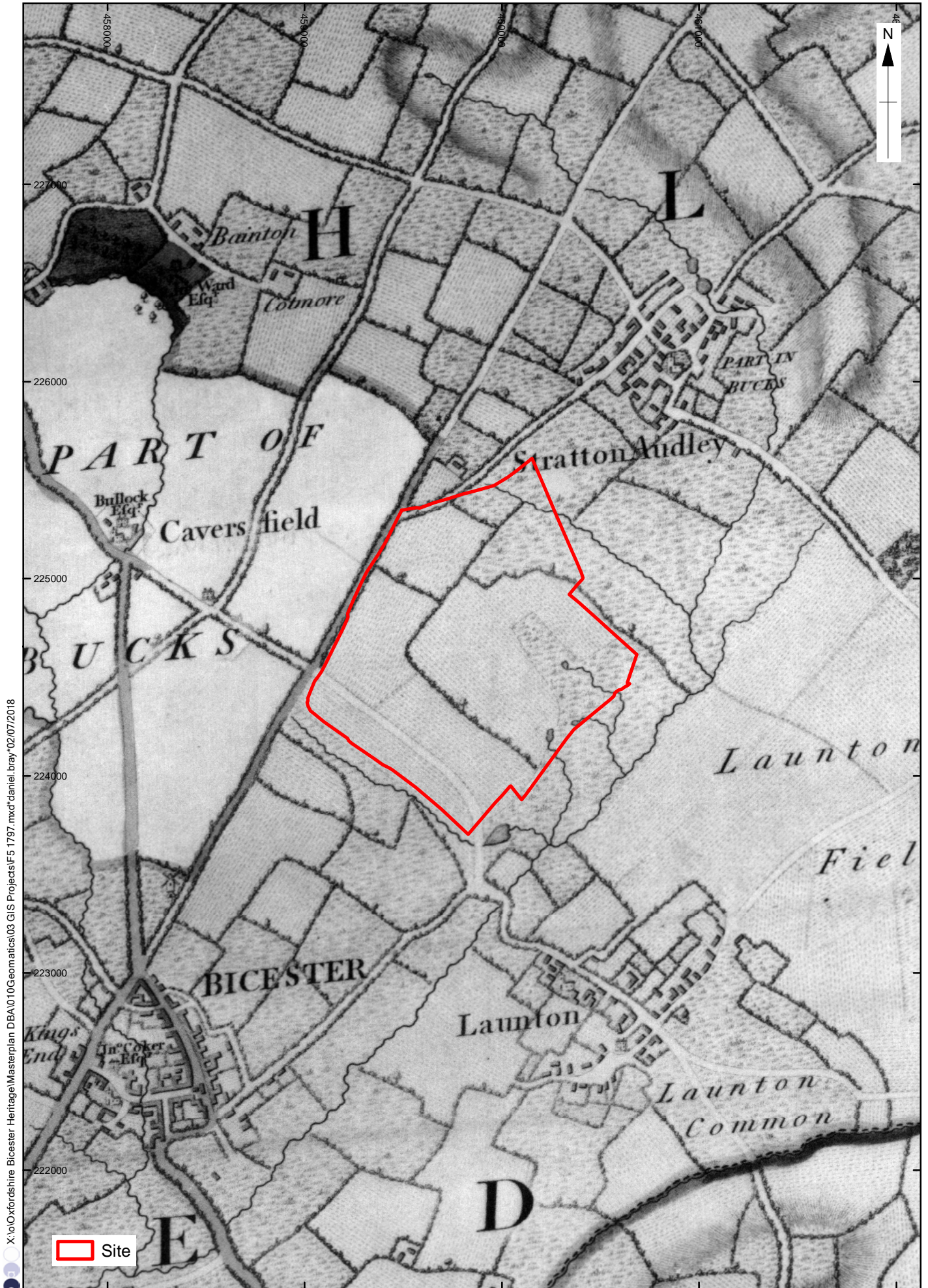


Figure 4: Features identified from aerial photographs



Not to Scale

Figure 5: Extract from Davis' Map of Oxfordshire (1797)

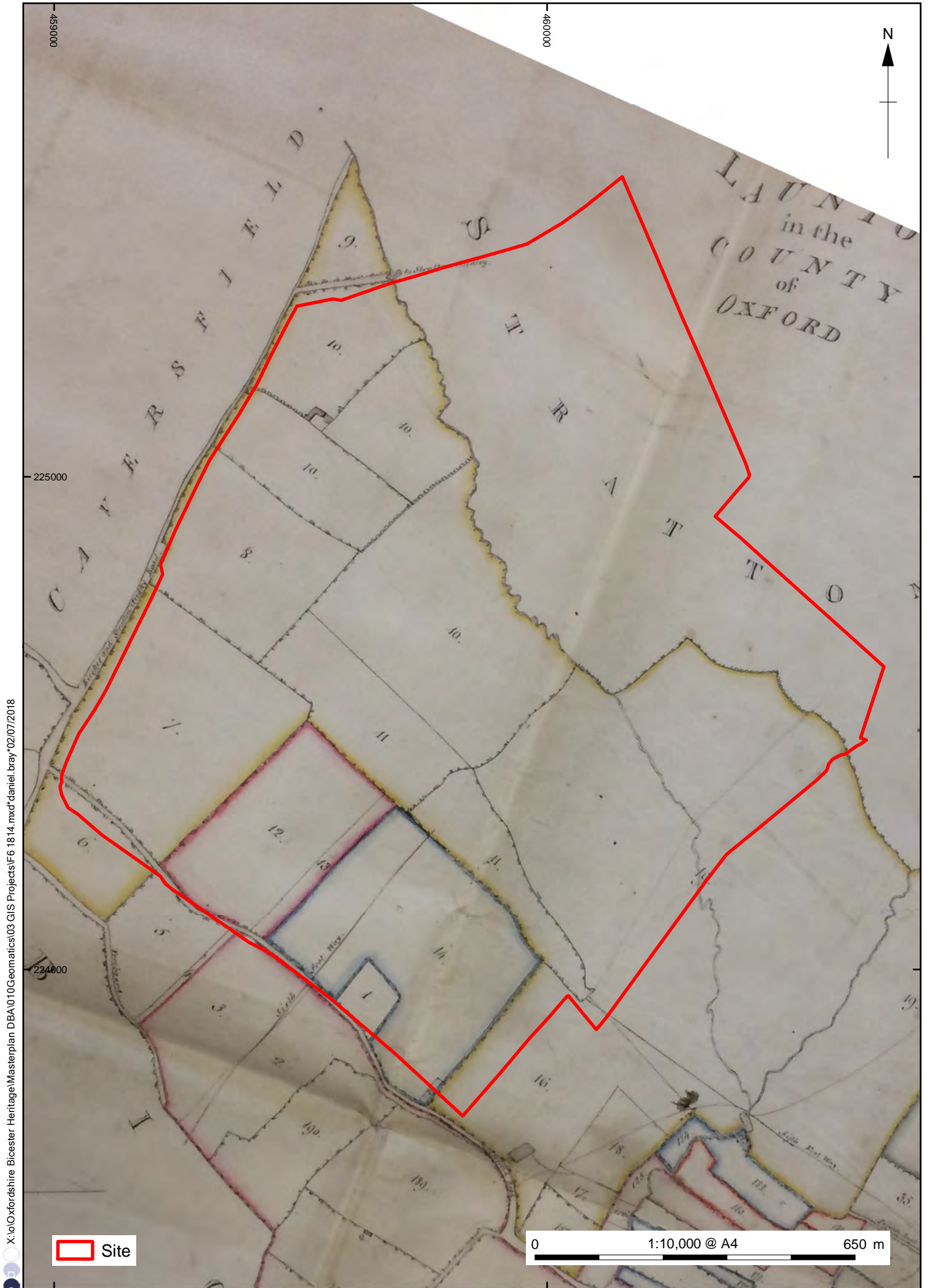
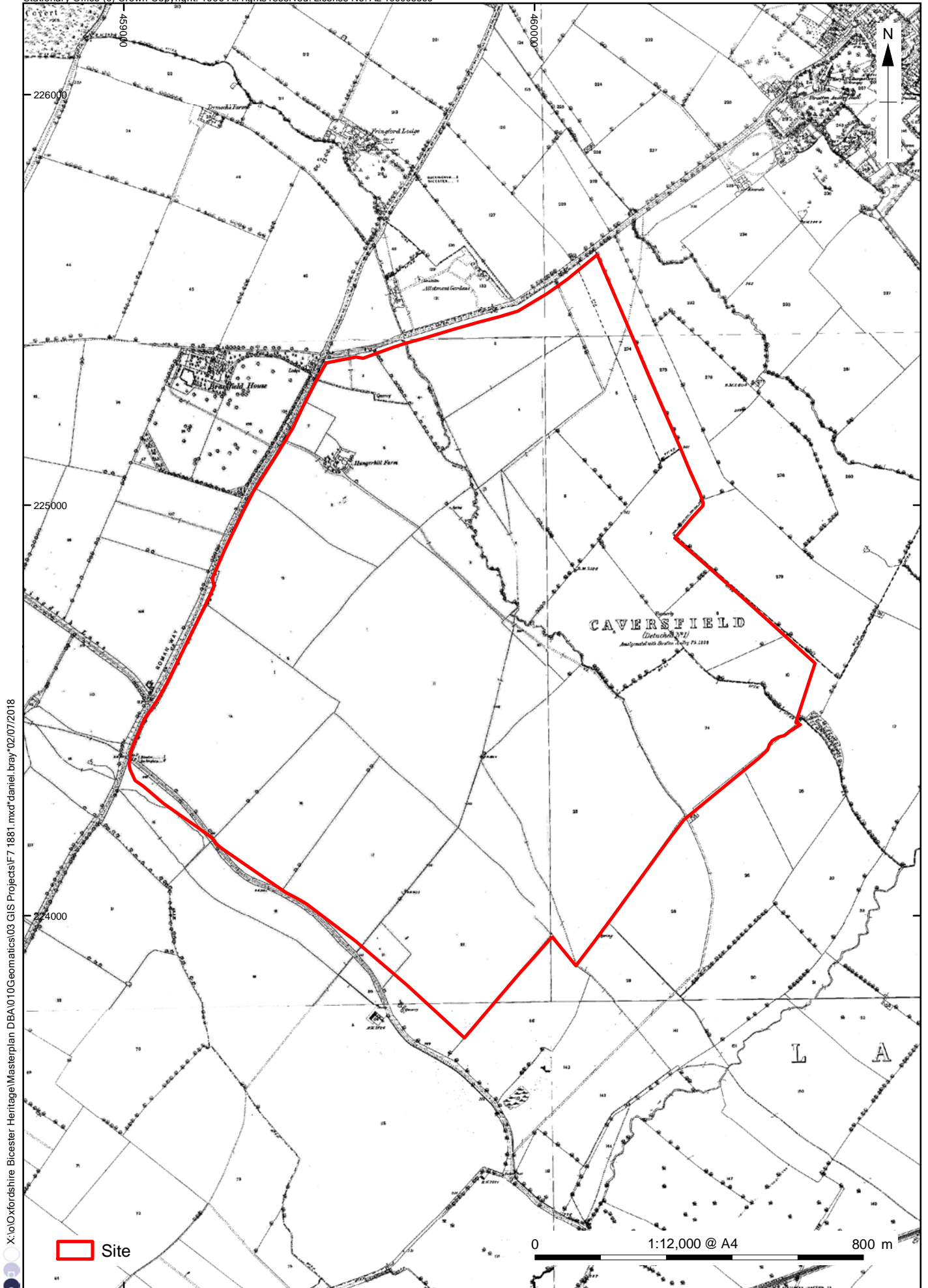


Figure 6: Launton Enclosure Map (1814)



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Figure 7: Ordnance Survey Map (1881)

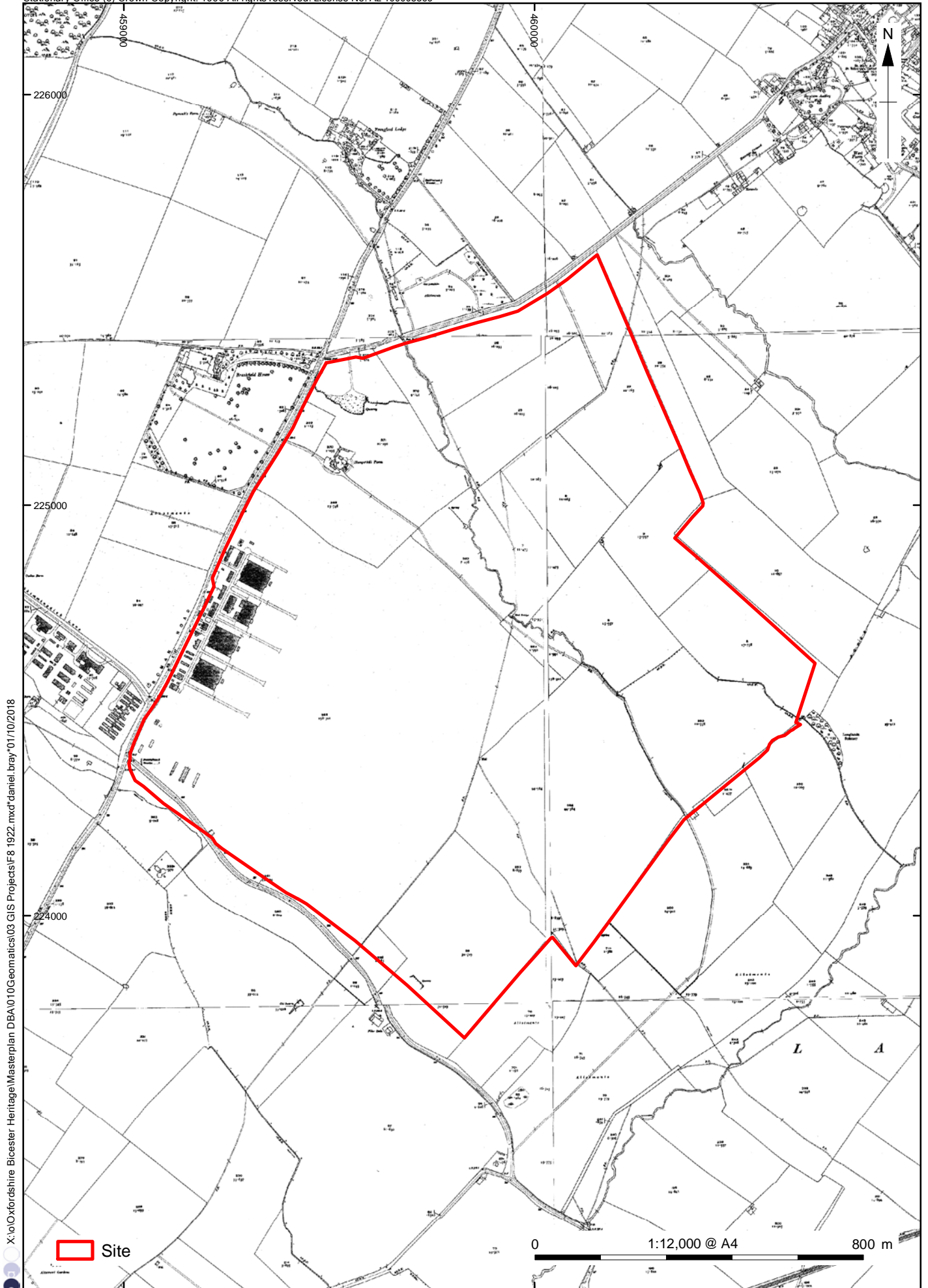


Figure 8: Ordnance Survey Map (1922)

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Figure 9: Proposed scheme

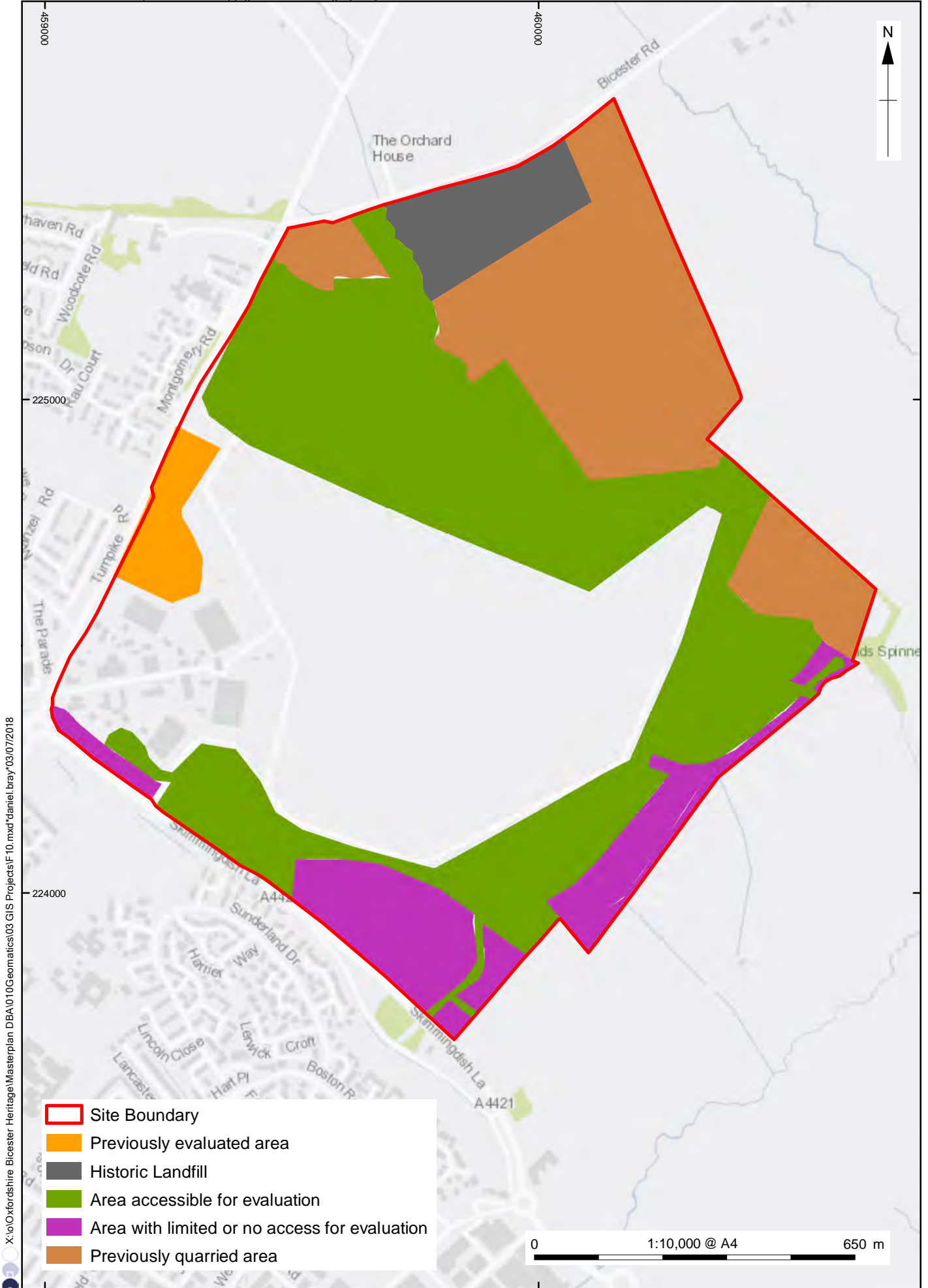


Figure 10: Previous site investigations disturbance and site access



Plate 1: View south-east along the northern boundary of the aerodrome



Plate 2: View south-west across the airfield towards the technical site



Plate 3: View south along eastern taxiway



Plate 4: General view west across the airfield



Plate 5: General view north-west across the airfield



Plate 6: View north-east along the north-western boundary of the site formerly the location of Hungerhill Farm



Plate 7: Car park to the south of the technical site



Plate 8: Air raid shelters to the south of the technical site



Plate 9: Detail of central air raid shelter



Plate 10: View south-east along the former alignment of Skirmingdish Lane



Plate 11: General view east across bomb store



Plate 12: View north-east through the scheduled bomb store



Plate 13: General view north-east along access track to the west of the bomb stores



Plate 14: General view of fused and spare bomb store



Plate 15: View north-west towards the scheduled pill boxes and seagull trench



Plate 16: General view south-east along the southwest boundary of the site



Plate 17: Surviving in-situ railway line observed in the south-eastern corner of the site



Plate 18: General view south-east across car park along the south-western boundary



Plate 19: General view west from the car park towards the south-western boundary



Plate 20: General view north across the former Stratton Audley Quarry



Plate 21: General view northwest across the former Stratton Audley Quarry



Plate 22: View southeast across the former Stratton Audley Quarry. On the left of the picture is a mound of topsoil or overburden



Plate 23: General view west across the former Stratton Audley Quarry



Plate 24: View along the access to the former Stratton Audley Quarry



Plate 25: Oblique photograph showing cropmark close to the location of known historic farmstead



Plate 26: Circular features identified as ring gullies but more likely Second World War defences such as a gun emplacement

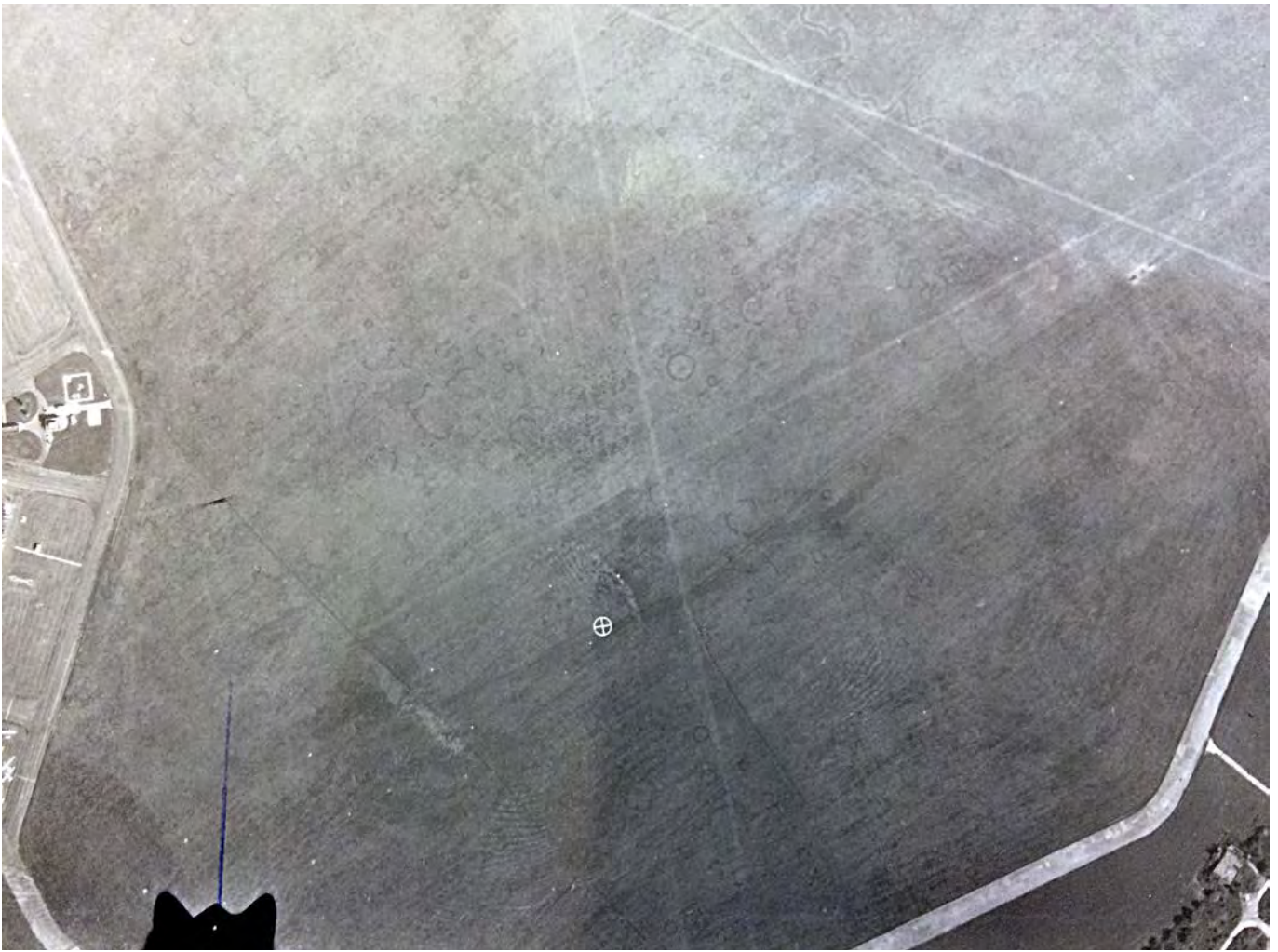


Plate 27: Vertical aerial photograph showing circular features in the centre of airfield



**Head Office/Registered Office/
OA South**

Janus House
Osney Mead
Oxford OX20ES

t: +44 (0) 1865 263 800
f: +44 (0) 1865 793 496
e: info@oxfordarchaeology.com
w: <http://oxfordarchaeology.com>

OA North

Mill 3
Moor Lane
Lancaster LA1 1QD

t: +44 (0) 1524 541 000
f: +44 (0) 1524 848 606
e: [oanorth@oxfordarchaeology.com](mailto: oanorth@oxfordarchaeology.com)
w: <http://oxfordarchaeology.com>

OA East

15 Trafalgar Way
Bar Hill
Cambridgeshire
CB23 8SQ

t: +44 (0) 1223 850500
e: [oaeast@oxfordarchaeology.com](mailto: oaeast@oxfordarchaeology.com)
w: <http://oxfordarchaeology.com>



Director: Gill Hey, BA PhD FSA MCIfA
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