



Proposed Hotel Development, Bicester Heritage, Buckingham Road, Bicester

Archaeological Desk-Based Assessment

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Contents

Summary	1
1 INTRODUCTION.....	3
2 LOCATION, TOPOGRAPHY AND GEOLOGY	3
3 SOURCES CONSULTED.....	3
4 PLANNING BACKGROUND	4
4.1 National Planning Policy	4
4.2 Local Planning Policy	5
5 WALKOVER SURVEY	5
6 ARCHAEOLOGICAL BASELINE	6
6.1 Introduction	6
6.2 Designated sites	6
6.3 Previous Archaeological Investigations	6
6.4 Prehistoric Period (500,000 BP – AD 43).....	6
6.5 Romano-British Period (AD 43 – 410)	7
6.6 The Medieval Period (AD 410 – 1550)	8
6.7 Post-Medieval Period (1550-1900)	8
6.8 20th Century	8
6.9 Undated	9
6.10 Aerial Photographs.....	10
7 PREVIOUS IMPACTS AND SURVIVAL.....	10
8 ARCHAEOLOGICAL POTENTIAL.....	11
9 POTENTIAL IMPACTS.....	12
10 POTENTIAL FOR FURTHER WORK.....	12
11 CONCLUSION	12
APPENDIX A GAZETTEER OF KNOWN ARCHAEOLOGY WITHIN THE STUDY AREA	15
APPENDIX B BIBLIOGRAPHY AND LIST OF SOURCES CONSULTED	19

List of Figures

Fig. 1	Site location
Fig. 2	Designated Heritage Assets within the Study Area
Fig. 3	Heritage assets and Archaeological Investigations within the Study Area
Fig. 4	Launton Enclosure Map (1814)
Fig. 5	Ordnance Survey (1881)
Fig. 6	Ordnance Survey (1899)
Fig. 7	Ordnance Survey (1922)
Fig. 8	Ordnance Survey (1966)
Fig. 9	Proposed Scheme

List of Plates

Plate 1	General view looking north across the site
Plate 2	View southwest across the position of the aviation fuel installation
Plate 3	Scheduled anti-aircraft gun position and munition store along the western boundary
Plate 4	General view east across the site showing possible linear feature in the vicinity of First World War taxiway
Plate 5	Aerial Photo from 1961 showing cropmarks relating to First World War building
Plate 6	Oblique photograph showing cropmark close to the location of known historic farmstead

Summary

Oxford Archaeology (OA) has been commissioned by Ridge and Partners LLP on behalf of Bicester Heritage to carry out an archaeological desk-based assessment for a hotel development on part of Bicester Aerodrome formerly RAF Bicester situated at NGR SP 59250 24783.

The site is situated within Bicester Aerodrome now known as Bicester Heritage and formerly RAF Bicester 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 site was extensively developed during the First World War with hangers, workshops, other technical buildings and taxiways constructed within the site boundary. These were demolished in 1920 but aerial photographs from the 1960s indicate that buried remains may survive.

In addition to the potential for First 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 there is considered to be the potential for 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 the site holds archaeological potential. Therefore, it is anticipated that prior to determination of the scheme and in accordance with paragraph 128 of NPPF an archaeological trial trench evaluation will be required in order to ascertain the presence (or absence) of any archaeological remains which may be damaged or destroyed as a result of the proposed scheme. The results of the evaluation would be used to clarify the nature and significance of the archaeological remains within the site and inform a suitable mitigation strategy. 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 Ridge and Partners LLP on behalf of Bicester Heritage to carry out an archaeological desk-based assessment for a hotel development on part of Bicester Aerodrome formerly RAF Bicester, henceforth known as 'the site'. The site is centred on NGR SP 59250 24783, 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 liaise with the consultant working on the wider heritage assessment during the course of the project but were unable to make contact.
- 1.1.3 This report has been produced in accordance with a written Scheme of Investigation approved by the Oxfordshire County Council Archaeologist.
- 1.1.4 The aim of this project is to:
- provide an assessment of the archaeological potential of 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 archaeological investigations intrusive, or non-intrusive, where the nature, extent or significance is not sufficiently well defined.

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 on the eastern side of the A4421. The site is 3.7 hectares (ha) and currently comprises a green field on the western side of the Aerodrome bounded by taxiways to the north and east, the A4421 to the west and buildings associated with the Second World War Airfield to the south (Plate 1).
- 2.1.2 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, 2017).

3 SOURCES CONSULTED

- 3.1.1 The Oxfordshire Historic Environment Record (OHER) was contacted and supplied the data of known assets, events and designated assets within the site and surrounding study area. Information was collected for a 1 km study area surrounding the site (hereafter known as the study area). Aerial photographs from the Historic England

archive were also examined as were aerial photos held by the OHER at the HER offices in Oxford. Oxford History Centre was visited and provided copies of early Ordnance Survey Maps. Earlier Historic mapping is held at Oxford Archaeology offices. All of the heritage assets identified within the study area have been presented in the heritage gazetteer provided in Appendix A. A full list of sources consulted can be found in Appendix B.

- 3.1.2 For ease of reference each heritage asset identified has been allocated a unique OA number. This is included in the heritage gazetteer, referred to in the text where relevant and marked on Figures 2-3. Figures 4-8 show historic mapping of the site.

4 PLANNING BACKGROUND

4.1 National Planning Policy

- 4.1.1 The National Planning Policy Framework (NPPF: issued March 2012) sets out the Government's planning policies on the conservation of the historic environment.

- 4.1.2 Policies 12.128 and 12.129 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 Policy 12.141 states:

"141. 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 WALKOVER SURVEY

- 5.1.1 A walkover survey of the site was carried out in January 2018 in order to assess the current character and conditions of the site. All areas of the site were accessed and no new archaeological features were identified during the visit.
- 5.1.2 The site comprised a single flat grassed field (**Plate 1**). There are trees planted along the western boundary and wire mesh fence along the southern boundary separating the airfield from the former technical site. Northern and eastern boundaries are not enclosed but are demarcated by tarmac taxiways. Within the site are

tarmacadam taxiway leads northwards from the southern boundary and forms a loop. Within this loop once stood an aviation fuel installation which has since been removed (**Plate 2**). Along the western boundary a scheduled anti-aircraft gun position and munition store is present within a break in the trees (**Plate 3**). There were slight undulations in the field and areas where the grass differentiated in colour possibly indicating the presence of below ground remains, possibly relating to the First World War airbase (**Plate 4**). Two manhole covers were also identified close to the western boundary.

6 ARCHAEOLOGICAL BASELINE

6.1 Introduction

- 6.1.1 The nature of the archaeological resource within the site and its surrounding study area are discussed by period below. The location of designated sites is marked upon **Figure 2** and the location of previous archaeological investigations and non-designated sites are shown upon **Figure 3**. Further details of all sites is provided in the Gazetteer in Appendix A.

6.2 Designated sites

- 6.2.1 The site is situated within the RAF Bicester Conservation Area. Within the study area there are 27 Grade II Listed Buildings (**OA 1 – 27**). All of these buildings are situated within the conservation area and were purpose built except for Brashfield House and Lodge (**OA 1**) which is also situated within the conservation area but was constructed in 1871 prior to the establishment of the airfield.
- 6.2.2 RAF Bicester: World War II Airfield (Scheduled Monument, **OA 29**) comprises the bomb stores and a series of airfield defence structures. In total 11 areas are protected, one of which is situated within the site on the western boundary. This structure was discovered hidden under ivy and trees and following a public appeal by Historic England to understand to function of the structure it was revealed to be an anti-aircraft gun position and munition store. The direct and indirect effects of the proposed scheme upon the heritage significance of this structure will be addressed by the built heritage report and are not discussed further.

6.3 Previous Archaeological Investigations

- 6.3.1 There have been no archaeological investigations undertaken within the site. Within the study area there have been eight archaeological investigations including geophysical surveys (**OA 49 – 51**), trial trench evaluations (**OA 44, OA 45 and OA 48**) and watching briefs (**OA 46 and OA 47**). Investigations considered relevant to the site are further discussed by period below.

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

- 6.4.1 There is a paucity of features or finds of Prehistoric date within the study area and the wider area as a whole. The Oxfordshire HER returned only two records of Prehistoric date within the 1 km study area. To the east of the site lies a circular cropmark, visible

as a crop mark on aerial photography. This may represent the remains of a single ring ditch (**OA 30**) is although it more likely relates to Second World War defences. Aerial photos have also aided in identifying a possible round barrow cemetery (**OA 31**) comprising seven ring ditches that were destroyed by development of the airfield during the twentieth century.

6.5 Romano-British Period (AD 43 – 410)

- 6.5.1 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 AD44. 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 33**) borders the western boundary of the site overlain by the A4421. These were major roads and acted as stimulus for nucleated settlements and villa sites which were subsequently established along them.
- 6.5.2 Three villa/ settlement sites have been identified within the study area. To the north of the site a Roman villa (**OA 34**) 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 990 m southwest of the site (**OA 36**). 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 45**) 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 44**) identified a number of ditches, gullies and pits indicating the presence of a Roman settlement which appears to have extended approximately 200 – 225 m from the line of the road (Pine, 2000). Subsequent test pitting (**OA 47**) failed to identify any archaeological remains. Test pits (**OA 46**) to the south of the site within the technical site also failed to identify any features of archaeological interest (Challis, 2002).
- 6.5.3 In addition to the above mentioned finds and features the Victoria County History (VCH) mentions the discovery in 1813 of Inhumation burials (**OA 35**) of possible Romano British date 160 m south of the site although no further details are given.

6.6 The Medieval Period (AD 410 – 1550)

Early Medieval Period (AD 410 – 1065)

- 6.6.1 A single record of Early medieval date was returned by the Oxfordshire HER within the study area. It was reported that during the construction of the turnpike road from Bicester to Buckingham 13 skeletons (**OA 38**) were identified. 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.
- 6.6.2 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)

- 6.6.3 The Oxfordshire HER returned a single record of medieval date within the 1 km study area and this relates to the village of Caversfield 990 m northwest of the site. In the Domesday Survey (1086) the village is recorded as *Caverfelle* the etymology of which derives from an Old English personal name and *feld* and means ‘open land of a man called *Cāfhere*’ (Mills, 2011). It is not known when the village was established but at the time of the survey it comprised 21 households, which was quite large, with eight ploughlands, three lords plough teams five men’s plough teams and one fishery (Palmer and Powell-Smith, 2017). The village was deserted at some point during the medieval period and survives as a series of earthworks.

6.7 Post-Medieval Period (1550-1900)

- 6.7.1 No records of Post-medieval date were returned by the Oxfordshire HER within the study area. The study area and the site were likely utilised for agricultural purposes throughout the medieval period. The site is shown on the Davis Map of 1797 (not reproduced) as part of a large L-shaped field. The area was enclosed under an act of parliament and the Enclosure Map of 1814 (**Figure 4**) depicts the site across the boundary of two rectangular fields on the eastern side of the Bicester and Stratton Audley Road (now the A4421). There is very little change between the Enclosure Map and the First Edition Ordnance Survey Map of 1881 (**Figure 5**) and the Second Edition in 1899 (**Figure 6**) other than the construction of Brashfield House to the north of the site.

6.8 20th Century

- 6.8.1 The site is situated within Bicester Aerodrome which was formerly RAF Bicester (**OA 40**). 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.

- 6.8.2 Bicester was originally planned as a training station for the RFC. It opened in October 1918 late in the war effort as 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 proposed development site occupies the area which was the focus of the technical site. 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 are situated at the eastern side of the site and front directly onto the airfield with four taxiways extended south-eastwards from the hangars onto the airfield. A number of other service buildings are depicted to the rear of the hangars on the western side of the site.
- 6.8.3 Following the war and financial cutbacks Bicester was closed in 1920. All the buildings were demolished and the flying field reverted back to agricultural land. This interlude was short lived. 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. Land was acquired to the north and the boundary extended to the south. Work started immediately with the construction of two hangers and a railway around the perimeter of the airfield. 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. 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. At the outbreak of the Second World War the role of the station changed to that of training. Bicester closed as an operational station in 1976. **Figure 8** shows the layout of the airfield in 1966. The site is bordered by taxiways and within the site is an aviation fuel installation which is accessed by a taxiway from the south and comprises an earth bank surrounding a central pit containing the fuel tank. It has since been removed and whilst no evidence of the earth bank survives the surrounding taxiway is still present. Depicted within the site and along the western boundary is a (now scheduled) anti-aircraft gun position and munition store (**OA 29**). This configuration of the site can also be seen on a 1961 aerial photograph of the site (**Plate 5**).

6.9 Undated

- 6.9.1 The Oxfordshire HER returned three records of unknown date within the study area which include a faint cropmark, possibly a ring ditch, to the east of Caversfield (**OA 41**)

and archaeological features including ditches and postholes (**OA 42** and **OA 43**) identified during a geophysical survey.

6.10 Aerial Photographs

- 6.10.1 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 113 aerial photographs comprising specialist oblique records, military obliques and vertical images covering the period from 1941 to 2010 were reviewed. A faint rectangular cropmark (**OA 52, Figure 6**) was identified to the north of the site close to the location of a known historic farmstead. Other features which appear as crop marks include the outline of the First World War buildings (visible on a 1961 photograph: see Plate 5) and two circular features (**OA30**) recorded on the HER as a single round house but more likely to relate to Second World War defences. The HER suggests that the study area (to the south-east of the development site) contained a complex of seven ring ditches (**OA 31**) 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.

7 PREVIOUS IMPACTS AND SURVIVAL

- 7.1.1 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 site was extensively developed during the First World War with hangers, workshops, other technical buildings and taxiways constructed within the site boundary. 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 is likely to have occurred it is anticipated that if earlier archaeological remains are present within the site they are likely to have survived. Aerial photographs from the 1960s indicate that remains are likely to have survived (**Plate 5**). It is not known if features such as pits were excavated within the hangers or workshops for working on or underneath planes but if present these will have impacted upon the archaeological horizon damaging or destroying any earlier archaeological remains if present. Clearly however the remains of the First World War structures do themselves represent archaeological remains of some interest.
- 7.1.2 Bicester was chosen as a permanent bomber base in 1925. The technical site was established to the south of the site with the site itself remaining green field apart from the construction of an aviation fuel installation which has since been removed an anti-aircraft gun position and munition store along the western boundary. These (particularly the aviation fuel installation which comprised an earth bank and internal pit) will have impacted upon any earlier archaeological remains within their footprint, including any surviving material relating to the Training Station Depot.

8 ARCHAEOLOGICAL POTENTIAL

- 8.1.1 There is a paucity of finds and features of prehistoric, medieval and post-medieval remains within the study area. A barrow cemetery was identified from aerial photography to the east of the site and although no obvious ring ditches were observed on aerial photos at Historic England's Archive and there is no evidence to suggest these extended into the site it does not mean that the possibility of prehistoric remains being present within the site can 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 Training Depot Station established within the site during the First World War. Remains of three villa/ settlement sites have been identified within the study area the closest of which is 400 m to the south. As well as settlement remains burials of Roman date have also been identified. These have been found set back from the Road from Alchester to Towcester (Margary Road 160a) and there is considered to be the potential for remains of this date to be present within the site. Works close to the western side of the site have the potential to confirm the line of the Roman road.
- 8.1.3 The site was likely utilised for agriculture during the medieval and post-medieval period. A northwest – southeast orientated field boundary is depicted within the site on the 1814 Enclosure Map (**Figure 4**) and the 1881 Ordnance Survey Map (**Figure 5**) and as it is considered likely that further remains relating to agricultural practices might be present within the site.
- 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 it is considered that some elements may survive below ground. 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 Above ground TDS remains do not survive at Bicester but aerial photographs (**Plate 5**) indicate the survival of below ground remains relating to the hangers and taxiways. Other structures do not appear as crop marks, although 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.
- 8.1.6 The site was reverted to agricultural land but was re-established as an airbase in 1925. Within the site an aviation fuel installation was constructed in the western part of the site and whilst this has now been removed below ground remains will survive and will have damaged earlier archaeological remains within its footprint.

9 POTENTIAL IMPACTS

- 9.1.1 The proposed scheme is for the construction of a hotel within the site. The hotel building will be located in the southern half of the site with a car park situated in the northern half and new access created from the A4421 (**Figure 9**).
- 9.1.2 Ground works during the construction of the scheme have the potential to impact upon or destroy any archaeological remains, if present within the site. Along the eastern side of the site aerial photographs indicate the survival of below ground remains of hangers and taxiways and historic maps indicate small ancillary buildings were located along the western side of the site. The main hotel building is to be located in the southern half of the site, part of which has been truncated by the construction of an aviation fuel installation during the Second World War. It is therefore considered that there will be a bigger impact from groundworks on the First World War remains and any earlier archaeological remains that might be present in the southern half of the site from the construction of the hotel building than from ground works associated with the construction of the car park in the northern half of the site. Groundworks in the northern part of the site will likely still have an impact to some extent on the archaeological horizon as topsoil and subsoil may have to be removed prior to construction. Any soakaways or other services will also impact upon remains within the northern half of the site.

10 POTENTIAL FOR FURTHER WORK

- 10.1.1 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. Therefore, it is anticipated that prior to determination of the scheme and in accordance with paragraph 128 of NPPF an archaeological trial trench evaluation will be required in order to ascertain the presence (or absence) of any archaeological remains which may be damaged or destroyed as a result of the proposed scheme. The results of the evaluation would be used to clarify the nature, significance and survival of the archaeological remains within the site and inform a suitable mitigation strategy intended to reduce or remove any potential impacts of the scheme upon the heritage resource. In particular, it would clarify the extent to which below ground remains or traces of the short lived First World War structures may survive and would help to define a strategy for any necessary recording of surviving deposits prior to their disturbance as part of the development.
- 10.1.2 The scope of any further archaeological work will have to be agreed with the Oxfordshire County Archaeologist

11 CONCLUSION

- 11.1.1 The site is situated within Bicester Aerodrome formerly RAF Bicester that was originally a Training Depot Station during the First World War. Whilst the structures

associated with this phase of use were demolished only a few years after they were constructed the site has remained relatively undeveloped since and as such there is the potential that remains of this date may be present within the site. The archaeological baseline also 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 by the construction of airfield buildings during the early twentieth century it has also been argued that (with the possible exception of the post-war fuel installation) foundations of these structures are not likely to have been substantial suggesting that there is the potential for pre-airfield deposits to survive within the site

- 11.1.2 A trial trench evaluation is likely to be required to be submitted with the planning application 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. This is in accordance with paragraphs 128 and 141 of NPPE.

Oxford Archaeology
January 2018

APPENDIX A GAZETTEER OF KNOWN ARCHAEOLOGY WITHIN THE STUDY AREA

Designated Heritage Assets

OA Number	Name	Type	Grade	List Entry
1	Brashfield House Brashfield Lodge	Listed Building	II	1369746
2	Building Number 31 (Sergeants Mess)	Listed Building	II	1391626
3	Building No 16 (Officers' Mess and Quarters)	Listed Building	II	1391628
4	Building No 20 (Dining Room and Institute)	Listed Building	II	1391629
5	Building No 22 (Central Heating Plant)	Listed Building	II	1391630
6	Building No 32 (Airmen's Institute)	Listed Building	II	1391631
7	Building 33 (Barrack Block)	Listed Building	II	1392759
8	Building 50 (Decontamination Centre)	Listed Building	II	1392760
9	Building 103 (Link Trainer)	Listed Building	II	1392761
10	Buildings 108 And 113 (Type C Hangars)	Listed Building	II	1392762
11	Building No 47 (Ration and Adjutant Stores)	Listed Building	II	1393028
12	Building No 48 (Dining Room and Cookhouse)	Listed Building	II	1393029
13	Building No 23 And 25 (Type H Barracks Block)	Listed Building	II	1393030
14	Buildings Nos 29, 42, 35 And 36 (Type 'E' Barracks Blocks)	Listed Building	II	1393031
15	Building Nos 43 And 46 (Station Sick Quarters and Decontamination Centre)	Listed Building	II	1393032
16	Building Nos 146 And 147 (Station Offices and Operation Block)	Listed Building	II	1393034
17	Buildings Nos 79 And 137 (Type 'A' Hangars)	Listed Building	II	1393035
18	Building No 87 (Fire Party House)	Listed Building	II	1393036
19	Building No 89 (Guard and Fire Party House)	Listed Building	II	1393037
20	Building No 90 (Main Stores)	Listed Building	II	1393038
21	Building No 92 (Parachute Store)	Listed Building	II	1393039

22	Building No 96 (Lubricant Store)	Listed Building	II	1393040
23	Building No 99 (Main Workshops)	Listed Building	II	1393041
24	Building No 109 (Watch Tower and Office)	Listed Building	II	1393042
25	Building No 123 (Lecture Rooms and Armoury)	Listed Building	II	1393043
26	Building Nos 129, 130 And 131 (Motor Transport Sheds)	Listed Building	II	1393044
27	Building No 135	Listed Building	II	1393049
29	RAF Bicester: World War II Airfield	Scheduled Monument		1021455

Non-Designated Heritage Assets

OA Number	HER Ref	Name	Period	Type
30	MOX5025	Bronze Age Ring Ditch	Bronze Age	RING DITCH
31	MOX5622	Possible Bronze Age Round Barrow Cemetery	Bronze Age	CEMETERY
33	MOX4783	Roman Road	Roman	ROAD
34	MOX4885	Roman Possible Villa at Fringford Lodge	Roman	VILLA?, FINDSPOT, MOSAIC, INHUMATION
35	MOX5590	Roman Inhumations	Roman	INHUMATION
36	MOX5612	Roman Enclosures and finds (SW of South Farm between A41 and A421)	Roman	FINDSPOT, RECTANGULAR ENCLOSURE
37	MOX6348	? Roman Settlement (land adj to Skimmingdish Lane)	Roman	DITCH, POST HOLE, SETTLEMENT
38	MOX11309	Anglo Saxon skeletons along Bicester to Buckingham turnpike	Early Medieval	INHUMATION
39	MOX4882	Caversfield Deserted Medieval Village	Medieval	DESERTED SETTLEMENT
40	MOX12827	RAF Bicester: World War II Airfield	Modern	BOMB STORE, PILLBOX, AIR RAID SHELTER, MILITARY AIRFIELD
41	MOX23344	Possible ring ditch E of Caversfield	Unknown	RING DITCH?
42	MOX23387	Linear features and possible pits at Dymock's Farm	Unknown	DITCH?, PIT?
43	MOX24734	Linear features at South Lodge Stables	Undated	LINEAR FEATURE
52		Cropmark identified from aerial photo	Unknown	CROPMARK

Archaeological Investigations

OA Number	EventUID	Name	Type
44	EOX37	Land adjacent to Skimmingdish Lane	EV
45	EOX42	Southwold County Primary School	EV
46	EOX953	RAF Bicester, Oxon 2002	WB
47	EOX1310	Skimmingdish Lane, Bicester: archaeological watching brief	WB
48	EOX1866	Evaluation and Watching Brief at Fringford Lodge	EV
49	EOX2035	Dymock's Farm	GS
50	EOX2284	Interim Note on Geophysical Survey at Fringford Lodge	GS
51	EOX3465	Land at South Lodge Stables	GS

APPENDIX B BIBLIOGRAPHY AND LIST OF SOURCES CONSULTED

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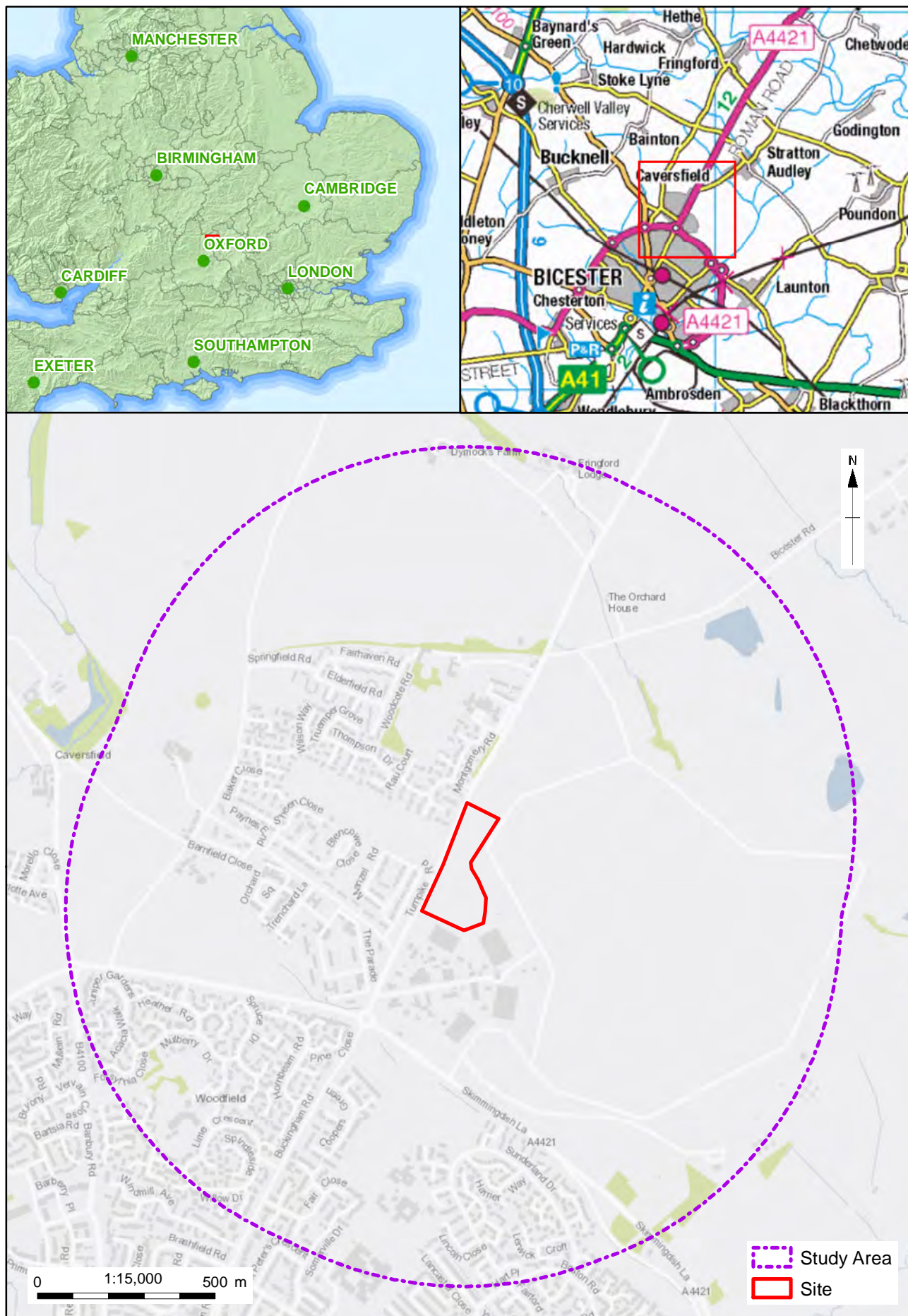
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Figure 1: Site location

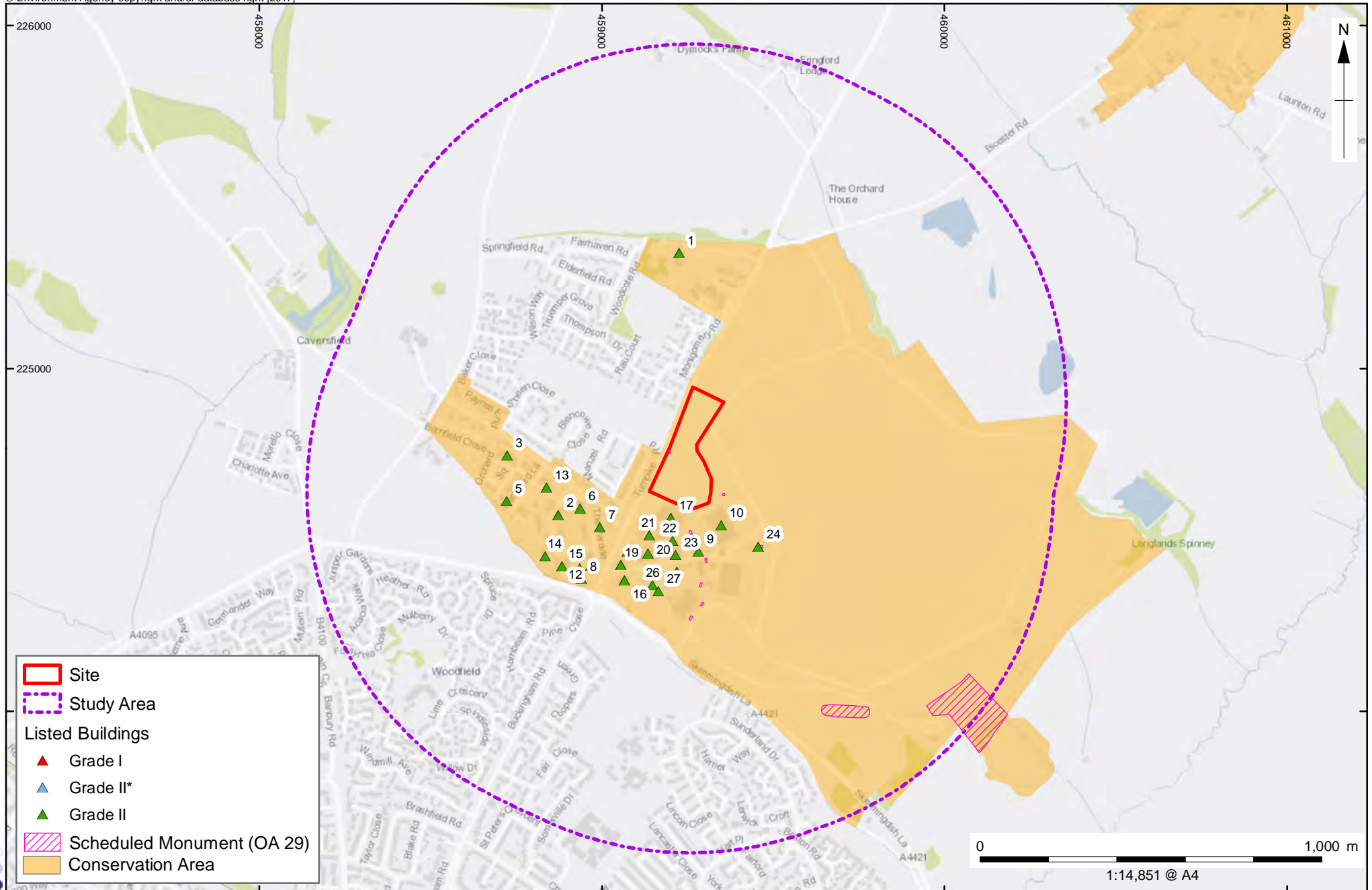


Figure 2: Designated Heritage Assets within the Study Area

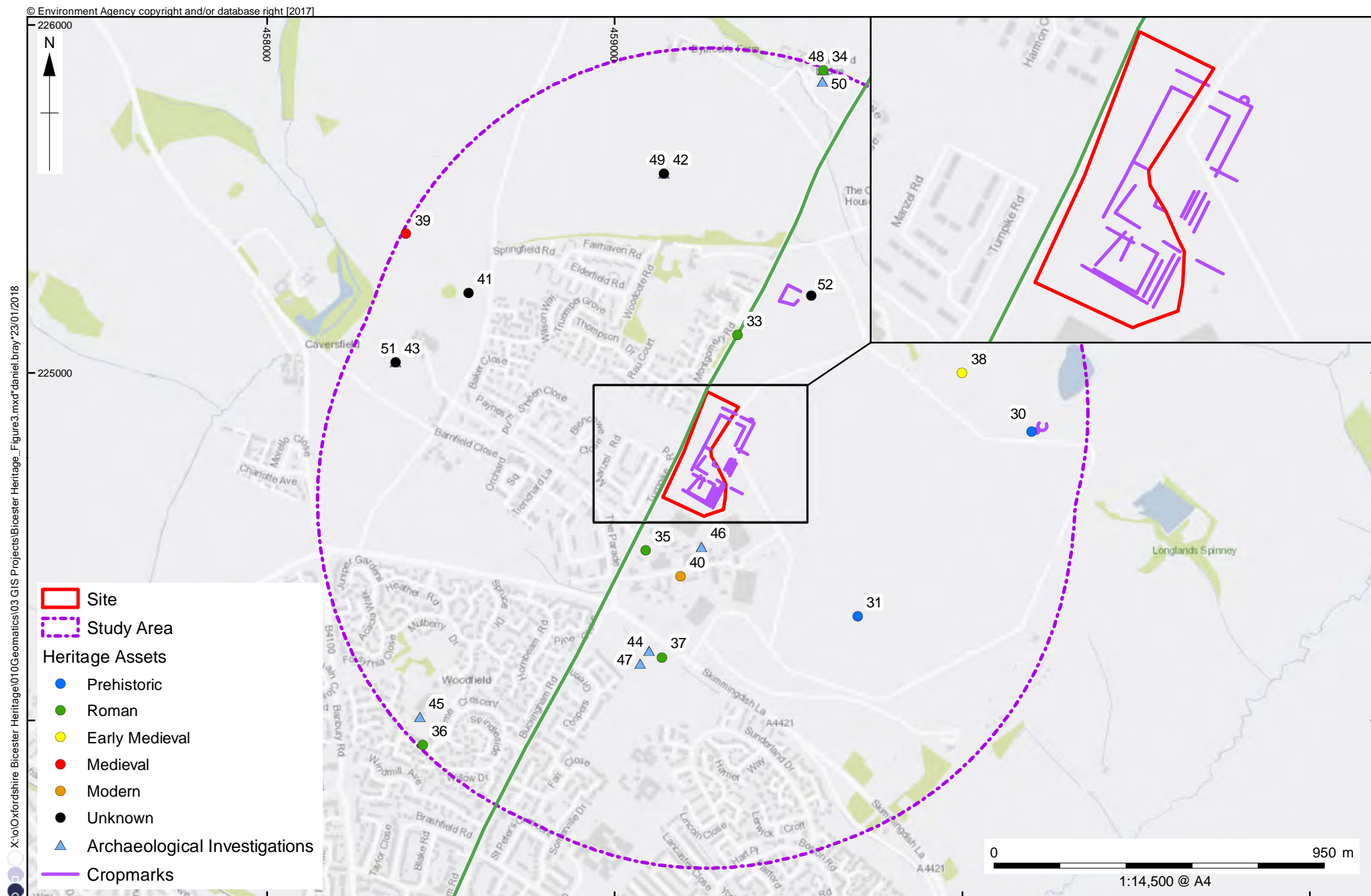


Figure 3: Heritage Assets and Archaeological Investigations within the Study Area



Figure 4: Launton Enclosure Map (1814)

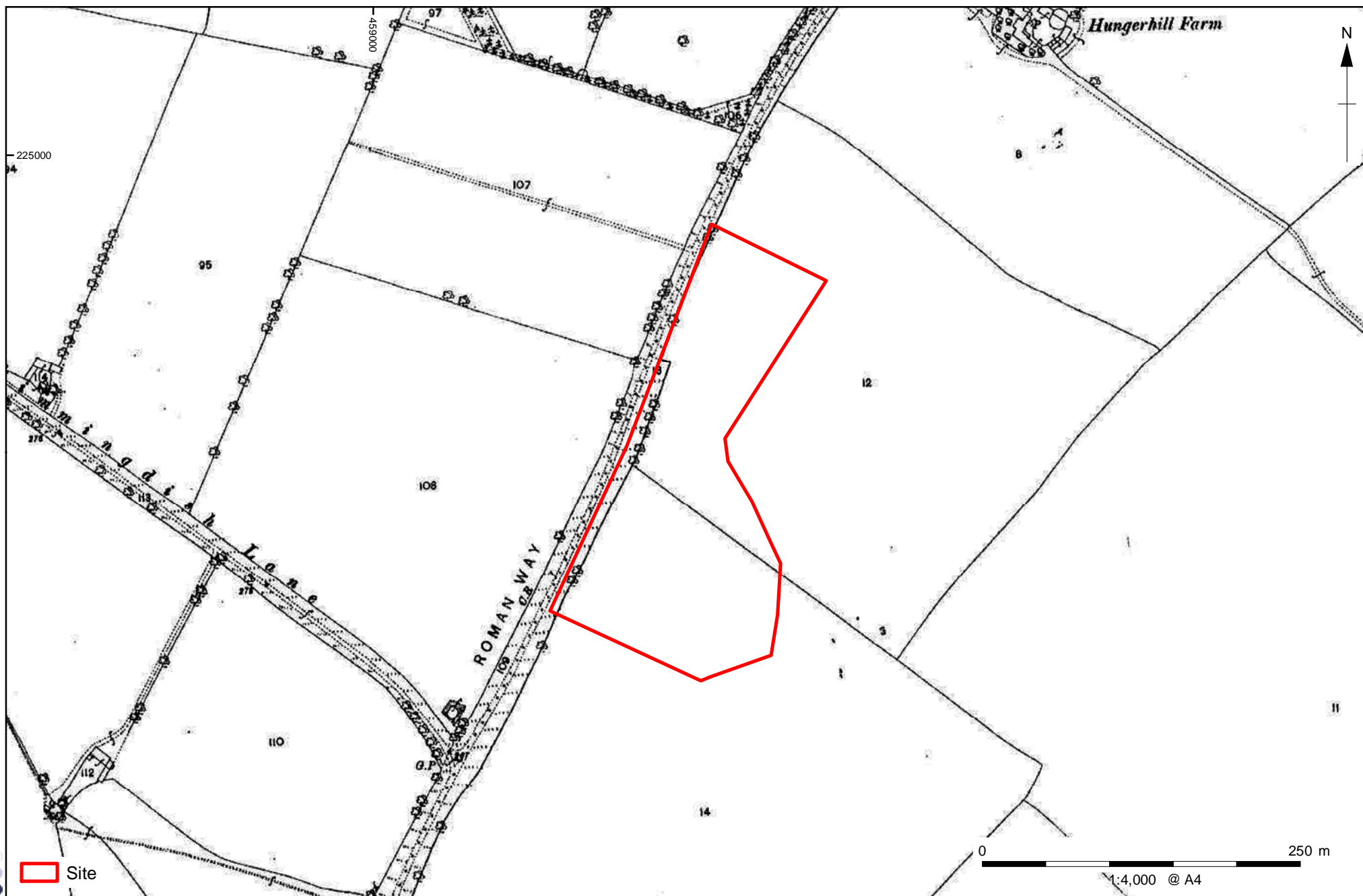


Figure 5: Ordnance Survey (1881)

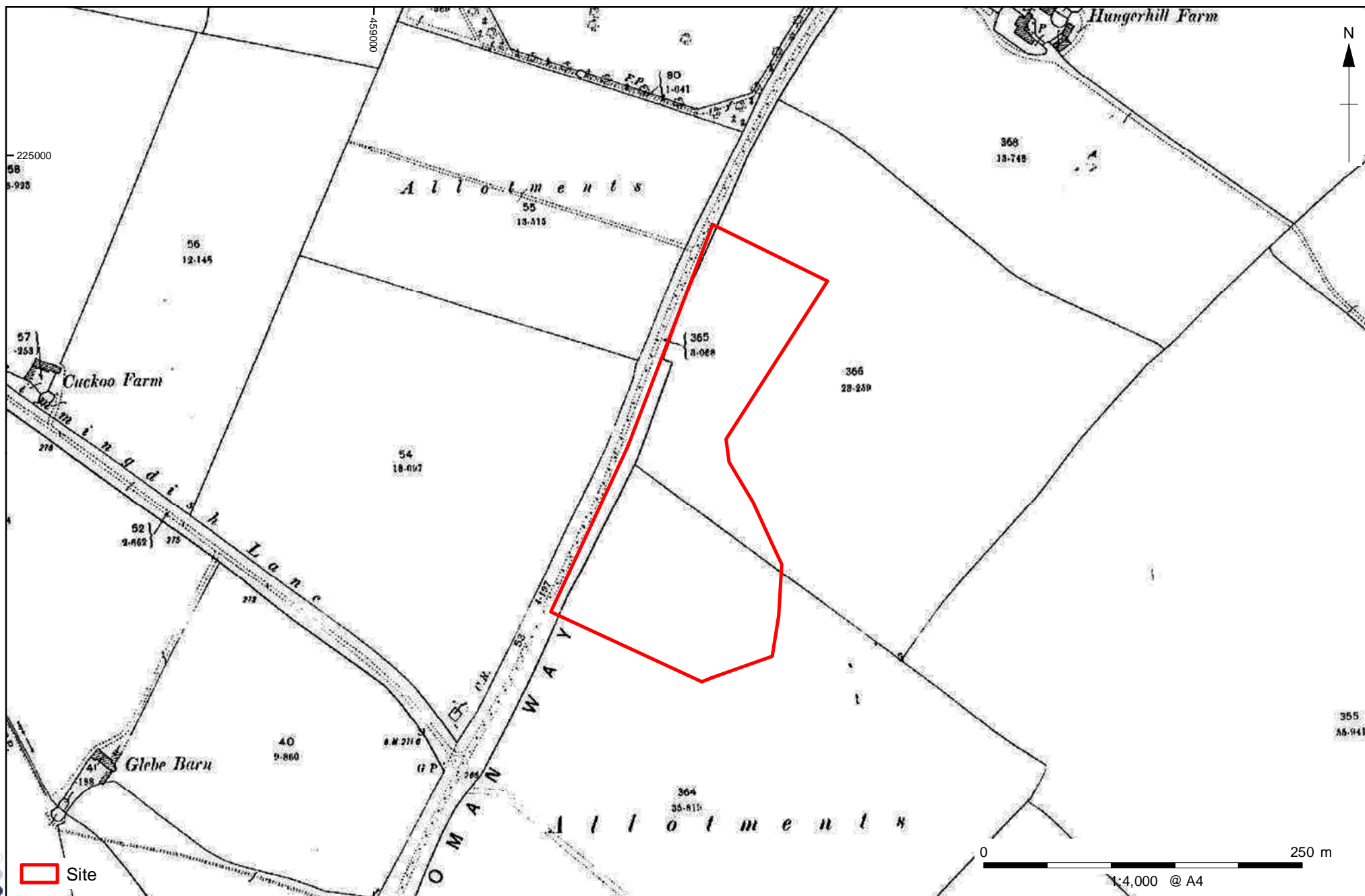


Figure 6: Ordnance Survey (1899)

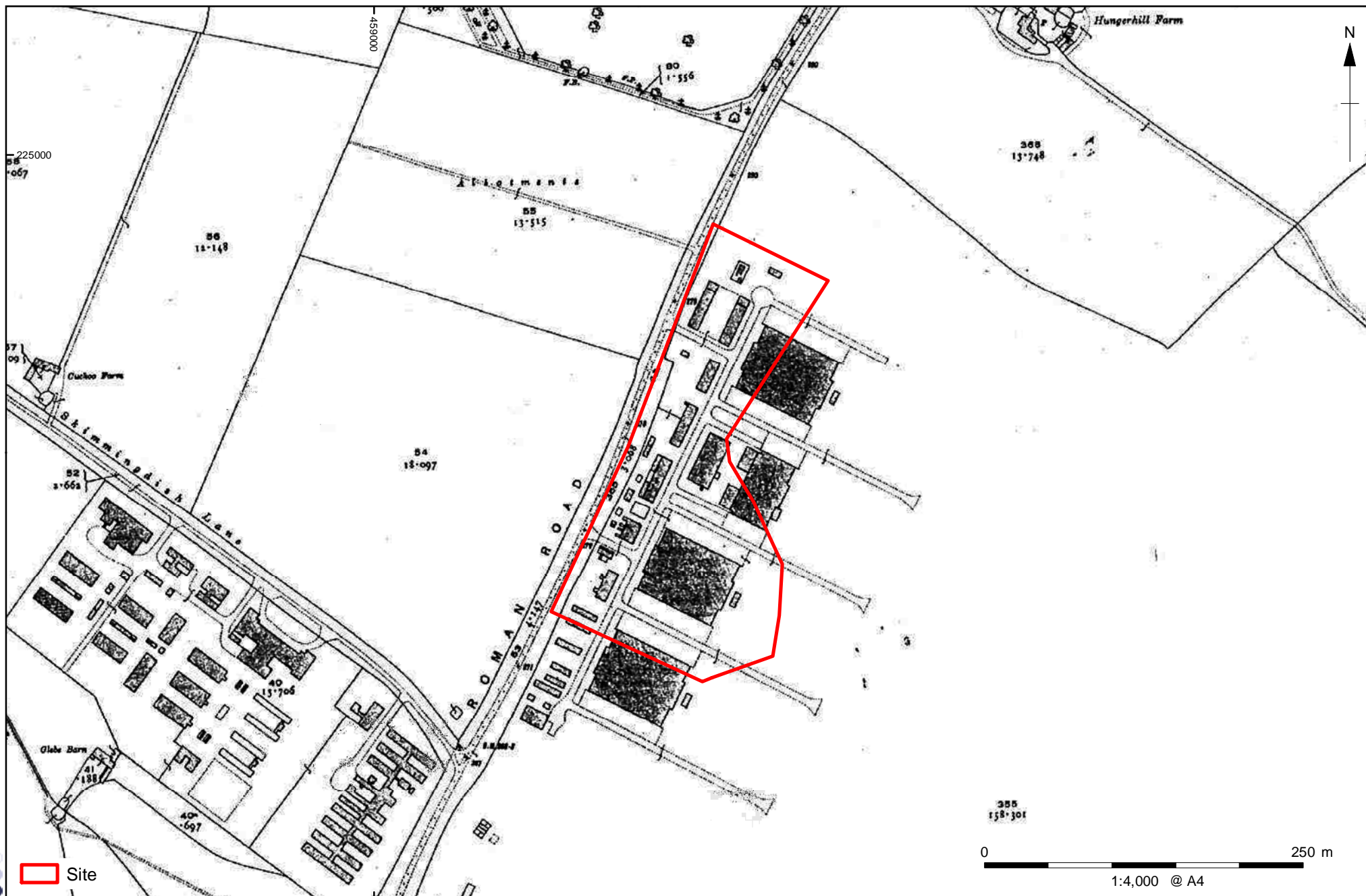


Figure 7: Ordnance Survey (1922)

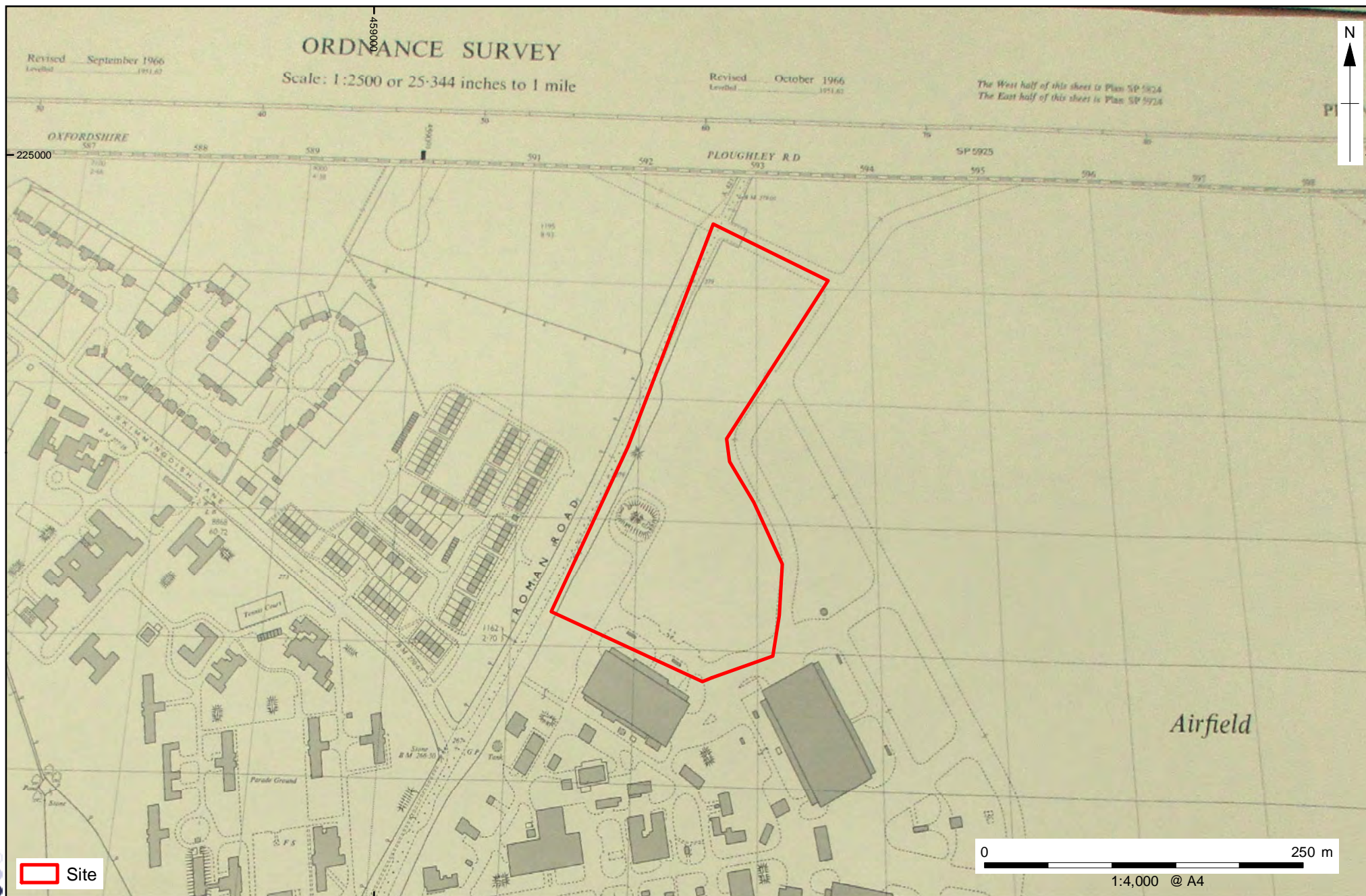


Figure 8: Ordnance Survey (1966)

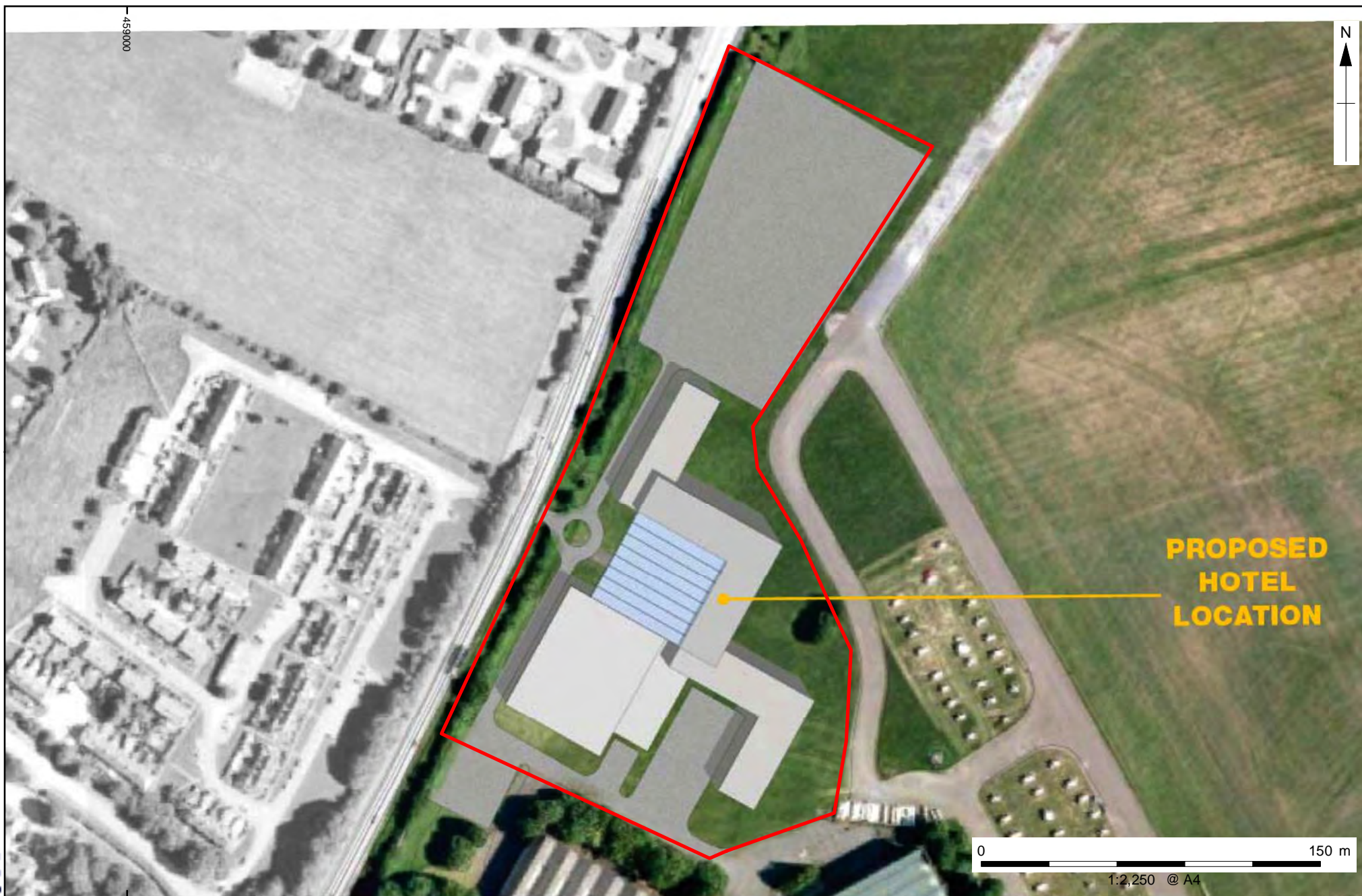


Figure 9: Proposed Scheme



Plate 1: General view looking north across the site



Plate 2: View southwest across the position of the aviation fuel installation



Plate 3: Scheduled anti-aircraft gun position and munition store along the western boundary



Plate 4: General view east across the site showing possible linear feature in the vicinity of First World War taxiway

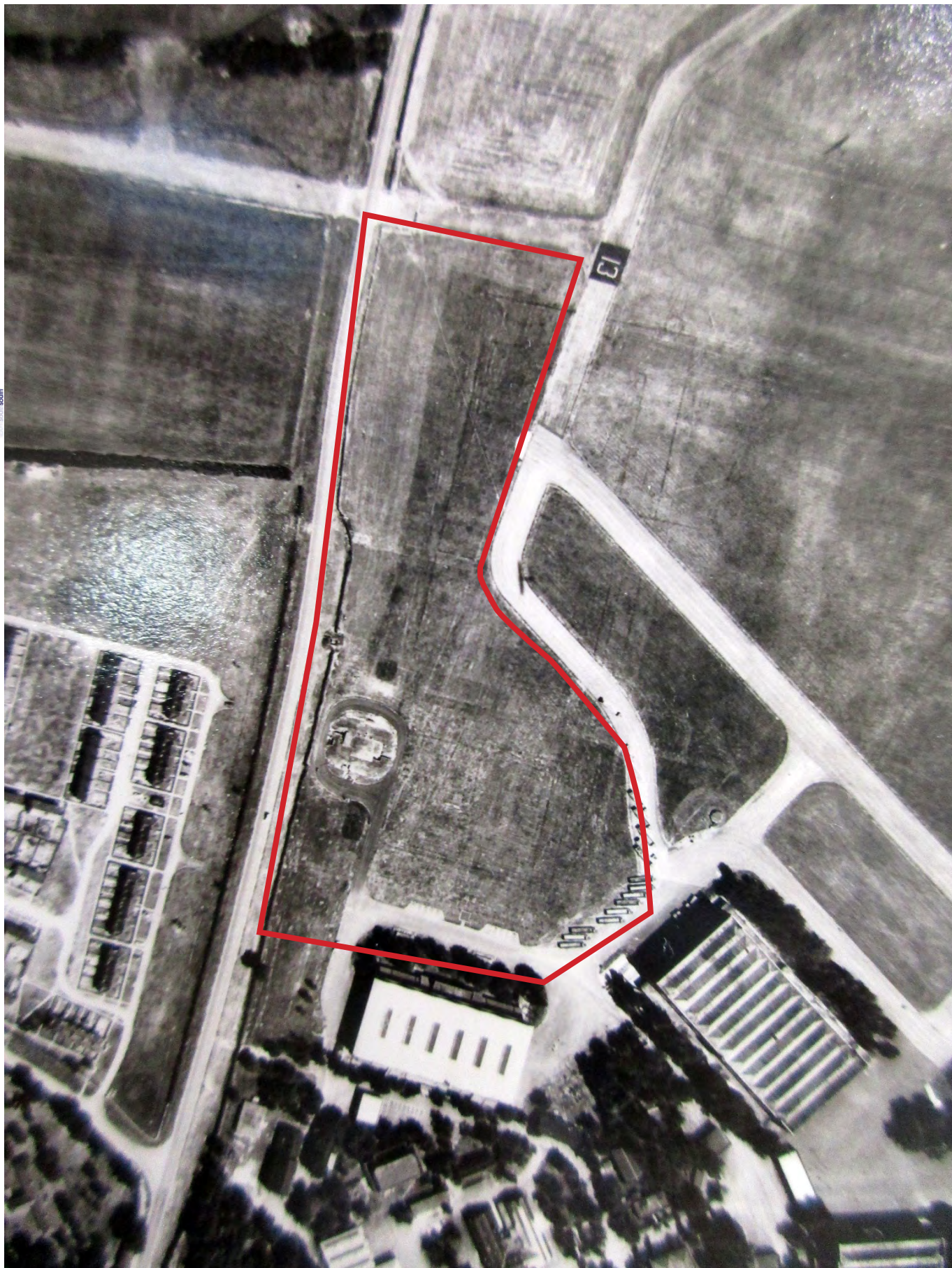


Plate 5: Aerial Photo from 1961 showing cropmarks relating to First World War building



Plate 6: Oblique photograph showing cropmark close to the location of known historic farmstead



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