



KDK ARCHAEOLOGY LTD

## Historic Building Recording, Strip Map and Sample Excavation and Archaeological Observation and Recording Report

De Havilland Aircraft Museum  
Bell Lane  
London Colney  
Hertfordshire

Laura Dodd MSc ACIfA,  
Chris Martin-Taylor BSc &  
Karin Kaye MA MCIfA

August 2019



**Quality Check**

<i>Author</i>	Laura Dodd MSc ACIfA, Chris Martin-Taylor BSc & Karin Kaye MA MCIIfA	<i>Version</i>	156/SDH/2.1	<i>Date</i>	20.08.2019
---------------	--	----------------	-------------	-------------	------------

<i>Editor</i>	David Kaye BA ACIfA	<i>Version</i>	156/SDH/2.1	<i>Date</i>	12.11.2019
---------------	---------------------	----------------	-------------	-------------	------------

<i>Revision</i>		<i>Version</i>		<i>Date</i>	
-----------------	--	----------------	--	-------------	--

© KDK Archaeology Ltd 2019 No part of this document is to be copied in any way without prior written consent.

Every effort has been made to provide as complete and as accurate a report as possible. However, KDK Archaeology Ltd cannot accept any liability in respect of, or resulting from, errors, inaccuracies, or omissions contained in this document.

© Ordnance Survey maps reproduced with the sanction of the Controller of Her Majesty's Stationery Office.  
KDK Archaeology Licence No. 100053538



Unit 3 Leighton Road Leighton Buzzard Bedfordshire LU7 1LA  
Tel: 01525 385443  
Email: office@kdkarchaeology.co.uk  
Website: www.kdkarchaeology.co.uk





## CONTENTS

Summary.....	1
1. Introduction .....	1
2. Aims & Methods .....	6
3. Archaeological & Historical Background .....	8
4. Historic Buildings Recording Description .....	12
5. Strip, Map and Sample and Observation and Recording Results .....	30
6. Conclusions .....	38
7. Acknowledgements.....	39
8. Archive .....	40
9. References .....	41
<b>Appendices:</b>	
1. Photograph List.....	43
2. OASIS and Site Data.....	50
3. Hertfordshire Historic Environment Record Sheet.....	51
<b>Figures:</b>	
1. General location.....	2
2. Site location .....	3
3. Site layout .....	4
4. Development plan.....	5
5. Aerial photograph dating to 1942.....	10
6. Aerial photograph showing the construction of a new hangar .....	11
7. Type B Robins Hangar, Abbots Bromley.....	17
8. Robin Hangar photo plan .....	22
9. Crew Room, Workshop and History Centre photo plan .....	23
10. Robin Hangar external elevations .....	24
11. Robin Hangar east and west elevations & section .....	25
12. Robin Hangar north and south elevations.....	26
13. Crew Room elevations .....	27
14. Workshop/History Centre elevations.....	28
15. Archaeological monitoring.....	29
16. Representative stratigraphy - Area 1, Services. 12.....	32
17. Representative stratigraphy - Area 1, Services 6-7.....	32
18. Representative stratigraphy - Area 1, car park south .....	32
19. Representative stratigraphy - Area 1, between Shop & Hangar .....	32
20. Representative stratigraphy - Area 1, car park northeast .....	33
21. Representative stratigraphy - Area 2, east section.....	33
22. Representative stratigraphy - Area 2, northeast section .....	33
23. Remnant modern wall (102) in ground reduced area north of Area 2.....	34
<b>Plates:</b>	
1. Robin Hanger from the east.....	12
2. Robin Hanger from the southeast.....	12
3. South elevation of hanger.....	13
4. Window detail on south elevation .....	13
5. East elevation of hanger.....	13
6. Detail on east elevation.....	13



7. Detail on east elevation of hanger .....	13
8. Southwest corner of hanger .....	13
9. North elevation of hanger .....	14
10. Hanger door .....	14
11. South corner .....	14
12. Roof detail, south corner .....	14
13. Structural detail, south corner .....	14
14. South wall.....	14
15. North wall .....	15
16. North wall .....	15
17. South wall.....	15
18. Roof structure detail .....	15
19. West wall.....	15
20. Door in west wall.....	15
21. Structural detail west wall.....	16
22. Structural detail in southwest corner.....	16
23. Structural detail in southwest corner.....	16
24. Structural detail in southwest corner.....	16
25. Window detail on south wall.....	16
26. Roof structural detail .....	16
27. Roof structural detail .....	17
28. Structural detail south wall .....	17
29. Roof detail, looking west.....	17
30. North elevation of crew room.....	17
31. East elevation of crew room .....	18
32. South wall of dining area.....	18
33. North wall of dining area.....	18
34. East wall of dining room.....	19
35. North wall of hallway .....	19
36. North elevation of the workshop .....	19
37. North elevation of the History Centre and workshop .....	20
38. Point of extension on the east elevation.....	20
39. South elevation of the History Centre and workshop .....	20
40. Scar of demolished wall on north elevation of the History Centre .....	20
41. Scar of demolished wall on east elevation of the History Centre.....	21
42. Interior of the History Centre looking south .....	21
43. Interior of the History Centre looking north .....	21
44. Layer composition within Tank area and general site stratigraphy, looking southwest.....	35
45. Stripped area for new hangar, looking southwest .....	35
46. Pad of new hangar (Pad 10), looking north northwest .....	35
47. Footing Trench 1, looking northeast .....	35
48. Water Storage Tank, looking south southeast .....	35
49. Service Trench 1, looking southeast.....	35
50. Inspection Chamber 3, looking southeast .....	36
51. Original hangar concrete pad in situ (Area 1), looking northwest.....	36
52. Original hangar wall in Area 1, looking northeast .....	36
53. Area 1 Car Park, looking south southeast .....	36
54. Area 1 Car Park, looking west.....	36
55. Original Hangar Wall, looking southwest .....	36
56. Original Hangar wall, looking northwest .....	37
57. Original Hangar wall, looking north northwest .....	37
58. Structure exposed in Trench 1, looking southeast.....	37



## Summary

Between October 2014 and January 2019, KDK Archaeology Ltd undertook a programme of Historic Building Recording, Strip Map and Sample Excavation (Areas 1 & 2) and Archaeological Observation and Recording of De Havilland Aircraft Museum, Bell Lane, London Colney, Hertfordshire. This was done as a condition of the planning permission for the development of the site.

Sub-surface investigations revealed no archaeological finds, features or deposits that predated the Second World War. The remnant foundations of a potential WWII Mosquito hangar were exposed in Area 2 and service pipes and cables were commonly encountered during the archaeological investigations. However, the entire area investigated was predominantly covered in made-ground (including tarmac and concrete). Consequently, the local stratigraphy had been comprehensively truncated and re-worked from the mid-20th century onwards.

## 1 Introduction

1.1 Between October 2015 and January 2019 KDK Archaeology Ltd undertook a programme of Historic Building Recording, Strip, Map and Sample Excavation and Archaeological Observation and Recording of De Havilland Aircraft Museum, Bell Lane, London Colney, Hertfordshire. The project was commissioned by Bourne Wood Partnership Ltd, and was carried out according to a Written Scheme of Investigation prepared by KDK (Barclay-Jones 2015), and approved by Andy Instone, Archaeological Advisor (AA) to the Local Planning Authority (LPA), Hertsmere Borough Council. The relevant planning application reference is 13/1923/FUL.

### 1.2 *Planning Background*

This project has been required under the terms of National Planning Policy Framework (NPPF) as Condition 9 of planning permission for the development of the site.

### 1.3 *The Site*

#### *Location & Description*

The site is located in the parish of Shenley, in the borough of Hertsmere in Hertfordshire. It lies in an isolated area away from settlements, but is directly adjacent to Salisbury Hall and Salisbury Farm. It is situated at National Grid Reference TL 9537 2743 (Fig. 1). The site is bounded to the south-east and south-west by fields, to the north-east by Salisbury Hall, and to the north-west by a car-park and Salisbury Farm buildings (Fig. 2).

#### *Geology & Topography*

The geology of the site consists of sand and gravel deposits from the Kesgrave Catchment Subgroup, overlying chalk bedrock from the Lewes Nodular Chalk Formation and Seaford Chalk Formation. The site slopes slightly from north-west to south-east, and lies at a height of approximately 80m OAD.

#### *Proposed Development*

The planning application is for the demolition of the existing Robin hangar, the workshop, mess hall and a temporary building, and the construction of a new hangar, a covered walkway, and new hard standing to be used as display space, and enlarged parking space (Figs. 3 & 4)



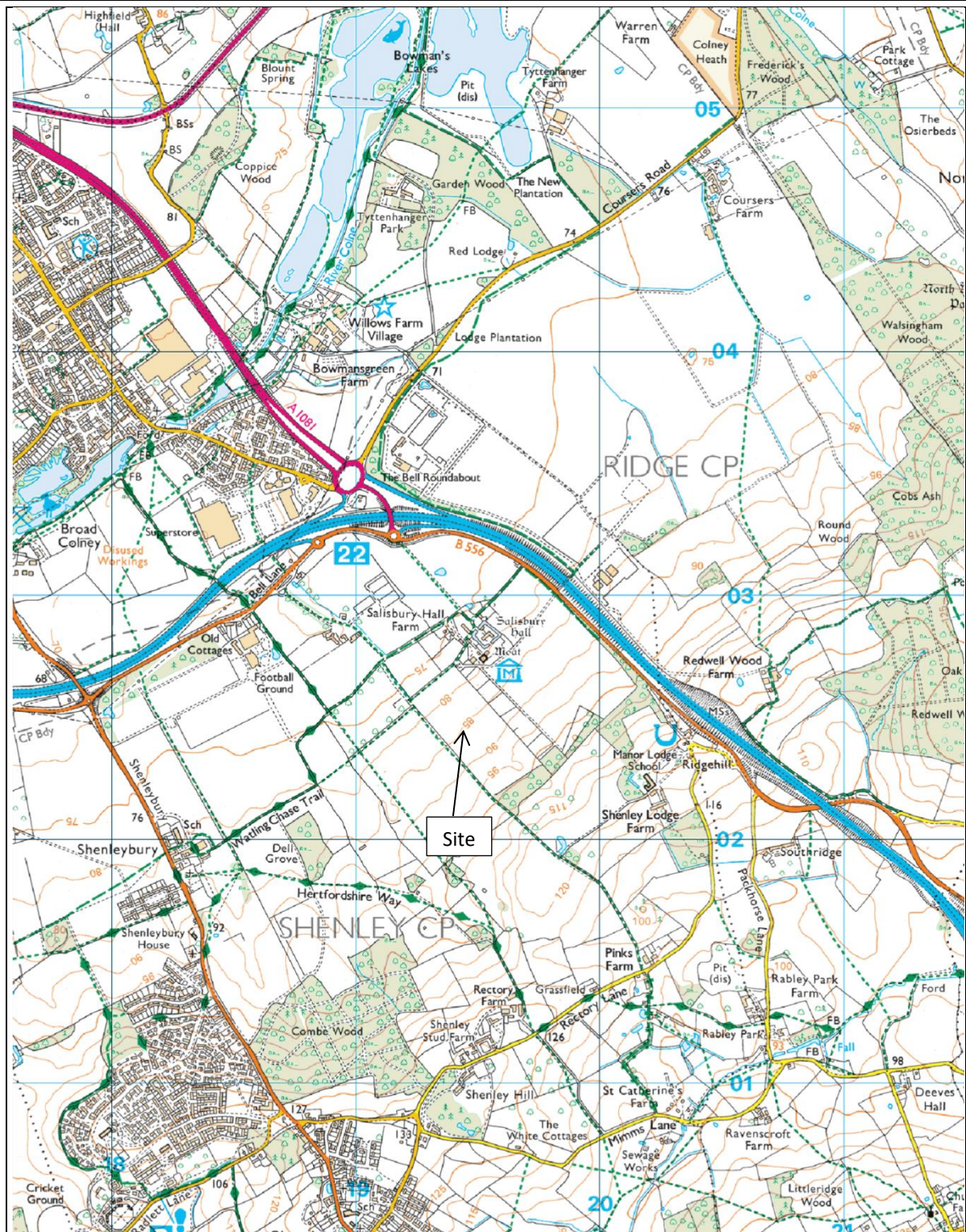


Figure 1: General location (scale 1:25,000)

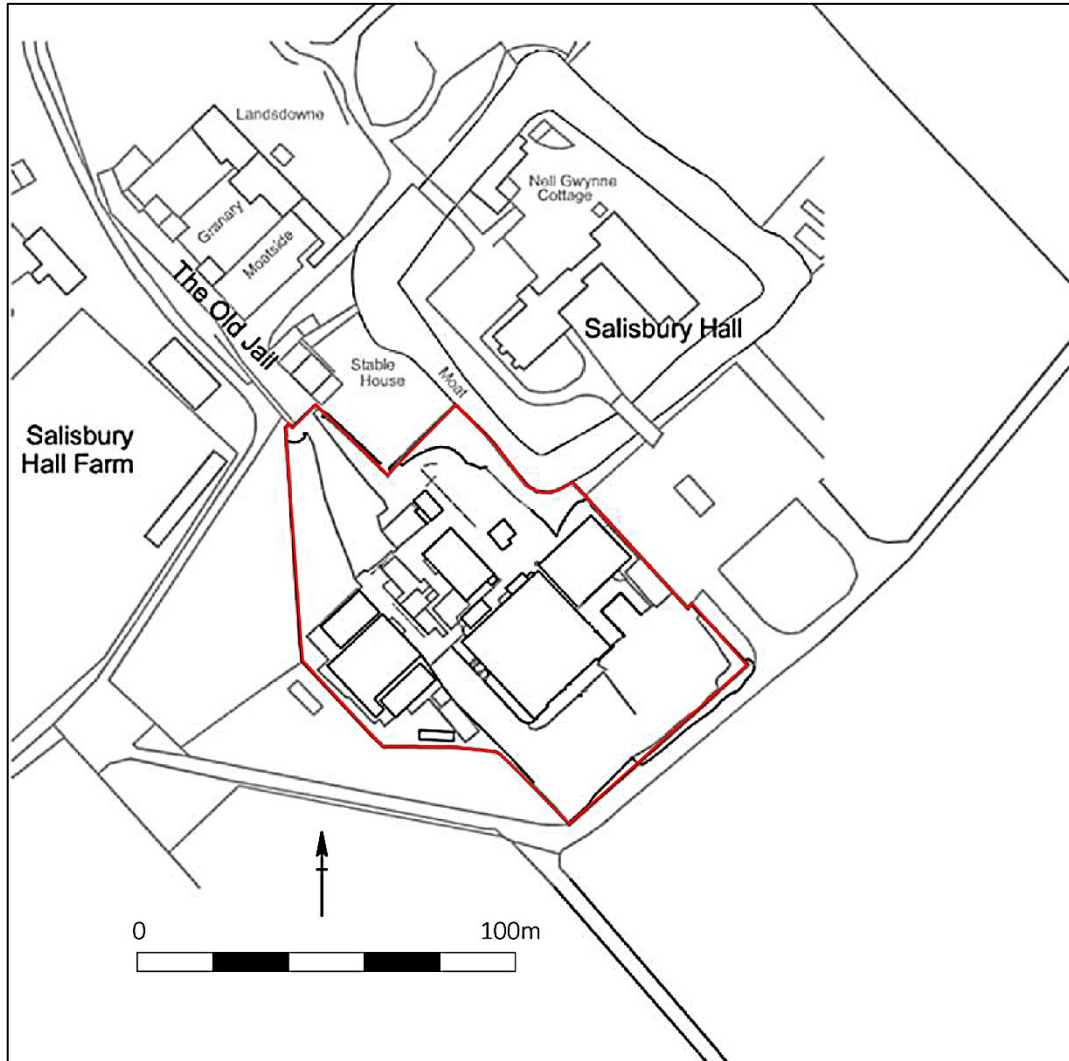
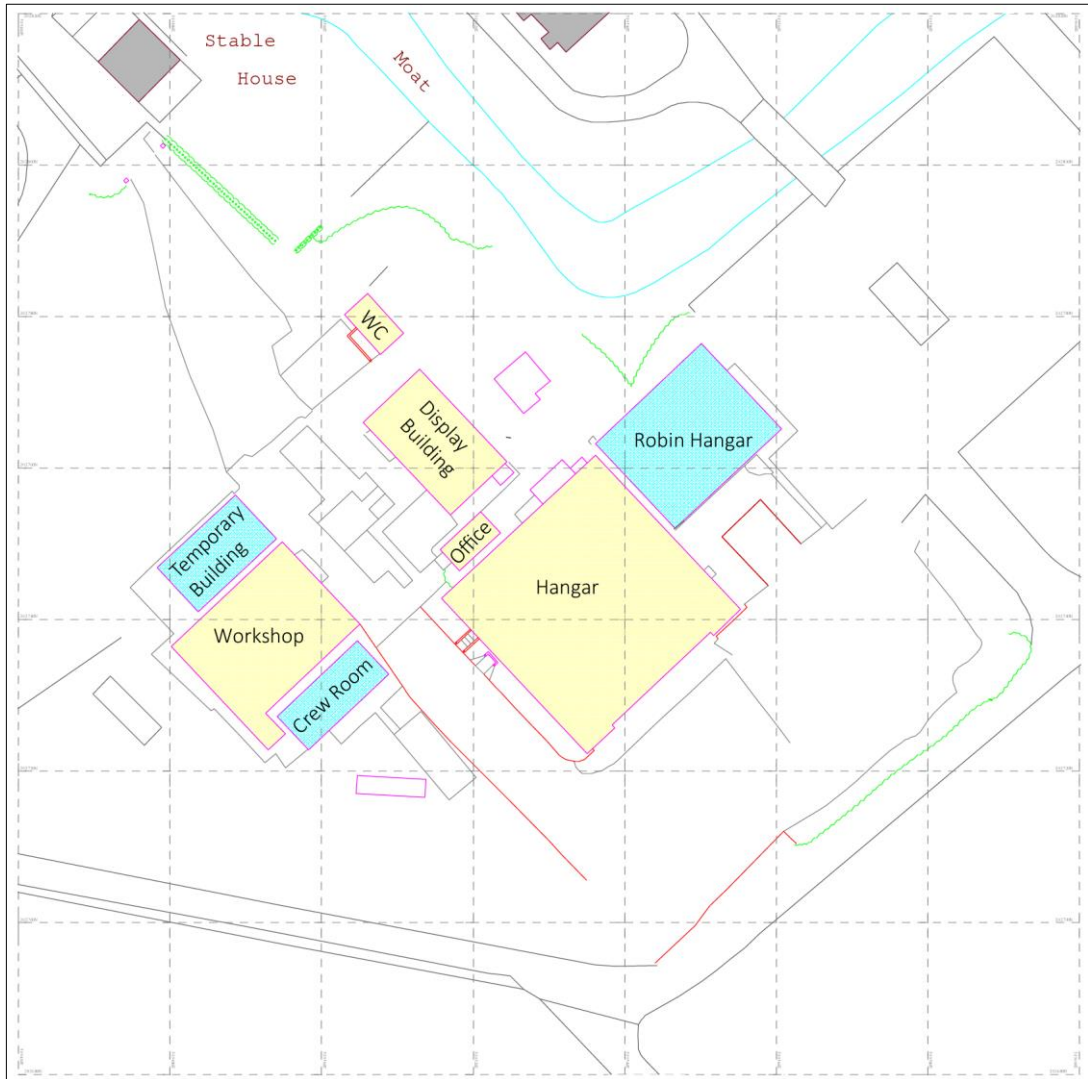


Figure 2: Site location (scale 1:2000)





**Figure 3:** Site layout (retained buildings in yellow, demolished buildings in blue (scale 1:2000)





Figure 4: Development plan (scale 1:1000)



## 2 Aims & Methods

### 2.1 Aims

The aims of this project as defined in the approved WSI (Barclay-Jones 2015) were:

*Historic Building Recording:*

- to compile a detailed record of the structures prior to demolition
- to ascertain the structural history and development of the buildings
- to compile a high quality archive in order to 'preserve by record' the buildings due to be demolished

*Strip, Map & Sample Excavation:*

- to ensure the archaeological monitoring of the ground reduction of the new buildings, paths/access, car parking and any ground reduction as appropriate.
- the analysis, conservation, and long-term storage of any artefactual/ecofactual material recovered from the site in appropriate conditions

*Watching Brief:*

- the archaeological monitoring and recording of the demolition below 'slab' level of any standing structures including grubbing out of foundations etc;
- archaeological monitoring of the groundworks of the development (where appropriate)
- to establish the date, nature and extent of activity or occupation within the development area
- to establish the relationship of any remains found to the surrounding contemporary landscapes
- to recover palaeo-environmental remains to determine local environmental conditions
- to ensure that the project findings are placed in their historical and geographical context through appropriate levels of cartographic, documentary and other research, and are then properly disseminated and published.

### 2.2 Methods

The methods used were as follows:

- Historic Building Recording, including any historic fixtures or fittings to English Heritage Level 3

*Strip, Map & Sample Excavation:*

*Phase 1:*

- The archaeologically controlled strip of material (top soil, made ground, etc.) of the area of new buildings, paths/access, car parking and ground reduction, down to the impact level, or the archaeological horizon, whichever is reached first
- The inspection of the sub-soil, or the archaeological horizon, for archaeological features, deposits, and artefacts and manual cleaning thereof, as appropriate

*Phase 2:*

- Review of Phase I, at a meeting between the county archaeologist and the archaeological contractor



- Further to this review, the detailed investigation and recording of any archaeological features or deposits present (if encountered, stratified deposits were excavated stratigraphically)
- Examination of spoil-heaps for archaeological material, using metal detection equipment

*Phase 3:*

- A programme of post-field analysis, archiving and publication.

***Watching Brief:***

- All archaeological monitoring of areas was done under continuous and constant archaeological supervision.

2.3 ***Standards***

The work conformed to the following requirements:

- The design brief
- The relevant sections of the Chartered Institute for Archaeologists' *Standard & Guidance Notes* (CIfA 2014)
- The Chartered Institute for Archaeologists' *Code of Conduct* (CIfA 2014)
- Current English Heritage guidelines (HE 2015, EH 2008)
- The Association of Local Government Archaeological Officers East of England Region *Standards for Field Archaeology in the East of England* (ALGAO 2003)

2.4 ***Constraints***

The interior of the Workshop could not be recorded due to restricted access.



### 3 Archaeological & Historical Background

There is little definite evidence for human activity within the vicinity of the development site prior to the medieval period, with only undated cropmark evidence possibly representing prehistoric and Roman activity. The manor of Shenley was established during the late Saxon to early medieval period, and the development site has been part of the fields surrounding Salisbury Hall since its earliest incarnation. In more recent times, the development site became part of the grounds of the de Havilland aircraft company's war time base at Salisbury Hall, where the first prototype of the Mosquito fighter bomber was built, and subsequently became part of the de Havilland Heritage Centre.

This section, which is an abridged version of the Archaeological and Historical Background presented in the Heritage Impact Assessment (KDK 2015), was compiled from information found in KDK's own library, Hertfordshire Archives and Local Studies (HALS), Mill Green Museum archives, Hertfordshire Historic Environment Record (HER) (licence 347/14), and reliable internet sources.

#### **Prehistoric** (before AD 43)

The development site is set within the wider landscape of St Albans, an area of considerable importance during the Iron Age, with at least two settlement foci (Wheeler & Wheeler 1936; Neal et al 1990). However, evidence for prehistoric activity within the vicinity of the development site is limited to undated cropmarks in the fields surrounding the site. Cropmarks possibly representing a ring ditch and a rectilinear enclosure (HER9129) are located to the southeast of the Heritage Centre. A ring ditch usually represents the outer ditch a now ploughed out funerary barrow, often dating to the Bronze Age or earlier. Further undated cropmarks are recorded throughout the study area: a linear cropmark is recorded c.1km to the north of the development site (HER18085); another linear cropmark is located c.1.1km to the north east of the development site (HER7983); a cropmark interpreted as a macula (a two dimensional feature visible on aerial photography, which may represent a pit or other buried feature) is recorded c.1.1km east north east of the development site (HER7986); and linear and curvilinear cropmarks, some of which have been identified as field boundaries, are located c.0.25km to the north of the development site.

#### **Roman** (AD 43 – c.450)

As with the prehistoric period, evidence for Roman activity in the area is similarly scant, despite the proximity of the area to *Verulamium* (St Albans), one of the most important administrative towns in Roman Britain. Even closer to the site, evidence of Roman settlement has been found at Colney Street, c.5km to the west of the development site, and Colney Heath, c.5km to the north ([www.archiuk.com](http://www.archiuk.com)). A rectilinear cropmark recorded c.1km to the north east of the development site has been interpreted by RCHME as dating to the Roman period. However, a trial trench excavated across the southern end of the feature revealed no archaeological evidence for its presence, suggesting that it had either been ploughed out, or that the trench was located in the wrong place (HER7982).

#### **Saxon** (c.450 – 1066)

There is currently no evidence for activity dating to the earlier part of the Saxon period within the immediate vicinity of the development site. Within the wider landscape, substantial settlements were established in nearby towns such as St Albans and Hatfield, showing that the area was well utilised during this period. It is not clear when settlement was established in the





area, but by the latter part of the Saxon period, the manor of Shenley Hall was held by Asgar the Staller, and his two sokemen had one hide and three virgates, and at this time it was worth £8 (Williams & Martin 2002: 385).

### **Medieval** (1066 – 1500)

Following the Norman Conquest, William I granted the manor of Shenley Hall to Geoffrey de Mandeville. At this time it was assessed at eight hides and three virgates, with land for nine ploughs. Geoffrey himself held three further hides with two ploughs, and there were 12 villans (villagers) with four ploughs, and they had enough land for three more. The manor also comprised meadow for one further plough, pasture for livestock, and woodland for 600 pigs. At the time of the Domesday Survey it was worth £4 (Williams & Martin 2002: 385). A second manor also existed within the parish of Shenley at this time, known as Shenleybury. The seat of this manor was located close to Shenley village, c.1.5km to the south of the development site (VCH Online).

Salisbury Hall sits within a rectangular, water-filled moat, and traces of 14<sup>th</sup> century remains have been found on the island it encloses (HER2035). Coins, pottery and tiles dating to this period have been found on the island (HER6227).

### **Post-Medieval** (1500 – 1900)

In 1507, Sir John Cuttes, Treasurer of King Henry VIII, obtained ownership of Salisbury Hall. During his occupation, he rebuilt the original medieval manor house, possibly importing large stone friezes depicting Roman emperors, Cleopatra and Zenobia from Sopwell Priory to decorate the hall (HER2931). Following his death in 1521, the ownership of the Hall changed hands several times during this period, both from inheritance and through being sold.

Further works on the Hall were carried out in the 17<sup>th</sup> and 19<sup>th</sup> century by the owners at that time, resulting in the removal of the last vestiges of the 16<sup>th</sup> century building (presumably all traces of any earlier incarnation of the Manor House had already been lost), and the creation of the bridge and gates to the moat (HER2035), Home Farm (HER30790) and the brick built Coach House (HER30791).

### **Modern** (1900 – present)

In 1905 Salisbury Hall became home to Lady Randolph Churchill, mother of Winston Churchill. It is believed that he used to visit the Hall often while she was living there ([www.dehavillandHeritage Centre.co.uk](http://www.dehavillandHeritage Centre.co.uk)). In the 1930s the Hall was bought by Sir Nigel Gresley, the Chief Engineer of the London & North Eastern Railway, and it is thought that the ducks in the moat around the Hall may have given him the name for the Mallard steam locomotive (*ibid.*).

In September 1939, Salisbury Hall was taken over by the de Havilland aircraft company, who established a secret team to design and build the Mosquito fighter bomber (HER12127) ([www.dehavillandHeritage Centre.co.uk](http://www.dehavillandHeritage Centre.co.uk)). Although the establishment of this team was separate to the work being done in the much larger de Havilland factory at Hatfield, when the Hatfield factory was bombed in 1940 some of the workers from there were moved over to the Salisbury Hall site. While the design team were in the Hall, they needed more space for constructing the prototypes, and built a hangar on land adjacent to the Hall, south of the moat. When more space was needed, a second hangar was constructed near the first (Mill Green Heritage Centre (MGM) oral history archive – Ralph Hare). A foreman's office was also



built at this time. Although the first prototype was moved to another site for the test flight, for the second prototype the company chopped down some trees, cleared a gap in a hedge into a neighbouring field, and put some extra reinforcement in the ground so the test flight could go from the site (*ibid.*).

A photograph from the end of the war shows two large hangars, one with twin bays for the Mosquitos and one single bay for the Horsa glider, which was also developed at the site (de Havilland Museum guidebook). These lay directly to the south-west and south-east of the Hall. The de Havilland company vacated the site in 1947, leaving the hangars and foreman's office as the only visible signs of their presence. The site remained unused until 1959, when Walter Goldsmith, who had purchased the Hall in 1955, brought the original Mosquito prototype back to the site, in order to act as a public attraction. This led to the founding of the Mosquito Aircraft Heritage Centre ([www.dehavillandHeritageCentre.co.uk](http://www.dehavillandHeritageCentre.co.uk)). The appeal fund which had been started to bring the Mosquito home also paid for the relocation of the Robin hangar, to house the Mosquito.

The freehold of the land containing the development area was bought by the Heritage Centre in 1974, and a voluntary supporters' society was formed at this time (Birtles 1998: x). In 1976, planning permission was granted for an extension to an existing hangar, and in 1977 another planning application was submitted for the construction of a new hangar. This was presumably approved, as in the late 1970s, the Heritage Centre started construction – with the help of all their volunteers – on a new hangar, which was largely completed by 1980 (*ibid.*). The original hangars had both been demolished by this time, although the foreman's office remains to this day. The original footprint of the hangars is still visible, and the current Crew Room, workshop and a temporary building are situated on the footprint of the first hangar. Oral evidence also suggests that the air raid shelter for the site may have been located underneath the mess hut.

The M25, which runs close to the site, was constructed between 1979 and 1982; although it doesn't border Salisbury Hall or the site at any point, it is clearly visible from the grounds.



**Figure 5:** Aerial photograph dating to 1942, showing the de Havilland site with the Salisbury Hall complex in the foreground, looking south east  
(Courtesy of the de Havilland Aircraft Heritage Centre)



**Figure 6:** Aerial photograph showing the construction of a new hangar  
(Courtesy of the de Havilland Aircraft Heritage Centre)

DRAFT



## 4 Historic Building Recording Description

4.1 A preliminary historic building recording was undertaken as part of a Heritage Impact Assessment (Kaye 2015), which was supplemented by a second visit for the present report. On neither occasion was access to the Workshop possible.

For the purposes of this section of the report, northeast is considered to be site north.

### 4.2 Robin Hangar (Figs. 6, 8-10, Plates 1-29)

The hangar in the northeast corner of the site is a 'Robin' type hangar measuring 19.25m by 15.37m. This type of small dispersal hangar dates from the Second World War and is generally used on aircraft storage units or satellite landing grounds (Historic England 2014). It is a steel frame structure clad with corrugated metal sheeting and an asbestos tiled roof. It appears to be a standard Type B Robin Hangar which is generally of 5 bays and built of A shaped wall frames (cf Francis 1996). This is the commonest form of Robin Hangar, several of which have survived around the country. This example was given to the museum when it opened in 1959. It is typical in that it has canted sides and a pitched roof, but has been modified to suit its present requirements. The double doors in the east elevation would normally have opened outwards along guides that projected outwards; the upper guides being supported by braced outriggers (Fig. 5). These guides and outriggers have been removed.

There are three fixed 3-light windows in Bays 1-3 in the south elevation and translucent panelling in Bay 3 of the north wall and above the door in the east wall. These are presumably all later innovations. The projecting door in the south wall is also a later addition.

The interior of the hangar has cross braces on the panels to north and south in Bays 1 and 5 and in the outer panels of the west elevation. The other panels in the west wall have a single diagonal brace. Whereas the other panels are supported by A frames, simple corner posts are situated in the northwest and southwest corners where there is otherwise sufficient structural support from the cross braces.

The roof structure consists of fan roof truss with additional cross bracing from the A frame. Each truss is linked to its neighbours by a steel on each node to north and south of the bottom chord or tie beam.



**Plate 1:** Shot 41. Robin Hangar from the east



**Plate 2:** Shot 42. Robin Hangar from the southeast





**Plate 3:** Shot 1. South elevation of hangar



**Plate 4:** Shot 2. Window detail on south elevation



**Plate 5:** Shot 5. East elevation of hangar



**Plate 6:** Shot 29. Detail on east elevation



**Plate 7:** Shot 28. Detail on east elevation of hangar



**Plate 8:** Shot 7. Northwest corner of hangar



**Plate 9:** Shot 6. North elevation of hangar



**Plate 10:** Shot 8. East wall



**Plate 11:** Shot 9. Southeast corner



**Plate 12:** Shot 10. Roof detail, southeast corner



**Plate 13:** Shot 11. Structural detail, southeast corner



**Plate 14:** Shot 12. South wall





**Plate 15:** Shot 13. North wall from the southwest



**Plate 16:** Shot 14. North wall from the southeast



**Plate 17:** Shot 15. South wall from the northeast



**Plate 18:** Shot 16. Roof structural detail



**Plate 19:** Shot 17. West wall



**Plate 20:** Shot 18. Door in west wall



Plate 21: Shot 19. Structural detail west wall



Plate 22: Shot 20. Structural detail in southwest corner



Plate 23: Shot 21. Structural detail in southwest corner



Plate 24: Shot 22. Structural detail in southwest corner



Plate 25: Shot 23. Window detail on south wall



Plate 26: Shot 24. Roof structural detail

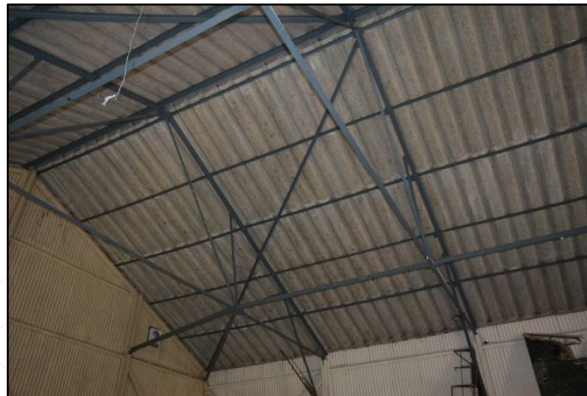




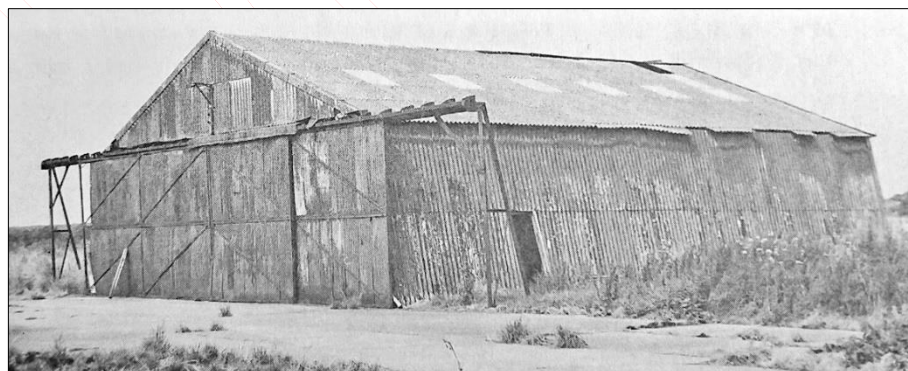
**Plate 27:** Shot 25. Roof structural detail



**Plate 28:** Shot 26. Structural detail south wall



**Plate 29:** Shot 27. Roof detail, looking west



**Figure 7:** Type B Robins Hangar, Abbots Bromley  
(from Francis 1996: 108)



#### 4.3 Crew Room (Figs. 7 & 11, Plates 30 - 35)

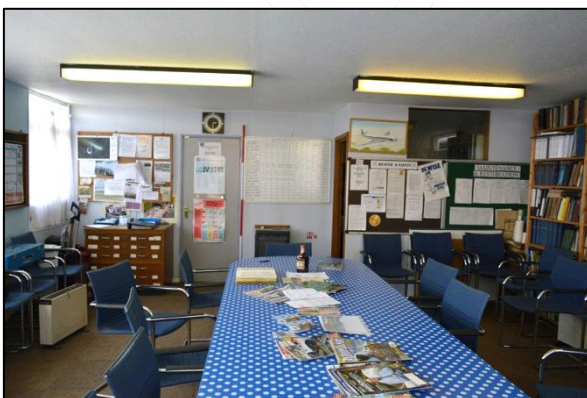
The crew room is a late 20<sup>th</sup> century portable building on a brick plinth located to the southeast of the History Centre and the Workshop. It has a flat roof and an open sided porch to the southeast side. To the northwest is an enclosed passage under a lean-to roof with a door in the northeast elevation, which links the Crew Room to the History Centre. This has a communal room to the northeast with a kitchenette in the west corner. A lobby to the southwest of the communal room gives access to an office to the southwest, a store room to the northwest and the outside to the southeast. The store room and office were locked during the survey. The walls are painted paper with simply chamfered skirting boards. The northeast elevation has one single light and one two-light timber window. To the southeast is one single light timber window with a narrow pane above and below, as well as another two two-light windows, the right one being fixed. The southwest elevation has only an internal window to the kitchen unit and a flush timber door to the lobby. The northwest elevation is primarily obscured by bookcases but has a small window at ceiling height in the kitchen. The internal floor is carpet tiles except for the kitchen, which appears to be concrete. The internal roof is papered and painted.



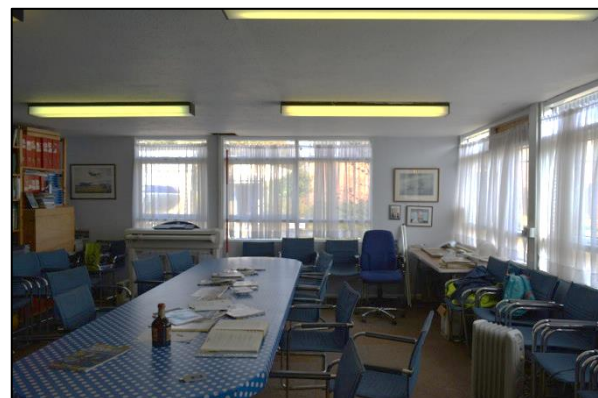
**Plate 30:** Shot 31. North elevation of crew room



**Plate 31:** Shot 32. East elevation of crew room



**Plate 32:** Shot 34. South wall of dining area



**Plate 33:** Shot 36. North wall of dining area



**Plate 34:** Shot 35. East wall of dining area



**Plate 35:** Shot 37. North wall of hallway

#### 4.4 Workshop (Fig. 12, Plates 36)

Approximately 40m to the southwest of the Robin Hanger is a workshop in use by the Civil Aviation Authority. It is a brick-built structure with a double pitched roof. The painted bricks are in stretcher bond and the roof has a steel truss and is clad with corrugated asbestos. The northeast elevation has two large sliding doors with a boarded three light window above. The northwest elevation was partially blocked by a temporary structure at the time of recording, but possesses a row five metal windows, all with four over four lights. This side has been painted green with a camouflage pattern. The southwest elevation has four skylights. The internal floor is concrete with a central drainage gully running east to west. The workshop was not accessible during the survey.



**Plate 36:** Shot 43. North elevation of the Workshop

#### 4.5 History Centre (Fig. 12, Plates 37-43)

Adjoining the workshop to the southeast is the history centre. Another brick-built structure of similar construction to the workshop, except with a mono-pitched roof covered with corrugated asbestos. Plate 38 shows where the History Centre was added to the Workshop (Plate 38). The northeast elevation has a single half glazed door to the south of an eighteen light window under a concrete lintel. The other elevations all have painted walls with no





openings. Internally, the original walls have simple skirting boards and coving. The internal floor is concrete and there is a suspended ceiling. The interior is subdivided with an almost full height wall to form two spaces.



**Plate 37:** Shot 30. North elevation of the History Centre and Workshop



**Plate 38:** Shot 40. Point of extension on the north elevation



**Plate 39:** Shot 33. South elevation of the History Centre and Workshop



**Plate 40:** Shot 38. Scar of demolished wall on north elevation of the History Centre





**Plate 41:** Shot 39. Scar of demolished wall on east elevation of the History Centre



**Plate 42:** Shot 44. Interior of the History Centre looking south



**Plate 43:** Shot 45. Interior of the History Centre looking north

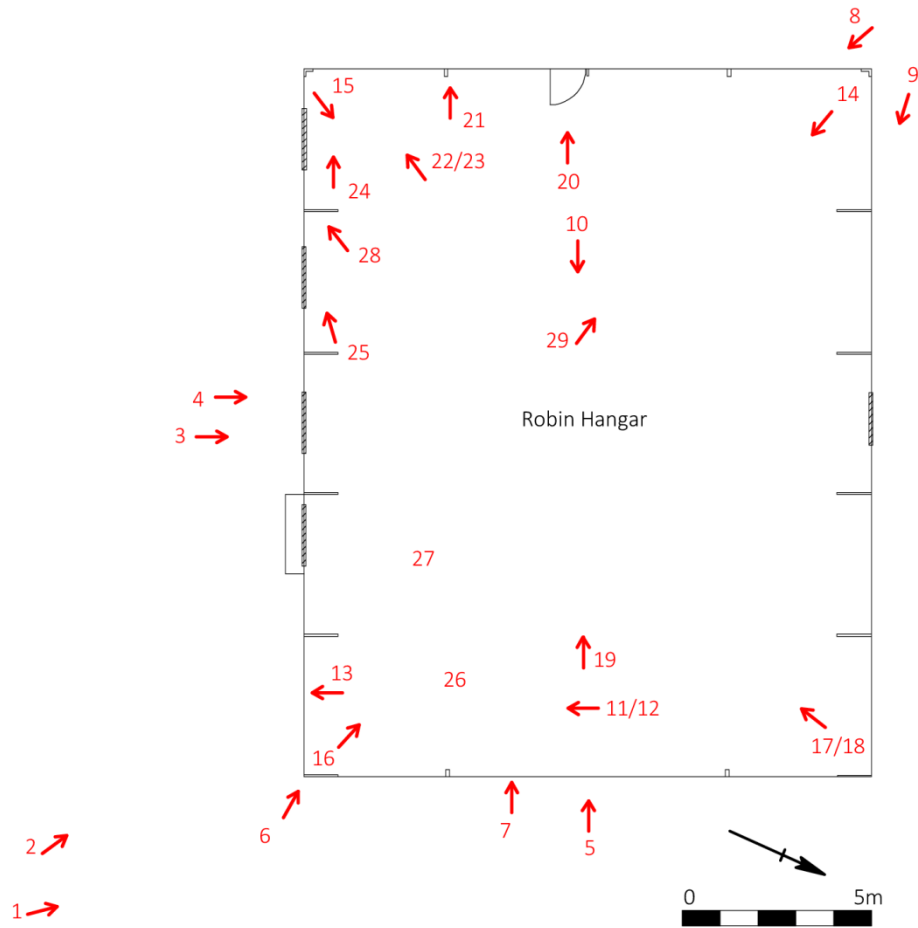


Figure 8: Robin Hangar photo plan (scale 1:200)



Figure 9: Crew Room, Workshop and History Centre photo plan (scale 1:200)

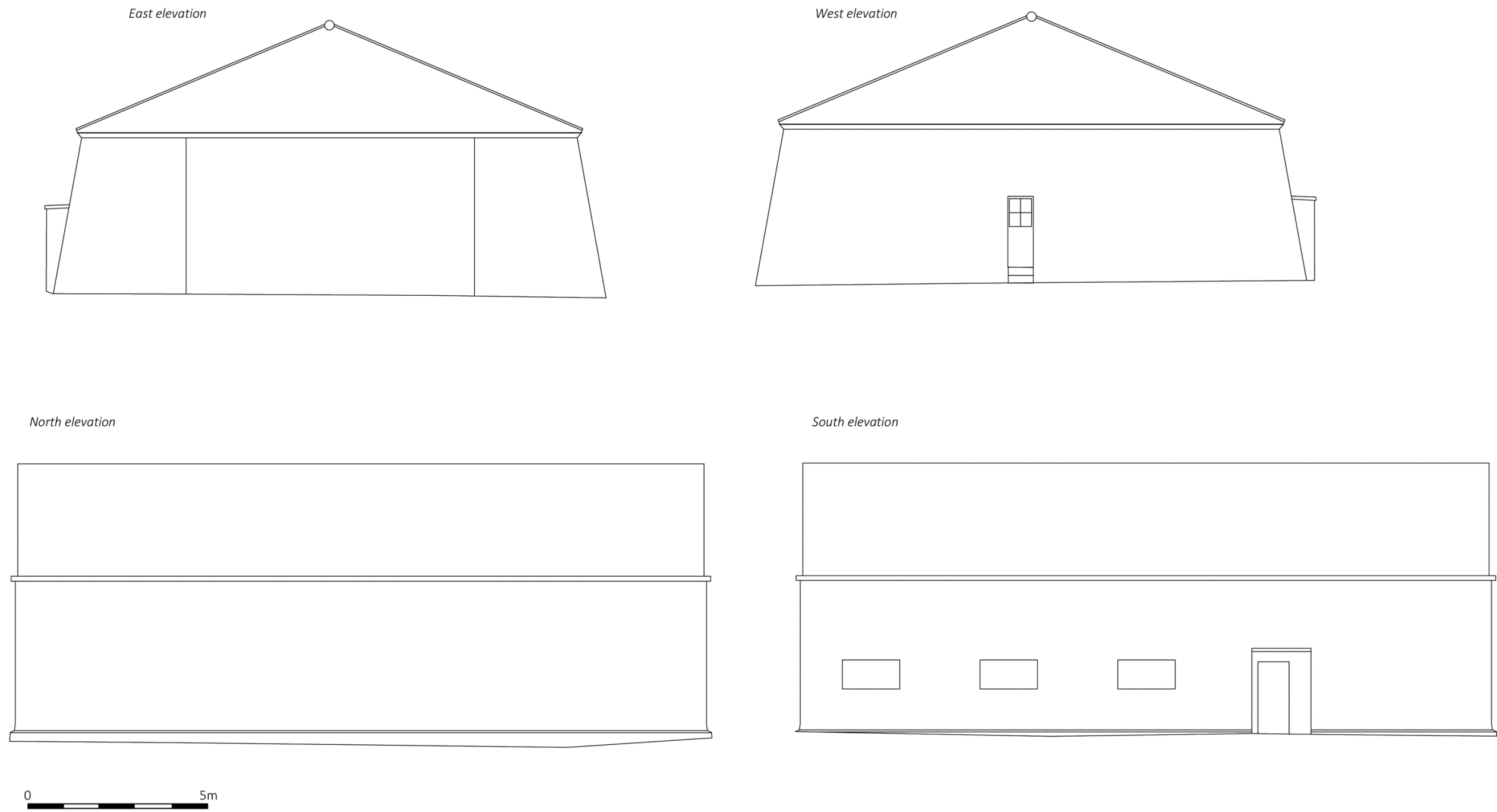


Figure 10: Robin Hangar external elevations (scale 1:125)

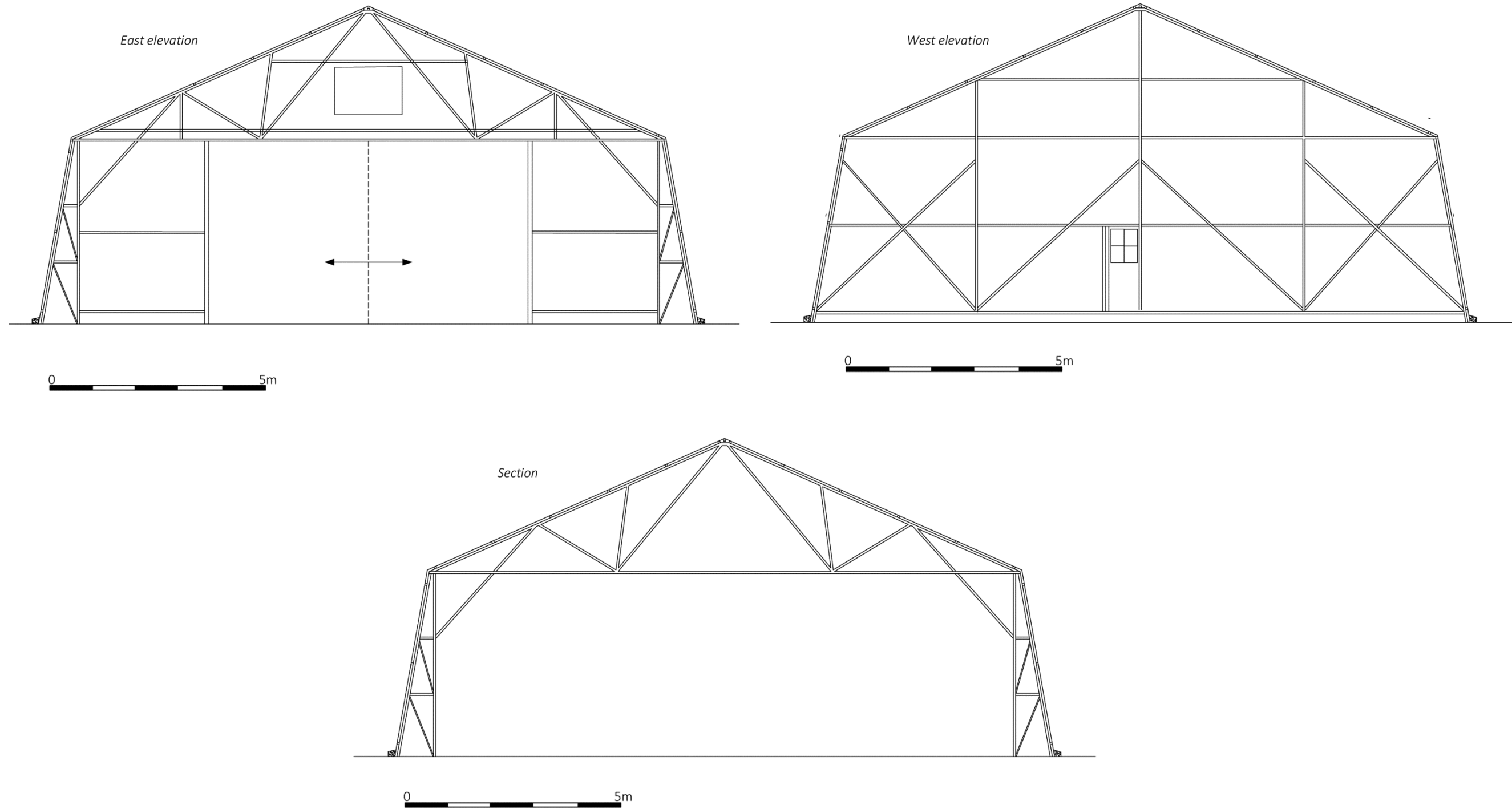
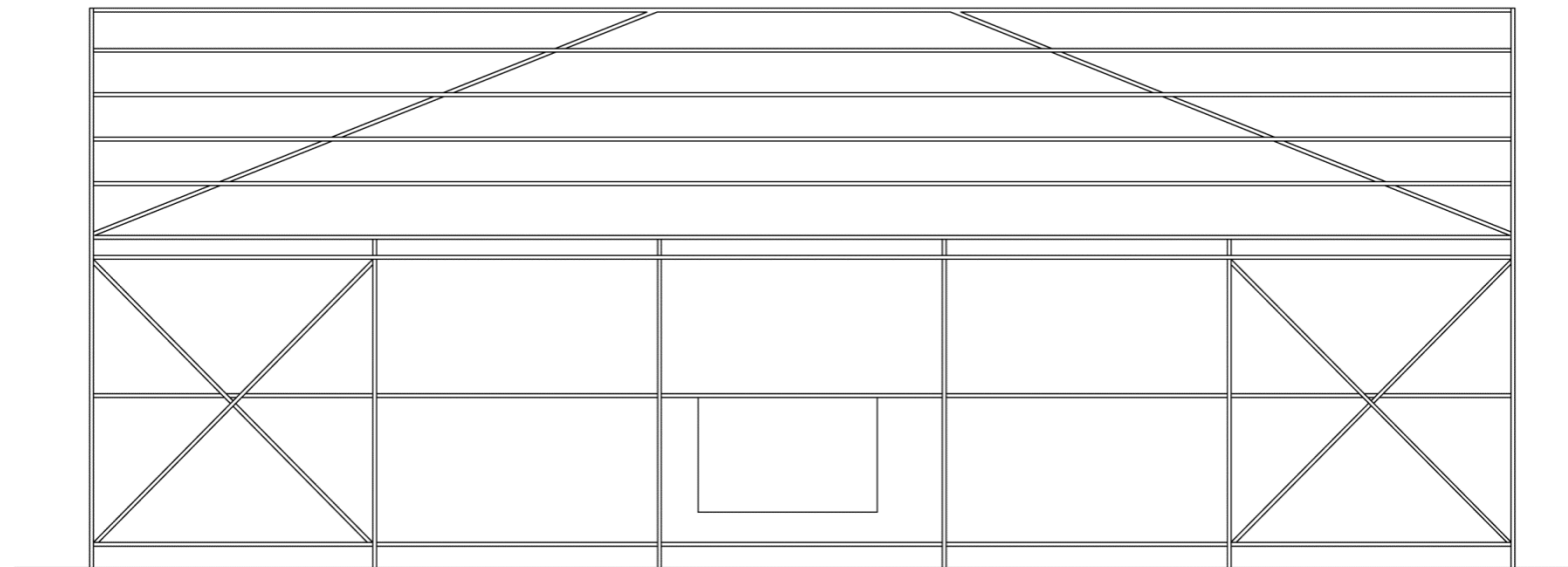


Figure 11: Robin Hangar east and west elevations & section (scale 1:100)





North elevation



South elevation

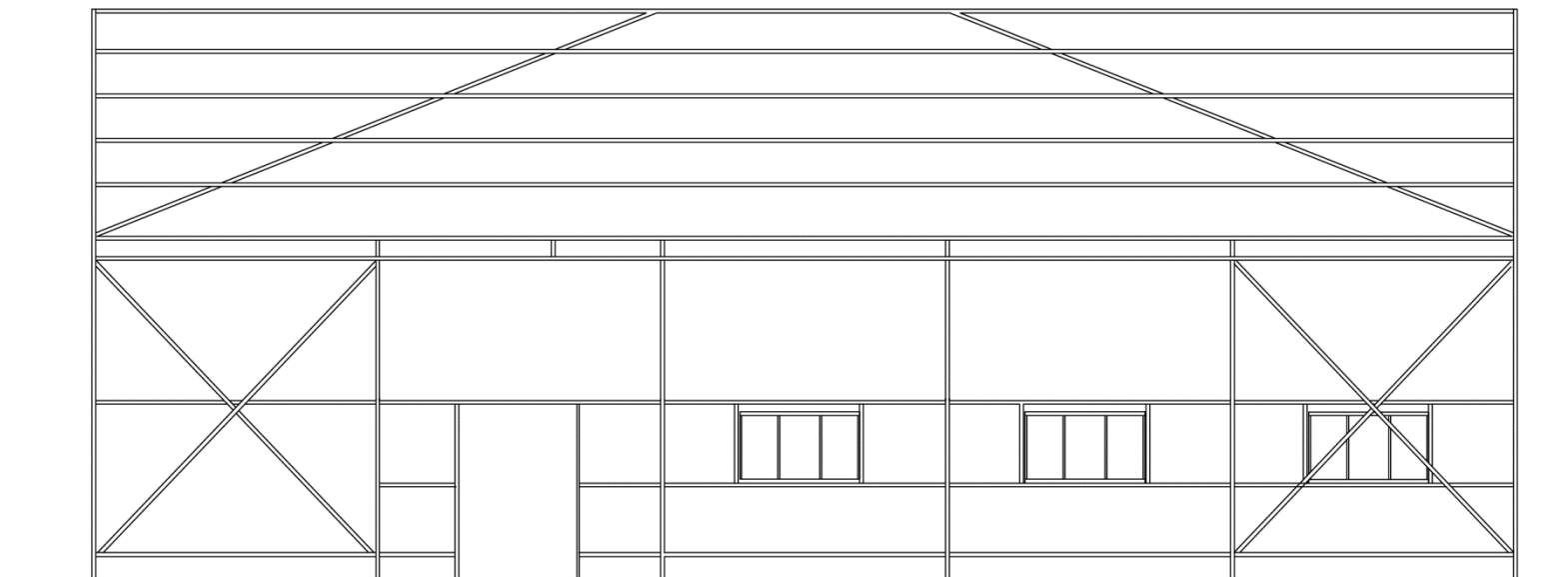
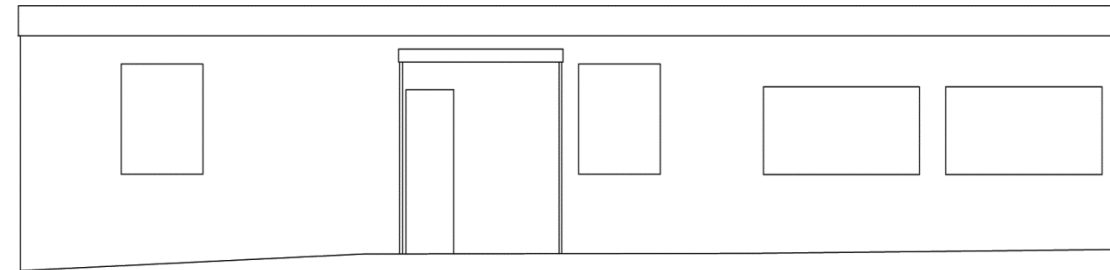


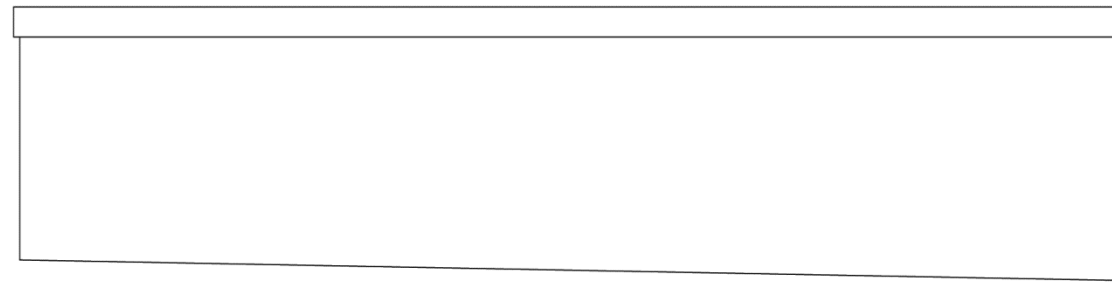
Figure 12: Robin Hangar north and south elevations (scale 1:100)



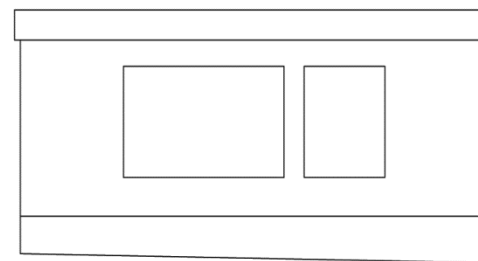
East elevation



West elevation



North elevation



South elevation

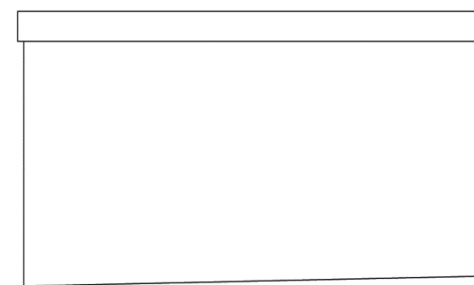
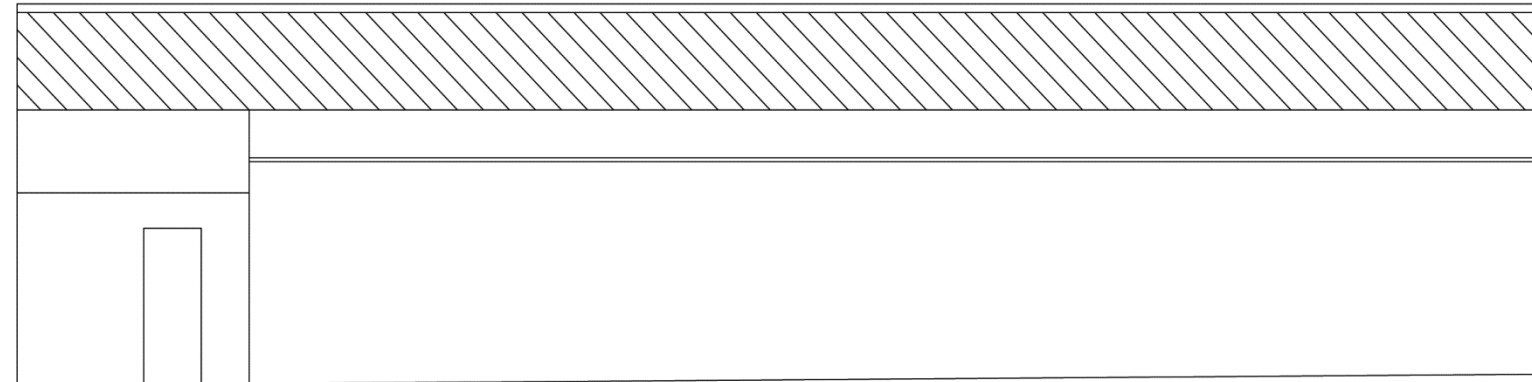


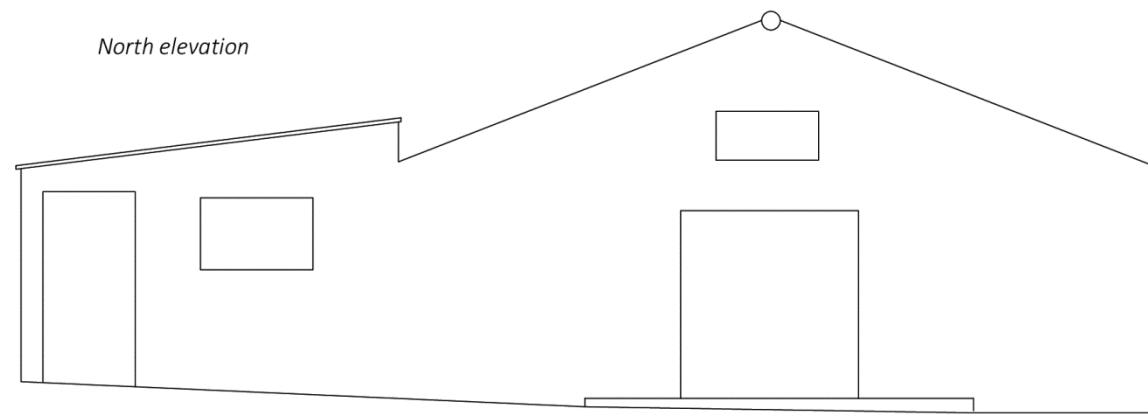
Figure 13: Crew Room elevations (scale 1:100)



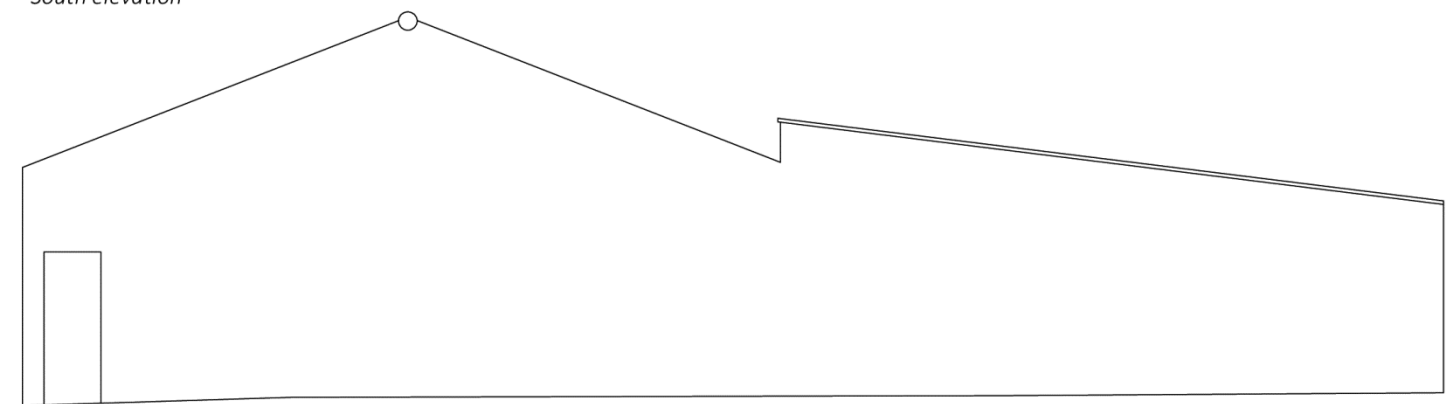
*East elevation*



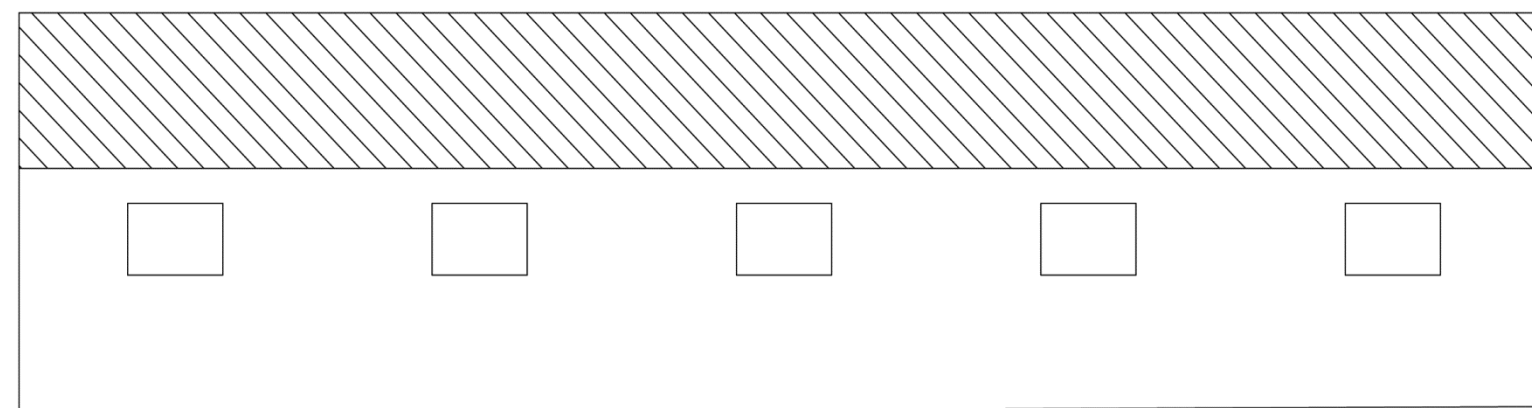
*North elevation*



*South elevation*



*West elevation*



**Figure 14:** Workshop/History Centre elevations (scale 1:100)

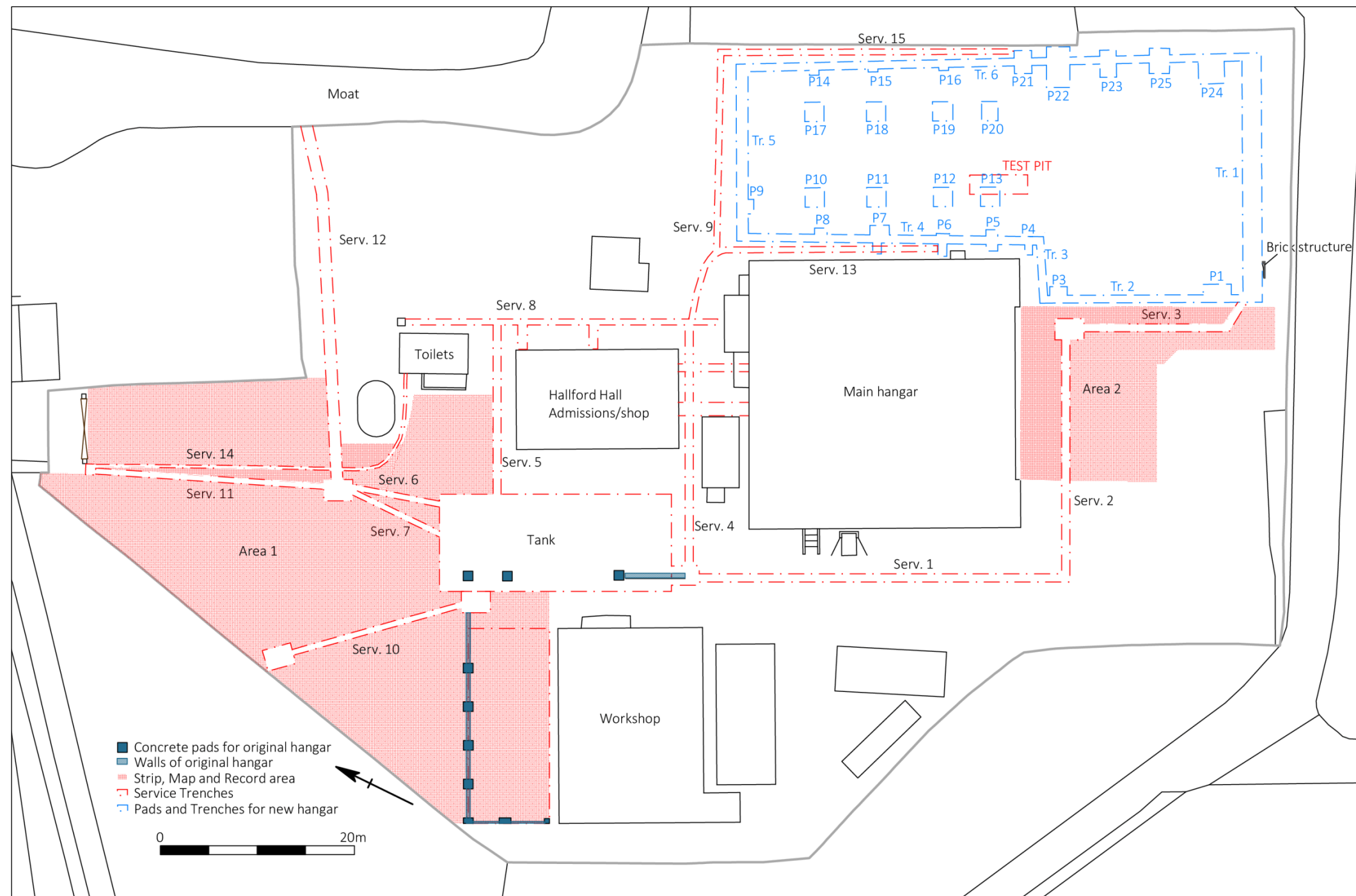


Figure 15: Archaeological monitoring (scale 1:500)



## 5 Strip, Map and Sample and Observation and Recording Results

### *Introduction*

The de Havilland Museum was the focus of two phases of archaeological investigation (Fig. 13). The first stage entailed monitoring the excavation of 15 service trenches, 6 inspection chambers, 6 footing trenches, 25 support pads for the new hangar building, and space for the emplacement of large storage tank. Stage 2 comprised the Strip, Map and Sampling of Areas 1 and 2, where the ground was initially reduced in preparation for development. The services were excavated to the required depth using a five tonne machine fitted with a 0.80m toothless ditching bucket and larger areas were excavated using a 13 tonne machine fitted with a 1.60m toothless ditching bucket.

The general stratigraphy of the site comprised:

- Made ground (001): The depth of this layer varied between 0.30m to c. 1m across the area investigated. This layer comprised a mixed, mid to dark greyish brown, silty clay, with frequent inclusions of modern detritus including cement and brick. Widespread tarmac layers ( $\leq 0.05$ m deep) and occasional concrete deposits (c. 0.10m deep) are also included in this category.
- Sub-soil (002): A sub-soil was only documented in Area 1. This comprised  $\leq 0.80$ m deep, light yellowish brown, silty sand (Figs. 16). This layer was very clean, containing very few modern inclusions such as brick or concrete.
- Natural (004): This varied across the development site. It comprised either varied hues of yellowish red gravelly/sandy clay, with occasional flint nodules (004), or mid-reddish brown, gravelly clay, with moderate flint nodules (007) (Figs. 17-19). Occasional large bands of greyish blue, firm silty clay occurred in random intervals across the excavated areas of the development.

The depths of these layers varied in places but the composition of the stratigraphic layers remained consistent.

### *Description (Figs. 15-24; Plates 44-58)*

The excavation of the service trenches in Stage 1 did not reveal any archaeological deposits or artefacts, though these, and subsequent strip-mapping, did clarify the stratigraphy within the development site, which was predominantly made-ground overlying natural geology (Figs. 17-23). Archaeological monitoring of the excavation of 25 support pads for the new hangar building, where the Robin Hangar had been located prior to demolition, revealed that the area affected was entirely composed of material of this nature (Fig. 24).

The stratigraphy within Area 1 was also predominantly made-ground deposited onto natural geology (004); though a sub-soil (002) was documented in some parts (Figs. 16-20). The remnant foundations of an earlier structure were visible above the modern ground level situated within, and to the south of the 'Tank' (Figs. 15 & 18). Excavation revealed that these foundations comprised London Brick Company Fletton bricks laid on top of thick concrete strip footings 0.4m wide x 0.3m deep.

Ten 1m x 1m concrete squared pads were exposed in Area 1 and the 'Tank' area. These were set at 3m intervals, with c. 25m N-S span, and were linked by the overlying brick wall(s) in Area 1, whereas only a small (c. 13m) W-E orientated wall fragment was exposed in the Tank area and Service Trench 1. These remnants delineate the foundations of what appears to have



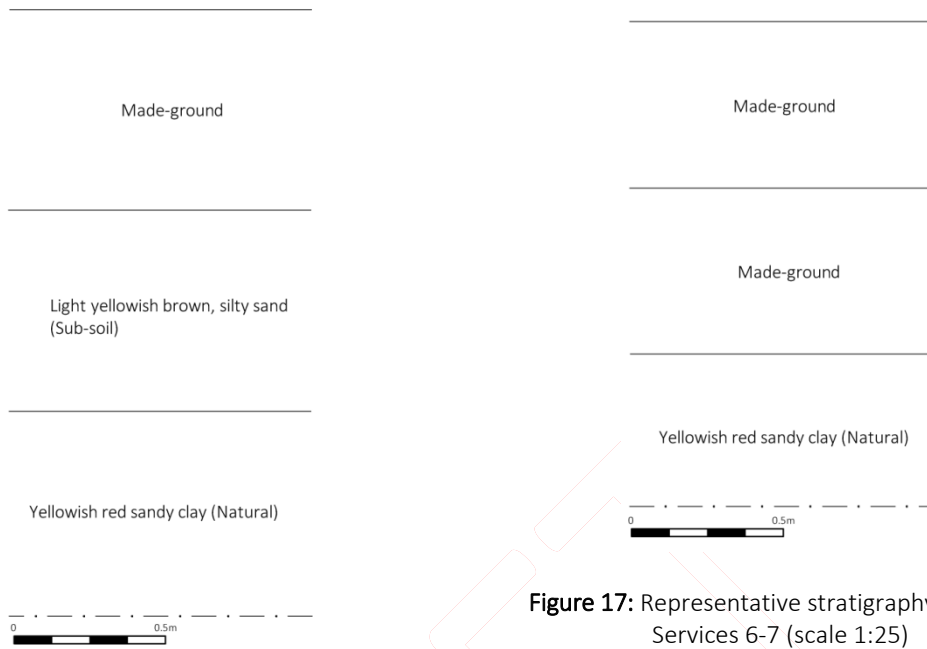


been a large structure in the space subsequently occupied by the Temporary Building, Workshop, Mess Hut, and car park.

A large cut feature [005], >8.5m x 8m x >0.4m, and irregularly shaped in plan, was partially visible in the reduced car park area between Service 10 and the toilet block in Area 1. Its single fill (002) comprised mid bluish grey silty clay, and contained potential post-medieval CBM. It was unclear if cut [005] was a natural feature such as a large tree throw, or a large pit as it was situated in an area of extensive local, probably 20<sup>th</sup> century, ground disturbance.

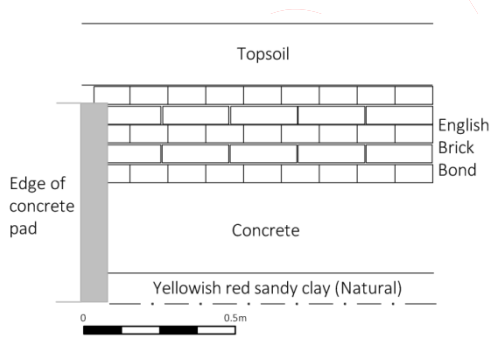
Area 2 strip-mapping revealed that the local stratigraphy was entirely comprised of made-ground overlying natural (004) (Figs. 21-22). No archaeological features or artefacts were observed in Area 2. To the north of Area 2, groundworks in preparation for the new hangar revealed the remnant of a modern brick structure (102) with bricks measuring 20 x 12 x 0.5cm (Fig. 24).

DRAFT

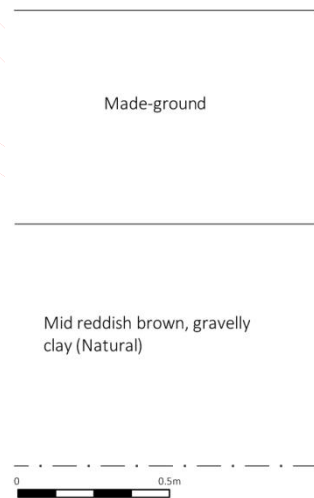


**Figure 16:** Representative stratigraphy - Area 1, Services 12 (scale 1:25)

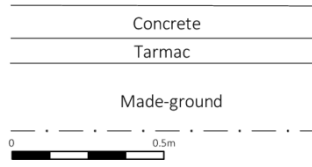
**Figure 17:** Representative stratigraphy - Area 1, Services 6-7 (scale 1:25)



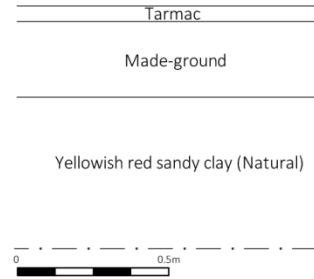
**Figure 18:** Representative stratigraphy - Area 1, car park south (scale 1:25)



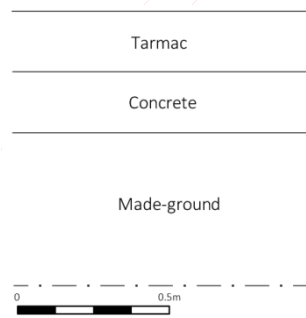
**Figure 19:** Representative stratigraphy - Area 1, between Shop & Hangar (scale 1:25)



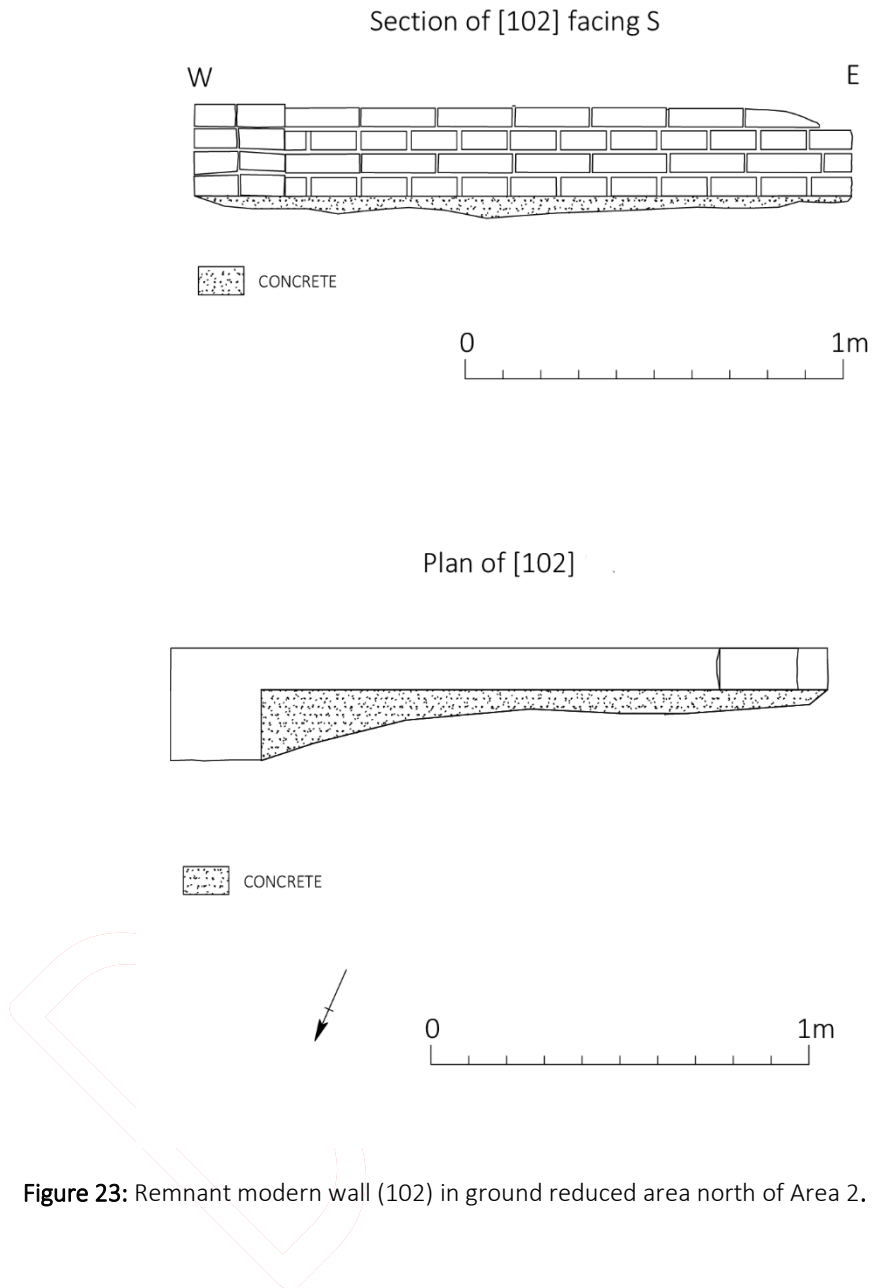
**Figure 20:** Representative stratigraphy - Area 1, car park northeast (scale 1:25)



**Figure 21:** Representative stratigraphy - Area 2, east section (scale 1:25)



**Figure 22:** Representative stratigraphy - Area 2, northeast section (scale 1:25)



**Figure 23:** Remnant modern wall (102) in ground reduced area north of Area 2. (Scale as shown)





**Plate 44:** Layer composition within Tank area and general site stratigraphy, looking southwest



**Plate 45:** Stripped area for new hangar, looking southwest



**Plate 46:** Pad of new hangar (Pad 10), looking north northwest



**Plate 47:** Footing Trench 1, looking northeast



**Plate 48:** Water Storage Tank, looking south southeast



**Plate 49:** Service Trench 1, looking southeast





**Plate 50:** Inspection Chamber 3, looking southeast



**Plate 51:** Original hangar concrete pad in situ (Area 1), looking northwest



**Plate 52:** Original hangar wall in Area 1, looking northeast



**Plate 53:** Area 1 Car Park, looking south southeast



**Plate 54:** Area 1 Car Park, looking west



**Plate 55:** Original Hangar Wall, looking southwest



**Plate 56:** Original Hangar wall, looking northwest



**Plate 57:** Original Hangar wall, looking north northwest



**Plate 58:** Structure exposed in Trench 1, looking southeast





## 6 Conclusions

Salisbury Hall was taken over by the de Havilland aircraft company in 1939 as a secret location where the Mosquito fighter bomber was to be designed and built. Two hangars were constructed to the south of the moat, a twin bay type for the Mosquitos and a single bay for the Horsa glider, which was also developed on the site. Neither of these buildings survives, but the brick built foreman's office that was also constructed at this time is still in use. The de Havilland Company vacated the site in 1947 and it remained unused until 1959 when the original Mosquito prototype was brought back by the new owner, Walter Goldsmith. This led to the foundation of the Mosquito Aircraft Heritage Centre.

In the later 20<sup>th</sup> century, a number of buildings were constructed on-site to accommodate the requirements of the developing museum. Most of these were merely functional, rather than of any architectural interest, and their practical and aesthetic limitations have led to the present development. One of the most notable of the museums buildings was the now demolished Robin Hangar (a Type B Hangar), which was brought to the site from an unspecified source in the 1950s. Minor modifications were made to the Robin Hangar to suit its purpose as a museum building, with the placement of a door in the rear gable wall, and of windows, some rudimentary, in all of the other walls. An entrance lobby was also incorporated into the hangar, perhaps as an aid to draught management. The most significant alteration was the loss of the outriggers for the double doors in the east elevation.

A photograph from the end WWII depicts two large hangars on the site, one with twin bays for the Mosquitos and one single bay for the Horsa glider, which was also developed at the site (de Havilland Museum guidebook). The remnant foundations of a large structure revealed during the Strip, Map and Sampling of Area 2 may have been one of the original Mosquito Hangars shown in the photograph. The foundations comprised brick built walls on concrete bases, with (1m x 1m) concrete pads designed to support the heavy metal frame of the hangar were found at regular intervals along the walls. Another brick wall was exposed along the southern boundary, the purpose of which remains unclear.

Archaeological investigations have revealed that the development site was predominantly covered with made-ground, and that the local stratigraphy had been extensively truncated and re-worked from the mid-20<sup>th</sup> century onwards. However, a sub-soil survived in Area 2, indicating that the truncation was not comprehensive. Extensive 'runs' for earlier 20<sup>th</sup> century telephone and communication cables, and mains services, which were occasionally just below the modern ground level, were also documented. The only evidence of pre-modern on-site activity was the post medieval CBM that comprised part of the fill (002) of a large irregular and only partially investigated cut feature [005] of unknown origin in Area 2. Given the development site's proximity to Salisbury Hall, which may have been the origin of the CBM, it is possible that this land was historically used for gardens, which may partially explain the lack of archaeological features and artefacts in the areas investigated. No further deposits or features of archaeological interest were exposed and the artefacts that were revealed were limited to modern detritus.

The most important remains investigated were the remnants of the foundations of what appears to have been a large structure situated at the southern end of Area 2. This may be one of the two large hangars depicted in a photograph taken at the end of WWII, and potentially it was the hangar located to the south-west of Salisbury Hall.





## 7 Acknowledgements

KDK Archaeology is grateful to the de Havilland Aircraft Museum for commissioning this report. Thanks are also due to Andy Instone of Hertfordshire County Council for monitoring the project and to the staff of Newland Construction Ltd, G. Tomrock Construction and the staff and volunteers of the De Havilland Aircraft Museum for their assistance on site.

The fieldwork was carried out by Karin Kaye MA MCIfA, Eva Estella BA, Laura Dodd MSc ACIfA, Barney King and Chris Martin Taylor BSc. The report was written by Laura Dodd MSc ACIfA, Chris Martin-Taylor BA and Karin Kaye MA MCIfA, and edited by David Kaye BA ACIfA.

DRAFT



## 8 Archive

8.1 The project archive will comprise:

1. Written Scheme of Investigation
2. Initial report
3. Monitoring sheets
4. Site drawings
5. Client's site plans
6. List of photographs

6.2 Shenley Museum do not take physical archives so this project will only be deposited with the Archaeology Data Service.

DRAFT



## 9 References

### **Standards & Specifications**

- Allen J L & Holt A St J 1986 (with later updates) *Health & Safety in Field Archaeology*. London: Federation of Archaeological Managers & Employers
- HE 2015 *The Management of Research Projects in the Historic Environment: the MoRPHE Project Managers' Guide*. London: Historic England
- EH 2006 *Understanding Historic Buildings: a guide to good recording practice* London: English Heritage
- Ferguson L M & Murray D M 1997 *Archaeological Documentary Archives: Preparation, Curation and Storage* Paper 1. Manchester: Chartered Institute for Archaeologists
- Gurney, D. 2003 *Standards for Field Archaeology in the East of England* East Anglian Archaeology Occasional Paper 14
- ClfA 2014 Chartered Institute for Archaeologists' *Code of Approved Practice for the Regulation of Contractual Arrangements in Field Archaeology*.
- ClfA 2014 *Standards & Guidance for the Investigation and Recording of Standing Buildings*. Reading: Chartered Institute for Archaeologists
- ClfA 2014 *Standards & Guidance for an Archaeological Excavation* Reading: Chartered Institute for Archaeologists
- ClfA 2014 *Standards & Guidance for an Archaeological Watching Brief*. Reading: Chartered Institute for Archaeologists
- ClfA 2014 *Standards & Guidance for Archiving Archaeological Projects*. Reading: Chartered Institute for Archaeologists
- ClfA 2014 Chartered Institute for Archaeologists' *Code of Conduct*. Reading: Chartered Institute for Archaeologists
- SMA 1995 *Towards an accessible archaeological archive - the transfer of archaeological archives to museums: guidelines for use in England, Northern Ireland, Scotland and Wales*. London: Society for Museum Archaeologists
- Walker K 1990 *Guidelines for the preparation of excavation archives for long-term storage*. United Kingdom Institute for Conservation, Archaeology Section (London).
- Watkinson D & Neal V 1998 *First Aid for Finds* Hertford & London: Rescue

### **Secondary Sources**

- Brown, N & Glazebrooke J 2000 *Research and Archaeology: A Framework for the Eastern Counties – 2 Research Agenda and Strategy* East Anglian Archaeology Occasional Paper 8
- Medlycott, M (ed) 2011 *Research and Archaeology Re-visited: revised framework for the East of England* East Anglian Archaeology Occasional Paper 24
- Bellew, Sir G 1960 *The Story of Salisbury Hall* London Colney: The Fellowship Printing Service Ltd
- Birtles, P 1998 *Mosquito: The Illustrated History* Phoenix Mill: Sutton Publishing Limited
- Francis, P. 1996 *British Military Airfield Architecture: from airships to the jet age* Sparkford: Patrick Stephens Ltd



---

Neal D S, Wardle A and Hunn J 1990 *Excavation of the Iron Age, Roman and Medieval Settlement at Gorhambury, St Albans*. English Heritage Archaeological Report 14.

Williams, A & Martin, G.H 2002 *Domesday Book: A Complete Translation* London: Penguin Books

Wheeler R E M & Wheeler T V 1936 *Verulamium A Belgic and Two Roman Cities*. Reports of the Research Committee of the Society of Antiquities London.

Mill Green Heritage Centre oral history archives

### **Online Sources**

Airfield research Group:

<https://www.airfieldresearchgroup.org.uk/forum/search?query=Robin%20Hangars&searchdate=all&childforums=1&start=20>

Archi Uk: <http://www.archiuk.com>

'Parishes: Shenley', in *A History of the County of Hertford: Volume 2*, ed. William Page (London, 1908), pp. 264-273 <https://www.british-history.ac.uk/vch/herts/vol2/pp264-273> [accessed 10 April 2015].

De Havilland Heritage Centre: [www.dehavillandHeritageCentre.co.uk](http://www.dehavillandHeritageCentre.co.uk)

Plane Org: <https://forums.x-plane.org/index.php?/files/file/24920c-robin-hangars/>



## Appendix 1: Photograph List

Shot	B&W	Digital	View	Subject
1	X	X		South elevation of Robin hangar
2	X	X		Window detail on south elevation of Robin hangar
3	X	X		South facing elevation of Robin hangar
4	X	X		Window detail on south facing elevation of Robin hangar
5	X	X		Northeast facing elevation of Robin hangar
6	X	X		Northwest facing elevation of Robin hangar
7	X	X		Southwest facing elevation of Robin hangar
8	X	X		Robin hangar. Hangar door
9	X	X		Robin hangar. East corner
10	X	X		Robin hangar. Roof detail, east corner
11	X	X		Robin hangar. Structural detail, east corner
12	X	X		Robin hangar. Southeast wall
13	X	X		Robin hangar. Northwest wall
14	X	X		Robin hangar. Northwest wall
15	X	X		Robin hangar. Southeast wall
16	X	X		Robin hangar. Roof structural detail
17	X	X		Robin hangar. Southwest wall
18	X	X		Robin hangar. Door in southeast wall
19	X	X		Robin hangar. Structural detail southwest wall
20	X	X		Robin hangar. Structural detail southern corner
21	X	X		Robin hangar. Structural detail southern corner
22	X	X		Robin hangar. Structural detail southern corner
23	X	X		Robin hangar. Window detail on southeast wall
24	X	X		Robin hangar. Roof structural detail
25	X	X		Robin hangar. Roof structural detail
26	X	X		Robin hangar. Structural detail southeast wall
27	X	X		Robin hangar. Roof detail. Looking west
28	X	X		Detail on Northeast elevation of Robin hangar
29	X	X		Detail on Northeast elevation of Robin hangar
30	X	X		Northeast facing elevation of workshop
31	X	X		Northeast facing elevation of crew room
32	X	X		Southeast facing elevation of crew room
33	X	X		Southwest facing elevation of workshop
34	X	X		Crew room. Western wall of dining area
35	X	X		Crew room. Eastern wall of dining area
36	X	X		Crew room. Northern wall of dining area
37	X	X		Crew room. Northern wall of hallway
38	X	X		Scar of demolished wall on north facing elevation of workshop
39	X	X		Scar of demolished wall on southeast facing elevation of workshop
40		X		Point of extension on northeast facing elevation
41		X		Robin Hanger from the east
42		X		Robin Hanger from the southeast
43		X		North elevation of the workshop
44		X		Interior of the History centre looking south
45		X		Interior of the History centre looking north
41		X	NW	Test Pit
42		X	SE	Test pit stratigraphy
43		X	SE	General view





Shot	B&W	Digital	View	Subject
44		X	SE	General view
45		X	E	Wall 102
46		X	NE	Trench 1
47		X		Trench 2 Stratigraphy
48		X	SE	Trench 2
49		X	N	Trench 3 stratigraphy
50		X	ENE	Trench 3
51		X	SSE	Trench 4
52		X		Trench 4 stratigraphy north
53		X		Trench 4 stratigraphy south
54		X		Pad 1
55		X	SE	Pad 2
56		X	NE	Pad 1
57		X	WSW	Pad 3
58		X	SW	Pad 4
59		X	SW	Pad 5
60		X	SW	Pad 6
61		X	SSW	Pad 7
62		X	SE	Pad 8
63		X	WSW	Trench 5
64		X		Trench 5 stratigraphy
65		X	NE	Pad 9
66		X	NNW	Pad 10
67		X	SE	Pad 11
68		X	SE	Pad 12
69		X	NE	Pad 13
70		X	NW	Trench 6
71		X	SW	Pad 14
72		X	SW	Pad 15
73		X	SW	Pad 16
74		X	NW	Trench 6
75		X	N	Pad 17
76		X	N	Pad 18
77		X	N	Pad 19
78		X	NE	Pad 20
79		X	NE	pad 21
80		X	NE	Pad 23
81		X	NW	Trench 6
82		X	E	Pad 24
83		X	NE	Pad 25
84		X	SSE	Footing 1
85		X	SW	Footing 1 stratigraphy
86		X	SE	Footing 2
87		X	SW	Footing 2 stratigraphy
88	X	X	SW	Inspection chamber 1
89		X	NE	Inspection chamber 1
90		X	NE	Inspection chamber 1
91		X	NE	Inspection chamber 1
92	X	X	NW	Service 1 (partial)
93	X	X	NE	Modern services in S1



Shot	B&W	Digital	View	Subject
94		X	NW	Modern services in S1
95	X	X	SE	Wall 003
96	X	X	SE	Service 1
97	X	X	NNE	Inspection chamber 2
98	X	X	NE	Service 2
99	X	X	SE	Inspection chamber 3
100	X	X	SW	Service 2
101		X	SW	Service 3
102	X	X	SW	Service 3
103		X		Ditch containing modern made ground
104		X		Ditch containing modern made ground
105		X		Ditch containing modern made ground
106	X	X	SW	Service 4
107		X	NE	Service 4 continued
108	X	X	SSE	Tank area
109		X	SW	Tank stratigraphy
110	X	X	NNE	Service 5
111		X		General shot of new building
112		X		General shot of new building
113		X		General shot of new building
114	X	X	NW	Serv 6
115		X	SW	Serv 6 stratigraphy
116	X	X	SSE	Serv 7
117		X	ENE	Serv 7 stratigraphy
118		X	WSW	Serv 7 stratigraphy
119	X	X	WSW	Tank 1
120		X	NE	Serv 8
121		X	E	Serv 8
122	X	X	E	Serv 8
123		X	NE	Serv 8 stratigraphy
124	X	X	SE	Tank 2
125		X	SE	Tank 2
126	X	X	SW	Serv 8 NW branch
127	X	X	NW	Serv 8
128	X	X	N	Serv 8 and 9 junction
129		X	N	Serv 9, western stretch stratigraphy
130	X	X	E	Serv 9, western stretch
131	X	X	SE	Serv 9, main stretch
132		X	NE	Serv 9, main stretch stratigraphy
133		X	NE	Serv 10 stratigraphy
134	X	X	NW	Serv 10
135	X	X	NE	Tank 3
136	X	X	SW	Serv 11 strat
137	X	X	SE	Serv 11
138	X	X	W	Serv 11 step
139		X	SE	Serv 11
140	X	X	SE	Serv 11
141	X	X	NE	Serv 12
142		X	SE	Serv 12 stratigraphy
143	X	X	NW	Serv 12 concrete pad



Shot	B&W	Digital	View	Subject
144	X	X	SW	Serv 12
145	X	X	NE	Serv 12
146		X	SE	Serv 12 s stratigraphy
147	X	X	NW	Car park SW: partially exposed hangar wall
148	X	X	SW	Car park SW: partially exposed hangar wall
149	X	X	NE	Car park SW: partial ground reduction
150	X	X	NE	Car park SW: partially exposed hangar wall
151	X	X	N/A	Car park SW: chunk of hangar wall in English bond
152		X	SE	Hangar ground reduction: stratigraphy
153	X	X	NW	Hangar ground reduction: overall
154	X	X	NE	Hangar ground reduction: SE area overall
155	X	X	SW	Hangar ground reduction: overall
156		X	S	Hangar ground reduction: SE area stratigraphy
157	X	X	SW	Car park NE overall with spread/feature
158	X	X	ESE	Car park NE: sondage, WNW facing section
159	X	X	SSW	Car park NE: sondage, NNE facing section
160	X	X	WNW	Car park NE: sondage, ESE facing section
161	X	X	NNE	Car park NE: sondage, SSW facing section
162	X	X	SE	Car park SW: overall
163		X	SE	Car park NW: overall with blue-grey spread
164		X	NE	Car park NW: baulk stratigraphy
165		X	SW	Car park west corner
166	X	X	W	Car park NW: overall
167	X	X	SSE	Car park NW: sondage in blue-grey spread
168		X	S	Car park W: mains water trench
169		X	NE	Car park NW: Service 14 stratigraphy
170	X	X	SE	Service 14
171		X	SE	Car park: E corner stratigraphy
172	X	X	SE	Car park: central section
173	X	X	SE	Pit between hangar and shop building
174	X	X	SE	Car park: central section
175	X	X	SE	Widened footing between hangar and shop building
176		X	SW	Widened footing between hangar and shop building: stratigraphy
177		X	S	Service 15
178		X	ESE	Service 15: stratigraphy
179	X	X	W	Car park
180		X	NW	Car park
181		X	NW	Car park, adjacent to workshop: trial pit
182	X	X	NE	Car park, adjacent to workshop: deeper reduction
183	X	X	SW	Old Hangar wall in SW baulk of car park
184		X	SW	Car park, workshop: SW stratigraphy
185	X	X	NNW	Old Hangar wall in SW baulk of car park
186		X	SE	Car park, workshop: SE stratigraphy



Shot 1



Shot 2



Shot 3



Shot 4



Shot 5



Shot 6



Shot 7



Shot 8



Shot 9



Shot 10



Shot 11



Shot 12



Shot 13



Shot 14



Shot 15



Shot 16



Shot 17



Shot 18



Shot 19



Shot 20



Shot 21



Shot 22



Shot 23



Shot 24



Shot 25



Shot 26



Shot 27



Shot 28



Shot 29



Shot 30





Shot 31



Shot 32



Shot 33



Shot 34



Shot 35



Shot 36



Shot 37



Shot 38



## Appendix 2: OASIS and Site Data

PROJECT DETAILS			
<b>Project Name &amp; Address</b>	De Havilland Aircraft Museum Bell Lane, London Colney, Hertfordshire	<b>Project Site Code</b>	156/SDH
<b>OASIS reference</b>	kdkarcha1-219388	<b>Event/Accession no</b>	TBC
<b>OS reference</b>	TL 9537 2743	<b>Study area size</b>	Approx 5028.5 sq m
<b>Project Type</b>	Historic Building Recording, Strip, Map and Sample, Observation and Recording	<b>Height (mAOD)</b>	c.80m
<b>Short Description</b>	Between October 2014 and January 2019, KDK Archaeology Ltd undertook a programme of Historic Building Recording, Strip Map and Sample Excavation (Areas 1 & 2) and Archaeological Observation and Recording of De Havilland Aircraft Museum, Bell Lane, London Colney, Hertfordshire. This was done as a condition of the planning permission for the development of the site. Sub-surface investigations revealed no archaeological finds, features or deposits that predated the Second World War. The remnant foundations of a potential WWII Mosquito hangar were exposed in Area 2 and service pipes and cables were commonly encountered during the archaeological investigations. However, the entire area investigated was predominantly covered in made-ground (including tarmac and concrete). Consequently, the local stratigraphy had been comprehensively truncated and re-worked from the mid-20th century onwards.		
<b>Previous work</b>	Heritage Asset Assessment (KDK ref: 120/SDH/1.2)	<b>Site status</b>	None
<b>Planning proposal</b>	Demolition of existing buildings and construction of new hangar, covered walkway and hardstanding	<b>Current land use</b>	Hangar and additional buildings
<b>Local Planning Authority</b>	Hertsmere Borough Council	<b>Planning application ref.</b>	13/1923/FUL
<b>Monument type</b>	Hangar wall	<b>Monument period</b>	Modern
<b>Significant finds</b>	None	<b>Future work</b>	None
PROJECT CREATORS			
<b>Organisation</b>	KDK Archaeology Ltd		
<b>Project Brief originator</b>	-	<b>Project Design originator</b>	KDK Archaeology Ltd
<b>Project Manager</b>	Karin Kaye	<b>Director/Supervisor</b>	Karin Kaye, Eva Estella, Laura Dodd
<b>Sponsor/funding body</b>	Bourne Wood Partnership Ltd, Salisbury Hall, London Colney, Hertfordshire		
PROJECT DATE			
<b>Start date</b>	15.03.2016	<b>End date</b>	28.01.2019
PROJECT ARCHIVES			
	<b>Location</b>	<b>Content (e.g. pottery, animal bone, files/sheets)</b>	
<b>Physical</b>	Shenley museum do not collect physical archives so will be stored digitally on ADS	-	
<b>Paper</b>		-	
<b>Digital</b>		Report, Digital photographs, Site sheets	
BIBLIOGRAPHY (Journal/monograph, published or forthcoming, or unpublished client report)			
<b>Title</b>	Historic Building Recording, Strip, Map and Sample excavation and Archaeological Observation and Recording Report: De Havilland Aircraft Museum, Bell Lane, London Colney, Hertfordshire		
<b>Serial title &amp; volume</b>	156/SDH/2.1		
<b>Author(s)</b>	Laura Dodd MSc ACIfA, Chris Martin-Taylor BSc and Karin Kaye MA MCIfA		
<b>Page no's</b>	51	<b>Date</b>	20/08/2019



### Appendix 3: Hertfordshire Historic Environment Record Sheet

Site name and address: De Havilland Aircraft Museum, Bell Lane, London Colney, Hertfordshire	
County: Hertfordshire	District: Hertsmere
Village/Town: London Colney	Parish: Shenley
Planning application reference: 13/1923/FUL	
Client's name, address, & tel. no: De Havilland Aircraft Museum Trust, Salisbury Hall, Bell Lane, London Colney, Hertfordshire	
Nature of application: Demolition of existing buildings and construction of new hangar, covered walkway and hardstanding	
Present land use: Hangar and additional buildings	
Size of application area: Approx 5028.5 sq m	Size of area investigated: Approx 5028.5 sq m
NGR (to 8 figures): TL 9537 2743	Site code: 156/SDH
Site director: Karin Kaye	Organization: KDK Archaeology Ltd
Type of work: Historic Building Recording, Strip, Map and Sample and Observation and Recording	
Date of Work: Start: 15.03.2016	Finish: 28.01.2019
Curating museum: ADS	
Related HER no's:	Periods represented: Modern
Relevant previous summaries/reports: Heritage Asset Assessment (KDK ref: 120/SDH/1.2)	
<p>Summary of fieldwork results:</p> <p>Between October 2014 and January 2019, KDK Archaeology Ltd undertook a programme of Historic Building Recording, Strip Map and Sample Excavation (Areas 1 &amp; 2) and Archaeological Observation and Recording of De Havilland Aircraft Museum, Bell Lane, London Colney, Hertfordshire. This was done as a condition of the planning permission for the development of the site. Sub-surface investigations revealed no archaeological finds, features or deposits that predated the Second World War. The remnant foundations of a potential WWII Mosquito hangar were exposed in Area 2 and service pipes and cables were commonly encountered during the archaeological investigations. However, the entire area investigated was predominantly covered in made-ground (including tarmac and concrete). Consequently, the local stratigraphy had been comprehensively truncated and re-worked from the mid-20th century onwards.</p>	
Author: Laura Dodd MSc ACIfA, Chris Martin-Taylor BSc and Karin Kaye MA MCIfA	Date: 20.08.2019