

ARCHAEOLOGICAL DESK-BASED ASSESSMENT:

LAND OFF JUNCTION 11, M40/DAVENTRY ROAD, BANBURY, OXFORDSHIRE

Planning Reference: Pre-application
NGR: SP 47064 42233
AAL Site Code: BADR 16



Report prepared for Jones Land LaSalle Limited
on behalf of Monte Blackburn Ltd

By
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Cover image: Central field of the development site, looking northeast

Executive Summary

- Allen Archaeology Limited was commissioned by Jones Land LaSalle Limited on behalf of Monte Blackburn Limited to prepare a desk-based assessment to evaluate the archaeological potential of land off the M40/Daventry Road, Banbury, Oxfordshire, in advance of the submission of a planning application for the construction of a large forecourt service station with hotel, restaurants, car parking, offices and warehousing.
- Data was gathered from a range of primary and secondary sources, including the Oxfordshire Environment Record (OHER), historic maps, online resources and a site visit.
- Later prehistoric activity is represented by cropmark evidence to the north of the development site and excavated occupation sites to the east. These are all at some distance from the site, therefore there is a limited potential to encounter activity of this date during the proposed development.
- Banbury and the hamlet of Grimsbury have early medieval origins and excavations have revealed evidence of settlement and an associated field system within the study area. The development site is located c.800m to the east of this activity and as such it is highly unlikely that related activity extends as far as the site.
- Medieval activity is evidenced by ridge-and-furrow earthworks seen on aerial photographs and LiDAR extending across the development site, suggesting the site has remained in an agricultural zone peripheral to areas of settlement activity.
- Historic mapping suggests the site has remained in agricultural use throughout the post-medieval period despite the industrial development of nearby Banbury. The only significant changes occur to the western boundary of the development site with the construction of the M40.
- There are three Listed Buildings within the study area, but as a result of the construction of the M40 and their position means there is no intervisibility with the development site. Therefore there will be no adverse effect on their setting and significance.

1.0 Introduction

- 1.1 Allen Archaeology Limited was commissioned by Jones Land LaSalle Limited on behalf of Monte Blackburn Limited to prepare a desk-based assessment to evaluate the archaeological potential of land off M40/Daventry Road, Banbury, Oxfordshire, in advance of the submission of a planning application for the construction of a large forecourt service station with hotel, restaurants, car parking, offices and warehousing.
- 1.2 The document has been completed with reference to current national guidelines, as set out in in the Chartered Institute for Archaeologists '*Standard and guidance for historic environment desk-based assessment*' (CIfA 2014), and the Historic England documents '*Historic Environment Good Practice Advice in Planning*' (Historic England 2015a) and '*Management of Research Projects in the Historic Environment*' (Historic England 2015b).

2.0 Site Location and Description

- 2.1 The site is located at the northeast edge of Banbury, in the administrative district of Cherwell District Council. It is approximately 34km northwest of the centre of Oxford and 40km southwest of Northampton. The site is approximately 12.46ha and presently is open grassland. The site is centred at NGR SP 47064 42233 and is c.100m above Ordnance Datum.
- 2.2 The bedrock geology comprises limestone and mudstone attributed to the Charmouth Mudstone Formation, laid down between the Sinemurian and Pliensbachian Ages, whilst no superficial geological deposits were recorded within the proposed development area (<http://mapapps.bgs.ac.uk/geologyofbritain/home.html>).

3.0 Planning Background

- 3.1 This desk-based assessment has been prepared to inform a planning application that will be submitted in due course for the construction of a large forecourt service station with hotel, restaurants, car parking, offices and warehousing. This is the first stage of archaeological investigation, intended to provide detailed information that will allow the planning authority to make an informed decision as to whether further archaeological investigations will be required prior to or following the determination of a planning application for the proposed development.

National Planning Policy

- 3.2 The National Planning Policy Framework (NPPF) was published on the 27th March 2012 (Department for Communities and Local Government 2012).
- 3.3 The relevant sections of the NPPF concerning archaeological and cultural heritage assets, are Paragraphs 58 and 61 of 'Section 7. Requiring good design', and Paragraphs 126–141 of 'Section 12. Conserving and enhancing the natural environment'. Paragraph 128 has special relevance concerning the responsibilities of planning applicant:

'In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including contribution made by their setting. The level of detail should be proportionate to the assets' 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 with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation’.

Local Planning Policy

3.4 The Cherwell District Council Local Plan 2011–2031 Part 1 was formally adopted on 20th July 2015, providing a strategic planning policy framework and the basis for decisions on land use planning affecting the District (Cherwell District Council 2015).

3.5 The relevant policies concerning archaeological and cultural heritage assets are ESD15

Policy ESD15: 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:

- *Be designed to deliver high quality safe, attractive, durable and healthy places to live and work in. Development of all scales should be designed to improve the quality and appearance of an area and the way it functions.*
- *Deliver buildings, places and spaces that can adapt to changing social, technological, economic and environmental conditions.*
- *Support the efficient use of land and infrastructure, through appropriate land uses, mix and density/development intensity.*
- *Contribute positively to an area’s character and identity by creating or reinforcing local distinctiveness and respecting local topography and landscape features, including skylines, valley floors, significant trees, historic boundaries, landmarks, features or views, in particular within designated landscapes, within the Cherwell Valley and within conservation areas and their setting.*
- *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.*

- *Respect the traditional pattern of routes, spaces, blocks, plots, enclosures and the form, scale and massing of buildings. Development should be designed to integrate with existing streets and public spaces, and buildings configured to create clearly defined active public frontages.*
- *Reflect or, in a contemporary design response, re-interpret local distinctiveness, including elements of construction, elevational detailing, windows and doors, building and surfacing materials, mass, scale and colour palette.*
- *Promote permeable, accessible and easily understandable places by creating spaces that connect with each other, are easy to move through and have recognisable landmark features.*
- *Demonstrate a holistic approach to the design of the public realm to create high quality and multi-functional streets and places that promotes pedestrian movement and integrates different modes of transport, parking and servicing. The principles set out in The Manual for Streets should be followed.*
- *Consider the amenity of both existing and future development, including matters of privacy, outlook, natural lighting, ventilation, and indoor and outdoor space.*
- *Limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.*
- *Be compatible with up to date urban design principles, including Building for Life, and achieve Secured by Design accreditation.*
- *Consider sustainable design and layout at the master planning stage of design, where building orientation and the impact of microclimate can be considered within the layout.*
- *Incorporate energy efficient design and sustainable construction techniques, whilst ensuring that the aesthetic implications of green technology are appropriate to the context.*
- *Integrate and enhance green infrastructure and incorporate biodiversity enhancement features where possible. Well-designed landscape schemes should be an integral part of development proposals to support improvements to biodiversity, the micro climate, and air pollution and provide attractive places that improve people's health and sense of vitality.*
- *Use locally sourced sustainable materials where possible.*

'The design of all new development will need to be informed by an analysis of the context, together with an explanation and justification of the principles that have informed the design rationale. This should be demonstrated in the Design and Access Statement that accompanies the planning application. The Council expects all the issues within this policy to be positively addressed through the explanation and justification in the Design & Access Statement.'

'The Council will require design to be addressed in the pre-application process on major developments and in connection with all heritage sites. For major sites/strategic sites and complex developments, Design Codes will need to be prepared in conjunction with the Council and local stakeholders to ensure appropriate character and high quality design is delivered throughout. Design Codes will usually be prepared between outline and reserved matters stage to set out design principles for the development of the site. The level of prescription will vary according to the nature of the site.'

4.0 Methodology

Data Collection

4.1 A full range of primary and secondary archaeological and historical sources were consulted in the preparation of this document. The sources consulted were as follows:

- Oxfordshire Historic Environment Record (OHER) and Northamptonshire Historic Environment Record (NHER) – databases of archaeological sites and artefacts, listed buildings and Scheduled Monuments. A search of this resource was undertaken for a study area extending 1km from the centre of the site.
- Oxfordshire Archives – holds a range of historic maps, for example enclosure maps, Tithe maps, estate plans, and former editions of Ordnance Survey maps of the development area.
- Allen Archaeology’s own reference library – secondary sources pertaining to the archaeology and history of the region.
- Heritage Gateway Website – searchable online resource allowing access to the National Monuments Record (NMR) and Archaeology Data Service (ADS), online national databases of archaeological sites and artefacts. Also includes information pertaining to Scheduled Monuments and Listed Buildings, as well as data from the Defence of Britain project, which has mapped surviving monuments relating to 20th century military sites. A search was conducted of these resources to identify any significant buildings, sites or findspots not covered by the OHER and NHER search, and to highlight other major sites within a wider study area.
- A site visit was carried out on Thursday 5th January 2017 in order to assess the present situation of the development area, to identify any areas where the potential archaeological resource may be particularly well preserved or damaged by recent development, and to observe the site in its landscape context.

4.2 Each archaeological and historic site and Listed Building identified in the study area has been allocated a one or two digit ‘Site’ number and assigned to a specific period according to the definitions outlined on the English Heritage Periods List (formerly the RCHME Archaeological Periods List). These sites are described in the Archaeological and Historical Background section (See Section 5.0 below). Further details are provided for each site in Appendix 2, and where applicable the sites are depicted on Figure 3.

5.0 Archaeological and Historical Background

5.1 There is some limited evidence for later prehistoric activity in the landscape surrounding the proposed development site. A prehistoric enclosure (Site 1) was noted on aerial photographs c.800m from the northern edge of the development site, this may now be lost following the construction of the M40.

5.2 The Jurassic Way (Site 2) is also thought to run through the study area, although there are two possible routes leading northeast from Banbury, this prehistoric routeway follows a ridge of

land from the southwest to the northeast of Britain and is thought to have been a corridor of traffic rather than a single track.

- 5.3 To the west of the southern edge of the development site excavations have revealed evidence of prehistoric activity. The earliest evidence dates from the Neolithic, consisting of two small pits and a possible field boundary (Site 3). Slightly to the northwest of this site is a Bronze Age settlement with some evidence of Iron Age activity also recorded (Site 4), which was discovered during an excavation on Hennef Way (John Moore Heritage Services 2005). A second Iron Age settlement site (Site 5) was excavated at Juggler's Close just to the north of Site 4. The results of the work indicate that the site was a short-lived primarily agricultural site.
- 5.4 A fourth possible Prehistoric settlement (Site 6) has also been detected following a geophysical survey to the northern edge of the study area c.1000m from the site.
- 5.5 Banbury lies between the Roman Roads; Fosse Way, Ackman Street and Watling Street (Margary 1955). There is however no physical evidence of Roman activity in the study area.
- 5.6 The name Banbury derives from the Old English *Banna* and *burh*, meaning a fortified place attributed to a personal name. It is noted that the hundred of Banbury comprised three portions during the Anglo-Saxon period, which were all annexed to the Bishop of Lincoln's manor of Banbury, although the location of the meeting place is unknown (Watts 2004). Similarly the suburb of Grimsbury, which lies between the site and Banbury, represents the corruption of an Old English name relating to a defended enclosure. However, it is possible the personal name attributed to the hamlet may derive from a pseudonym for the pagan god 'Woden', a multi-faceted god believed to take on many forms and names, including *Grim* or *Grimner* (Wilson 1992). This place name evidence suggests this area pre-dates the introduction of Christianity during the mid-7th century AD, with settlement occurring across the region throughout large periods of the early-medieval era (Potts 1978).
- 5.7 The former settlement of Grimsbury (Site 7) is located towards the western edge of the study area. Its position has been noted in earthworks seen across several fields, and excavations have recorded ceramics of Anglo-Saxon date. An associated field system dating from this period has also been recorded, consisting of a series of ditches to the north of the settlement (Site 8).
- 5.8 To the north of the development site a geophysical survey has recorded a possible Saxon settlement (Site 9) that has not been fully investigated.
- 5.9 Banbury appears in the Domesday Book of 1086 as a large settlement with a population of 76 villagers, 17 smallholders and 14 slaves, with lands owned by the Bishop of Lincoln. The village of Grimsbury is also mentioned within the Domesday Book, and is listed as a settlement of 15 villagers, three smallholders and four slaves, with lands owned by Gunfrid of Chocques (Williams and Martin 2002).
- 5.10 Excavations of the deserted settlement of Grimsbury have also recovered ceramics of 12th to 15th century date, indicating continuity throughout the medieval period (Site 10). Further medieval pottery and slag, as well as ridge and furrow earthworks were recorded during excavation of the Bronze Age settlement off Hennef Way (Site 11).
- 5.11 The most significant evidence of medieval activity in the surrounding area is of ridge and furrow agriculture, this is recorded in the OHER by LiDAR survey (Sites 11 and 12) and the NHER by an assessment of aerial photography (Sites 13-15). The LiDAR reveals that the development site was in agricultural use during the medieval period with all but the northernmost field of the site

showing extensive ridge and furrow, aligned broadly north – south and east - west (Figure 4). It is likely that the entire site would originally have been cultivated in this way, however, during the construction of the M40 this field was used as compound for the construction workers and the field was levelled as a result (OHER event ID: EOX5824).

- 5.12 The remains of a former mill (Site 16) can still be seen to the north of the development, including the Mill Leat (Site 17). Documentary evidence suggests a mill has stood on this site since the early 19th century and that a mill existed in the area since the medieval period. A possible field boundary (Site 18) is also recorded close by.
- 5.13 Throughout much of the medieval period and until the mid-18th century, Grimsbury played an integral role in the cheese making trade of Banbury, which was highly coveted during this period but rarely mentioned by the 19th century (Pugh 1972). There is no recorded evidence of this activity indicated in the OHER within the study area.
- 5.14 The agricultural use of the area continues into the post-medieval period. There are two farmhouses within the study area dating from 16th-18th century (Sites 19 and 20) and parkland is recorded on an early Ordnance Survey Map (Site 21). A well was also uncovered during excavations in this area implying it was part of the settlement (Site 22). One other building remains standing from this period, namely Grimsbury Manor (Site 23). The building was known as Grimsbury House and was built in 1836. The Banbury Tithe Map of 1852 and the 1885 Ordnance Survey Map show this area as a small agricultural settlement.
- 5.15 The Oxford Canal (Site 24) runs through the western edge of the study area. Construction of the canal started in 1769 and finished in 1789, and provided the town of Banbury with a reliable source of coal from Warwickshire, leading to the development of a number of industries in the town (Colvin et al 1972). The Hardwick Canal Lock (Site 25) and a bridge over the canal (Site 26) also fall within the study area. The extent of these industries within the study area consists of the results of an excavation c.100m north of the development site which recorded 'Industrial Activity' (Site 27).
- 5.16 The canal was not the only transport links which opened up travel to Banbury; Turnpike Roads ran to Buckingham (Site 28) and Lutterworth (Site 29), and some milestones survive (Site 30). At the beginning of the 20th century an extension to the Grand Central Railway opened between Culworth Junction and Banbury (Site 31).
- 5.17 Cartographic data indicates that the land has been under agricultural use throughout the 19th and 20th centuries and the field boundaries have not changed throughout this period (Figure 5 – Figure 8).
- 5.18 Northamptonshire have recorded a series of structures relating to World War II defence (Sites 32-34), the lack of similar records in the Oxfordshire HER suggests that more of these may exist within the study area, but have yet to be recorded.
- 5.19 The motorway infrastructure surrounding the western and southern borders of the site began construction in 1988, and the M40 was opened in January 1991. This has resulted in several changes to the site and its immediate surroundings, including the loss of Huscote House and Mill (Site 16) (Figure 5-Figure 8), and the use of the most northern field of the development site as a construction compound during works (Figure 9).

6.0 Site Visit

- 6.1 The site was visited by Jesse Johnson on Wednesday 11th January 2017. Selected photographic images taken during the site visit are included in Appendix 1 and their locations indicated on Figure 2.
- 6.2 The site is presently divided into several large enclosed fields, utilised as agricultural land.
- 6.3 There are two gated access points along Daventry Road, located at the south and north of the site (Plate 1), and an additional access route running between the M40 and the northwestern extent of the site (Plate 2).



Plate 1: Northern site access via Daventry Road, looking west



Plate 2: Site access at northwest of site, looking north

- 6.4 The field at the north end of the site is relatively flat, bordered by wooden fencing and hedgerows, and contains a modern sheep-dipping station (Plate 3).



Plate 3: Field at north of site, looking east

- 6.5 There is a narrow parcel of land along the eastern border of the site that is inaccessible and overgrown, separated from the other fields by large hedgerows.
- 6.6 The three remaining areas of land are bordered by hedgerows, although gates allow passage between the fields, and all contain evidence of ridge-and-furrow field systems (Plate 4).



Plate 4: Ridge-and-furrow earthworks in field to west of site, looking east

- 6.7 The large field occupying the central part of the site contains very prominent ridge and furrow, aligned in a north-south orientation (Plate 5). The ridge and furrow in the southern part of the site is less pronounced, but still clearly visible (Plate 6).



Plate 5: Ridge-and-furrow earthworks in central field, looking southeast



Plate 6: Ridge-and-furrow earthworks along southern site border, looking southeast

- 6.8 There is also a potential hollow way within the southern field, extending in an east-west orientation from the eastern border (Plate 7).



Plate 7: Possible hollow way extending from eastern border of southern field, looking southeast

- 6.9 The site is bordered to the west, south and east by the M40 and Daventry Road respectively (Plate 8), with further agricultural land to the north.



Plate 8: Daventry Road bordering east of site, looking north

7.0 Constraints

- 7.1 There are no Registered Parks and Gardens, Battlefields or Scheduled Monuments within the search area.
- 7.2 There are three Listed Buildings, all located towards the southwest periphery of the search area, between the site and the centre of Banbury and north of Grimsbury. All three buildings have Grade II status and are post-medieval.

- 7.3 There is no intervisibility between the site and these heritage assets however, with the view obstructed by the M40 and industrial premises to the northeast of Grimsbury. There will therefore be no impact upon the historical significance or setting of these heritage assets.

8.0 Discussion and Conclusions

- 8.1 This desk-based assessment has revealed evidence for activity within the study area dating from the prehistoric through to the modern eras.
- 8.2 A number of later prehistoric sites are recorded within the study area and indicate activity and occupation in the wider region. These sites however lie at the northwestern and southwestern margins of the search area, and as such there is a negligible archaeological potential for prehistoric activity on the proposed development site.
- 8.3 There is no recorded Roman activity within the study area therefore there is a negligible archaeological potential for activity from this period within the proposed development site.
- 8.4 Banbury and Grimsbury both have names deriving from Old English. Excavations have revealed evidence of early settlement activity in the historic core of the village of Grimsbury. This is however some distance from the site and it is highly unlikely that this activity extended as far as the proposed development area.
- 8.5 Ridge and furrow earthworks extend over the majority of the development site and much of the surrounding area, indicating medieval agricultural activity. These can be seen in the LiDAR data and also on the ground surviving as prominent earthworks in all but the northernmost field. This indicates that the site lay in an agricultural zone on the periphery of settlement during the medieval and post-medieval periods.
- 8.6 The surrounding area gradually develops with the construction of the canal, stimulating industrial activity and population growth, but there is no change to the proposed development area. Field boundaries remained unchanged during this period, until the construction of the M40 in the late 20th century, forming the western and southern boundaries of the development site.

9.0 Acknowledgements

- 9.1 Allen Archaeology Limited would like to thank Jones Land LaSalle Limited and Euro Garages Limited for this commission.

10.0 References

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Cartographic Sources

1852 Banbury Tithe Map (National Archives – IR/30/27/12)

1885 Ordnance Survey Map (Oxford Records Office)

1900 Ordnance Survey Map (Oxford Records Office)

1922 Ordnance Survey Map (Oxford Records Office)

2006 Ordnance Survey Map (AAL library)

Appendix 1: List of OHER and NHER Entries within a 1km search area

Site No.	NHER No.	OHER No.	Grade & Listing No.	Easting	Northing	Description	Date
1		MOX4535		446463	242783	Late Prehistoric Rectangular Enclosure noted on aerial photograph	Prehistoric
2	MNN160137			446782	242597	The Jurassic Way; a prehistoric routeway connecting the north-east to south-west of Britain. Dates from Early Bronze Age if not Neolithic	Prehistoric
3		MOX4565		446433	241615	Old Grimsbury Deserted Settlement, excavation revealed prehistoric evidence including to small pits and a possible field boundary	Prehistoric
4		MOX4613		446281	241681	Bronze Age Settlement and later features revealed through excavation. Enclosures, ditches and possible trackway, pottery, flints, slag.	Prehistoric
5		MOX12465		446290	241780	Mid to Late Iron Age Settlement. Intensive but short-lived occupation site primarily agricultural.	Prehistoric
6	MNN115433			446798	243201	Possible Prehistoric Settlement detected by geophysical survey	Prehistoric
7		MOX4565		446433	241615	Old Grimsbury Deserted Settlement. Excavations revealed ceramics from Anglo-Saxon period.	Early medieval
8		MOX12463		446305	241786	Saxon field system consisting of a series of ditches.	Early medieval
9	MNN115445			446893	243220	Possible Saxon Settlement detected by geophysical survey	Early medieval
10		MOX4565		446433	241615	Old Grimsbury Deserted Settlement, earthworks seen in several fields. Excavations revealed ceramics from 12th-15th century.	Medieval
11		MOX4613		446281	241681	Medieval remains found at Bronze Age settlement excavation revealed ceramics, slag and some features including substantial ridge and furrow.	Medieval
12		MOX12463		446305	241786	Medieval/ post-medieval furrows revealed overlying Saxon fieldsystem.	Medieval
13	MNN132348			447574	242847	Ridge & Furrow	Medieval
14	MNN132349			446992	242650	Ridge & Furrow	Medieval
15	MNN140151			447979	242001	Ridge & Furrow	Medieval

Site No.	NHER No.	OHER No.	Grade & Listing No.	Easting	Northing	Description	Date
16	MNN135489			446880	242668	Huscote Mill (Hulsecote Mill), no standing remains but documentary evidence indicates there has been a mill on or near the site since the medieval period	Medieval
17	MNN115538			446818	242932	Mill Leat for Huscote Mill	Medieval
18	MNN123180			446752	243142	Possible Medieval Field Boundary or WWII Enclosure noted on aerial photographs	Medieval
19		MOX13401	1199888 Grade II	446349	241606	Wildmere Farm, 89 Manor Road. Farmhouse, now house, Probably late-18th/ early-19th century	Post-medieval
20		MOX13950	1369524 Grade II	446587	241640	Manor Farmhouse, 141 Manor Road, 16th/ 17th century	Post-medieval
21	MNN2985			447953	241881	Overthorpe Hall Park, marked on first edition OS map	Post-medieval
22		MOX12480		446270	241620	Post Medieval well recorded during excavation	Post-medieval
23		MOX14439	1199445 Grade II	446253	241715	Grimsbury Manor, House built 1836	Post-medieval
24	MNN333 MNN103589 MNN17435			446426	242782	Oxford Canal, built 1790 and modernised in 1834, an early contour canal that was later straightened and modernised linking with the Thames at Oxford to the Midlands	Post-medieval
25		MOX4491		446367	242668	Hardwick Canal Lock	Post-medieval
26		MOX4517		446560	243069	Canal Bridge No 159	Post-medieval
27	MNN135491			446900	242670	Post Medieval/Modern Industrial Activity	Post-medieval
28	MNN135321			447359	241497	Banbury to Buckingham Turnpike	Post-medieval
29	MNN135336			447137	242908	Banbury to Lutterworth Turnpike	Post-medieval
30		MOX4541		447730	241550	Milestone	Post-medieval
31	MNN135671			446885	242967	Great Central Railway (Culworth Junction to Banbury)	Post-medieval

Site No.	NHER No.	OHER No.	Grade & Listing No.	Easting	Northing	Description	Date
32	MNN115407			446746	243160	H1 Hanwell-Banbury Heavy Anti-Aircraft Battery	Modern
33	MNN135498			447130	243150	WWII Defences	Modern
34	MNN36837			447130	243150	A361 Road Block, constructed in 1940 to quickly block road	Modern

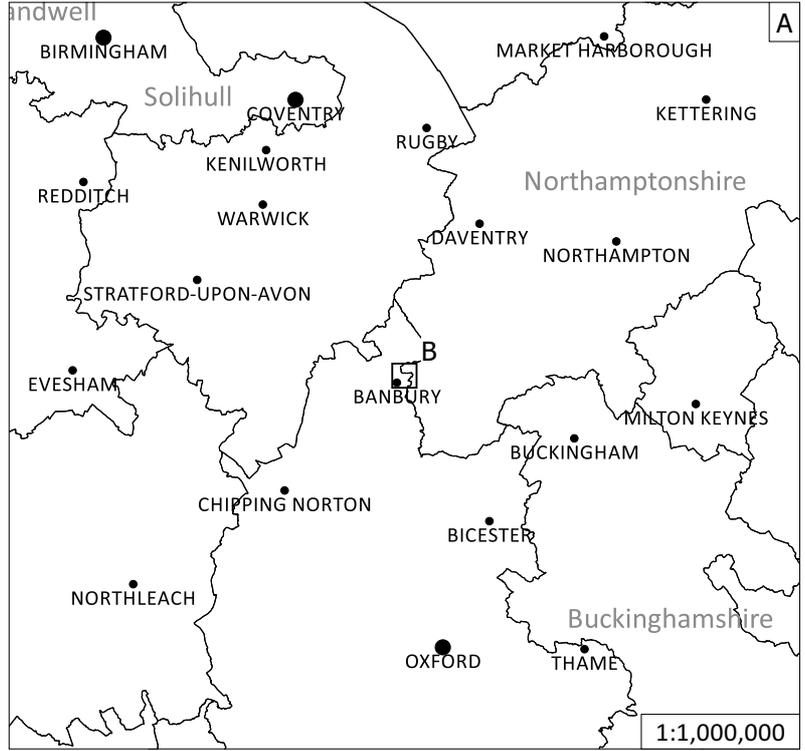


Figure 1: Site location in red

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Site Code	BADR 16
Scale	1:10,000,000 1:1,000,000 1:25,000 @ A4
Drawn by	J Johnson
Date	21/12/16

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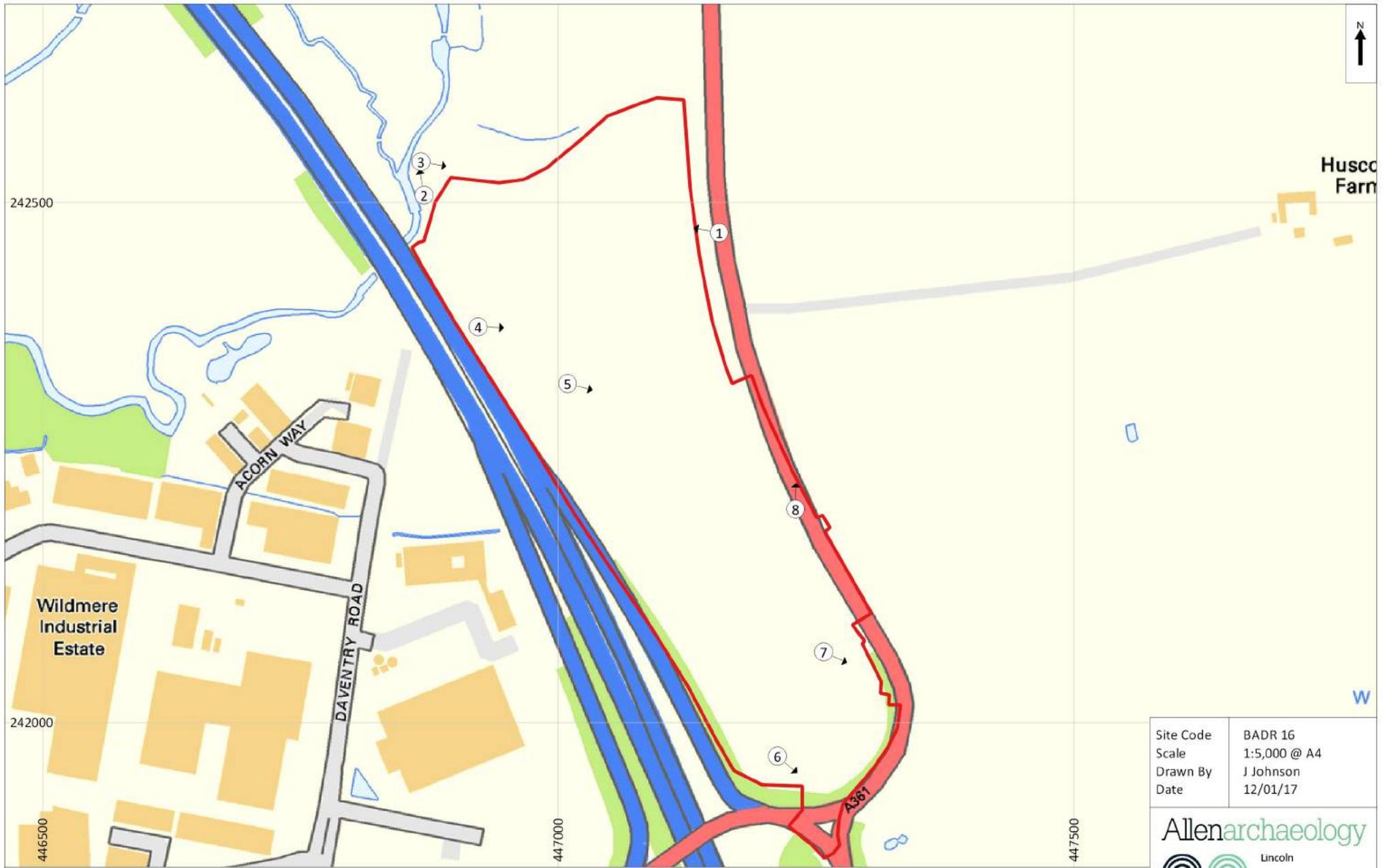


Figure 2: Location of site in red showing position and direction of site visit photographs

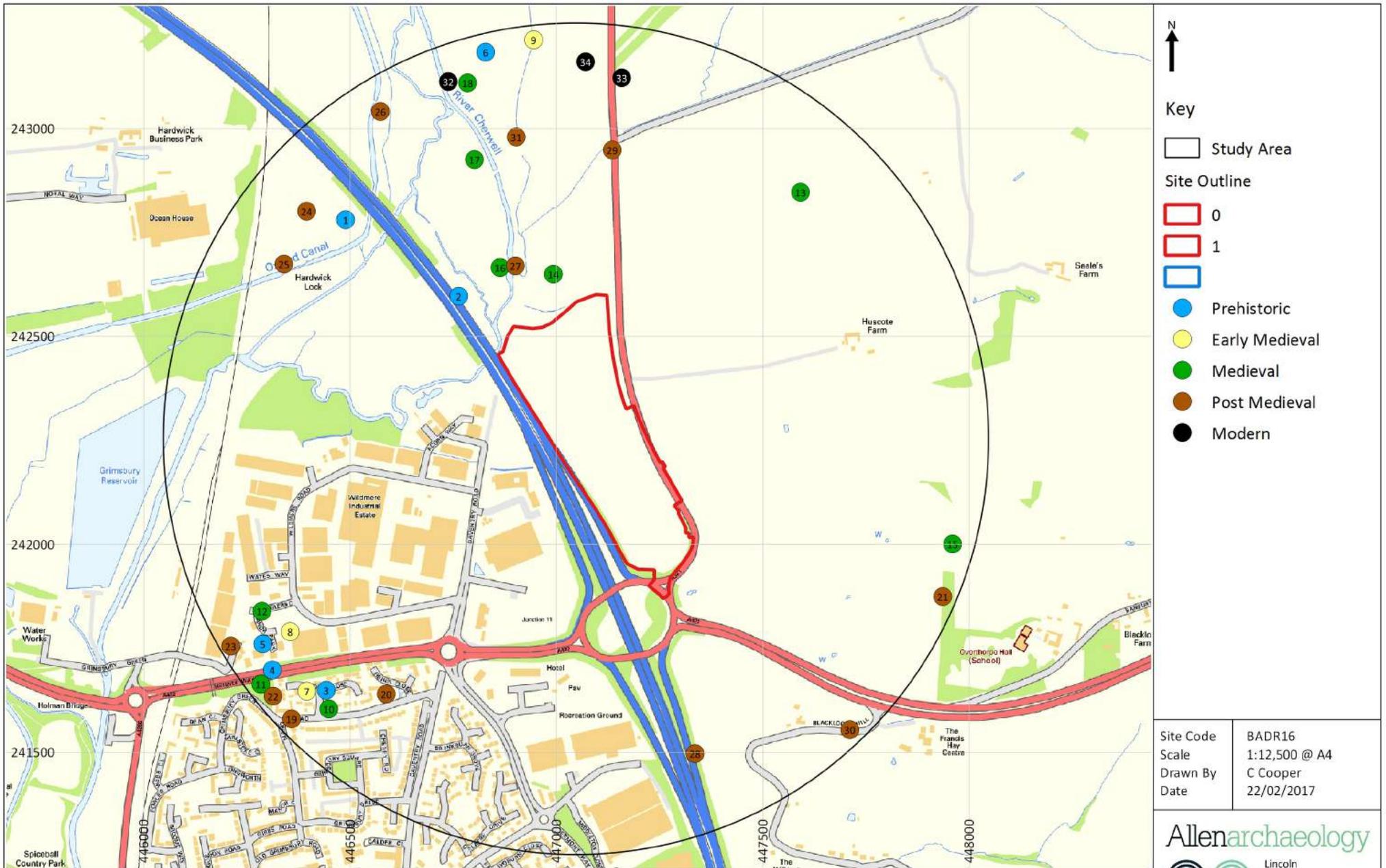


Figure 3: Location of Oxfordshire and Northamptonshire HER entries within a 1km search radius with site outlined in red

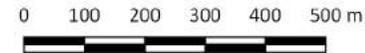
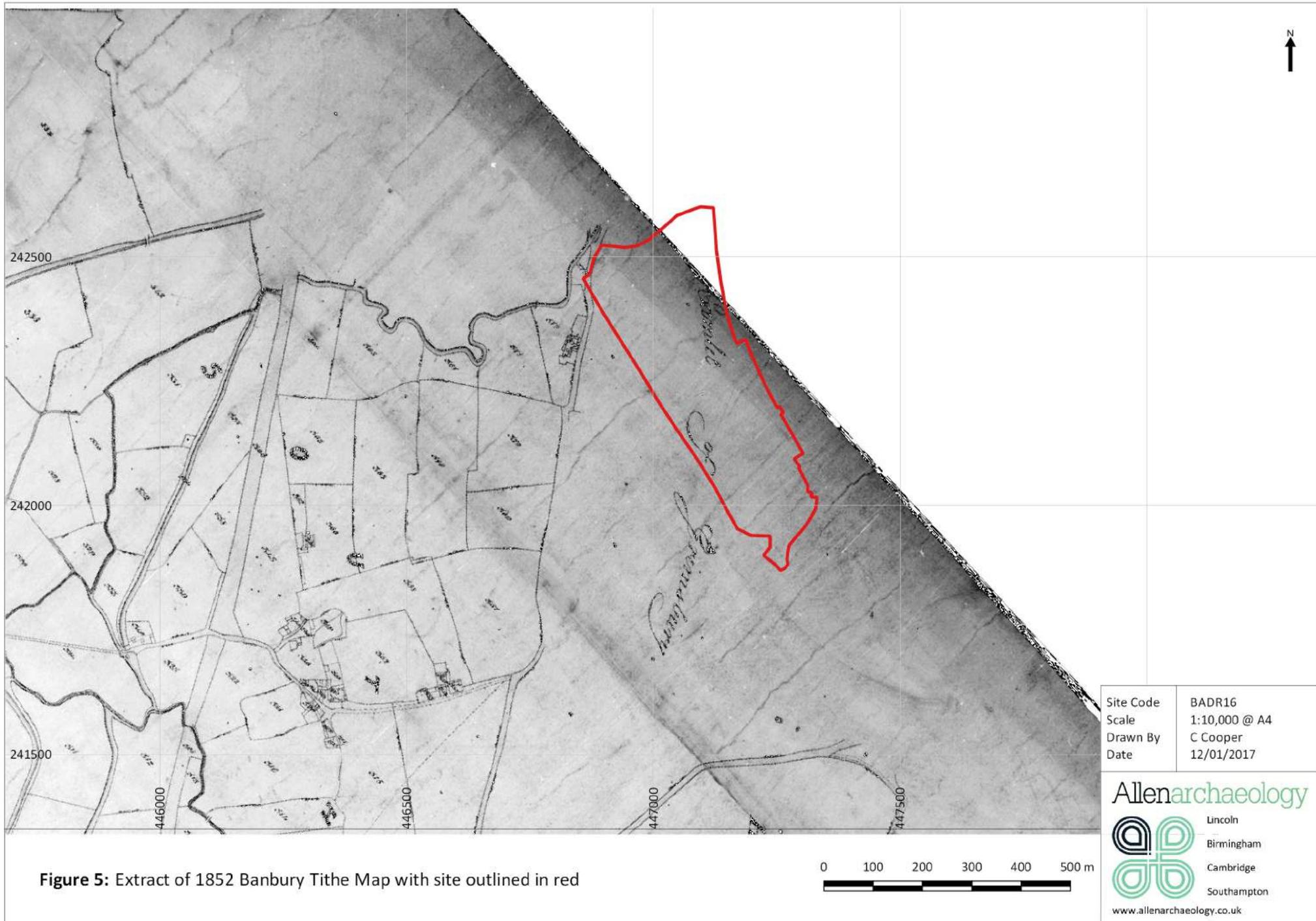




Figure 4: LiDAR hillshade with site outlined in red





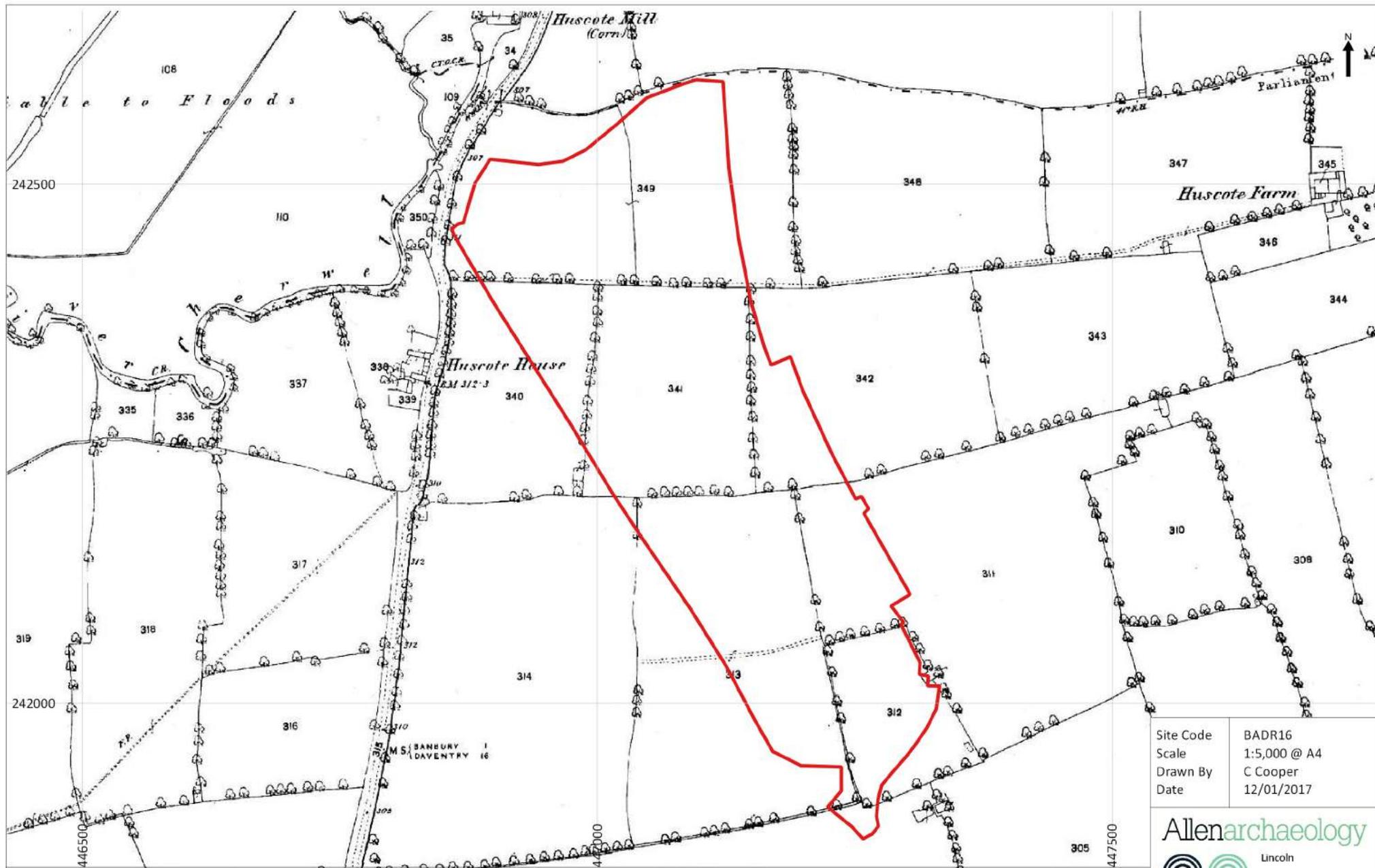


Figure 6: Extract of 1885 Ordnance Survey Map with site outlined in red

Site Code	BADR16
Scale	1:5,000 @ A4
Drawn By	C Cooper
Date	12/01/2017


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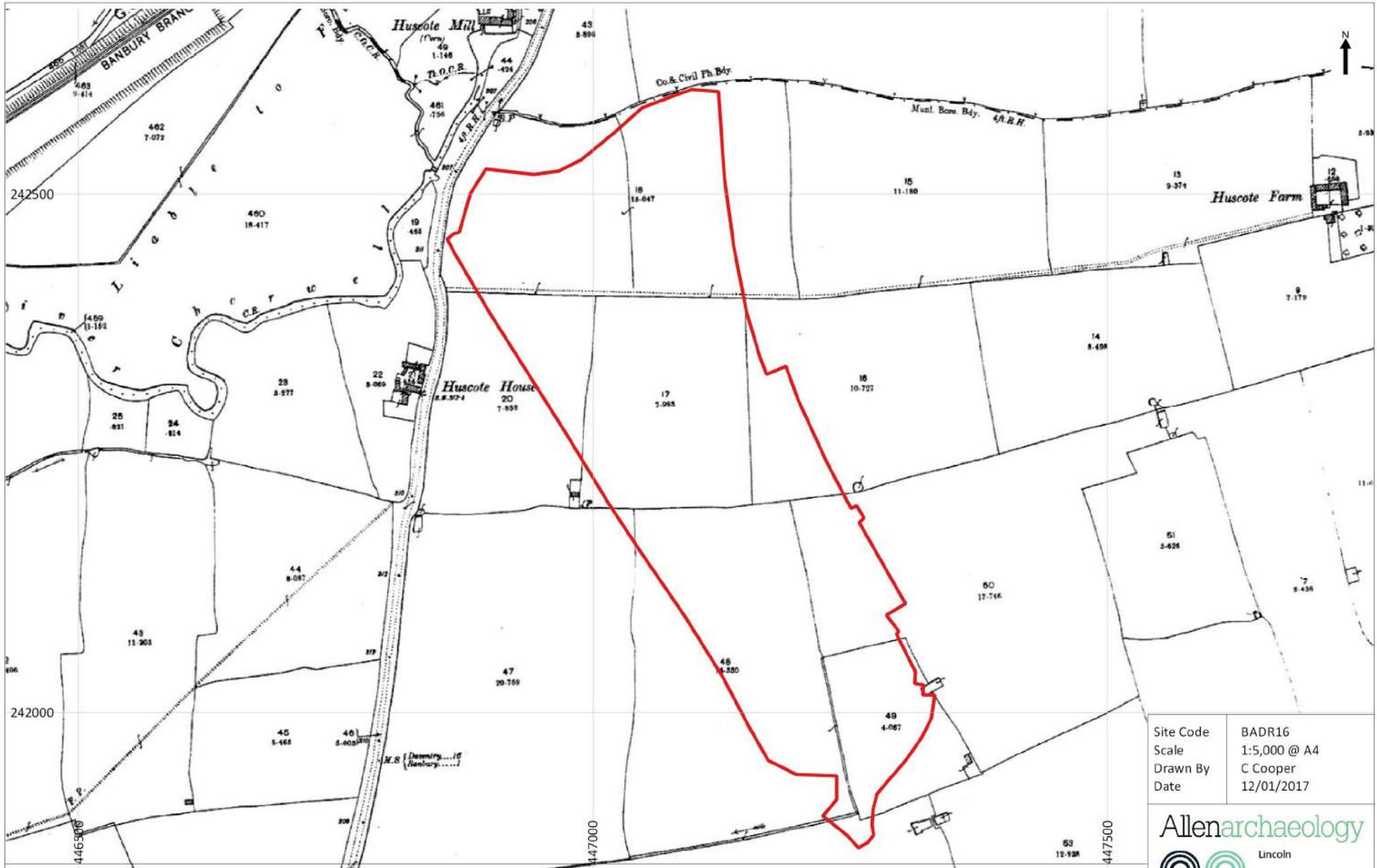


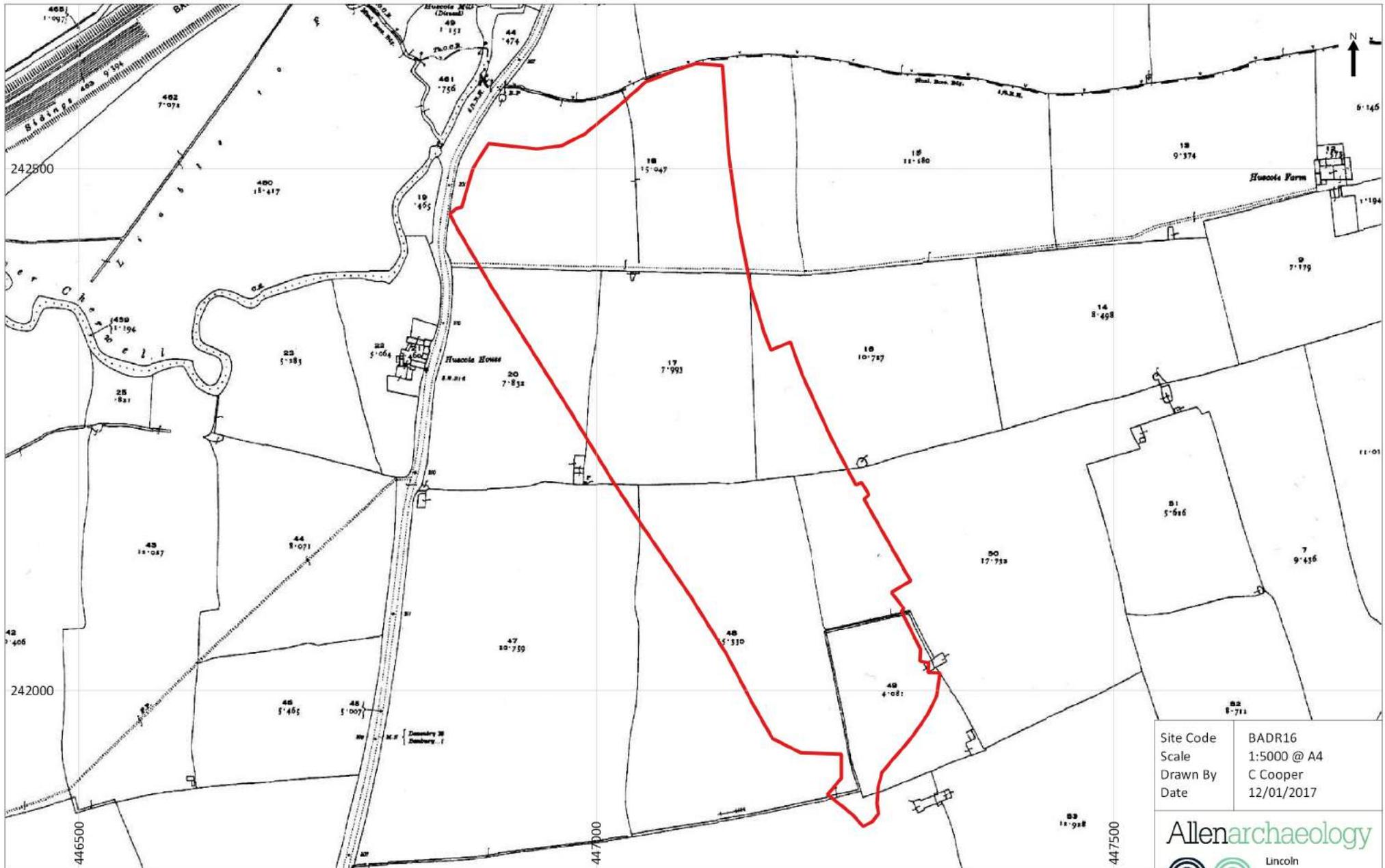
Figure 7: Extract of 1900 Ordnance Survey Map with site outlined in red

Site Code	BADR16
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Figure 8: Extract of 1922 Ordnance Survey Map with site outlined in red



Figure 9: Extract of 2006 Ordnance Survey Explorer map 206, site outlined in red

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Site Code	BADR16
Scale	1:10,000 @ A4
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Date	12/01/2017

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