

WALKOVER SURVEY AND ASSESSMENT
OF

**Weston Airfield,
North Somerset**



N.G.R. ST: 342 600

Report No. ISRAEL 04/2009

Richard Israel

June 2009

Walkover Survey and Assessment
of
**WESTON AIRFIELD,
NORTH SOMERSET**

Centred on
N.G.R. ST: 34279 60053
NSHER: 8894

Richard Israel
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**Report created for work conducted on
MA Landscape Archaeology Placement**

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Acknowledgments

The author would like to thank the following for their help and advice: Vince Russett, County Archaeologist for North Somerset and Sarah MacLean, Historic Environment Record Officer for North Somerset and everyone who contact him with their story of the airfield.

Notes

Whilst great care has been taken to produce a comprehensive survey and summary of the known and recorded archaeological evidence, no responsibility can be accepted for any omissions of fact or opinion, however caused.

Abbreviations

NGR - National Grid Reference a.O.D - Above Ordnance Datum (Sea Level)
m – Metre km – Kilometre
OS – Ordnance Survey pers. comm. – Personal Communication
NSHER – North Somerset Historic Environment Record
BGS – British Geological Survey
SifA – Student Member of the Institute of Archaeologists

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Summary

A walkover survey and assessment of Weston Airfield, was conducted in June 2009. This survey attempted to locate and note the current condition of any monuments present on the site dating to the Second World War.

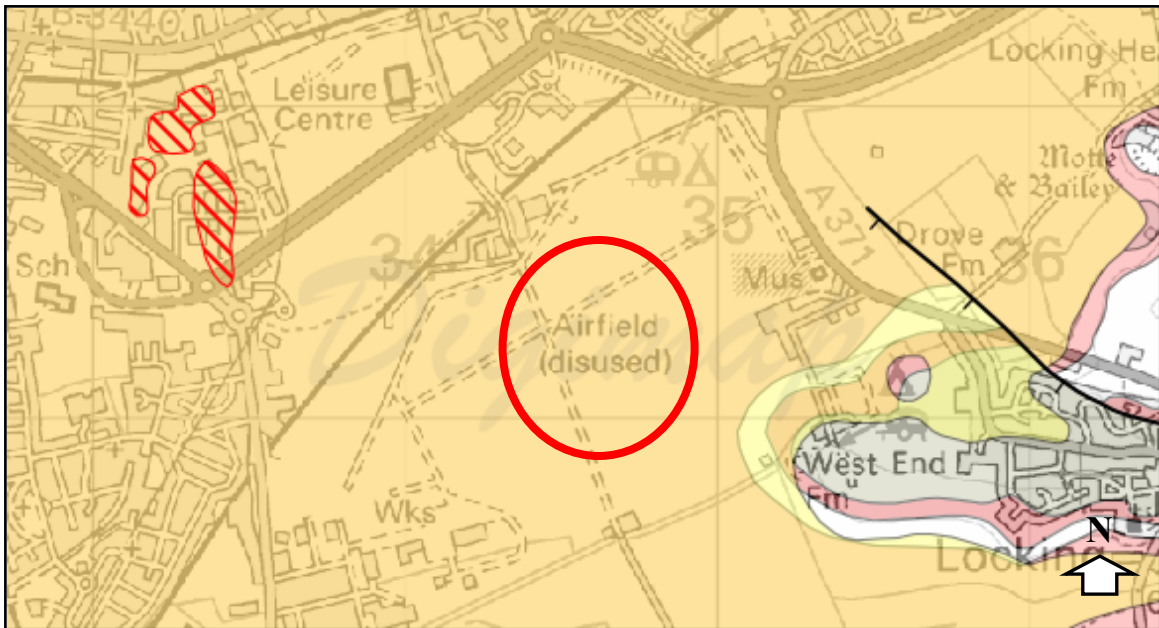
The majority of sites since the Second World War have either been destroyed or abandoned. These abandoned sites are now overgrown with vegetation and in some cases are completely invisible due to the overgrowth. Therefore, it is recommended that the overgrowth be removed immediately, as it is particularly high due to the time of year.

Figure 2

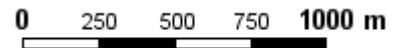
Overview of Study Area's Geology (case area outlined in red)

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Map BGS 1:50,000 (Illustration not to Scale)



<input checked="" type="checkbox"/>	Bedrock
<input type="checkbox"/>	Blue Anchor Formation (BAN)
<input type="checkbox"/>	Burrington Oolite Subgroup (BO)
<input type="checkbox"/>	Black Rock Limestone Subgroup (BRL)
<input type="checkbox"/>	Clifton Down Limestone Formation (CDL)
<input type="checkbox"/>	Goblin Combe Oolite Formation (GCO)
<input type="checkbox"/>	Langport Member And Blue Lias Formation (undifferentiated) (LPBL)
<input type="checkbox"/>	Mercia Mudstone Group (MMG)
<input type="checkbox"/>	Mercia Mudstone Group (marginal Facies) (MMMF)

<input type="checkbox"/>	Westbury Formation And Cotham Member (undifferentiated) (WBCT)
<input checked="" type="checkbox"/>	Superficial Deposits
<input type="checkbox"/>	Head (HEAD)
<input type="checkbox"/>	Tidal Flat Deposits (TFD)
<input checked="" type="checkbox"/>	Artificial Ground
<input type="checkbox"/>	Made Ground (undivided) (MGR)
<input type="checkbox"/>	Worked Ground (undivided) (WGR)
<input checked="" type="checkbox"/>	Mass Movement
No items found for area viewed.	

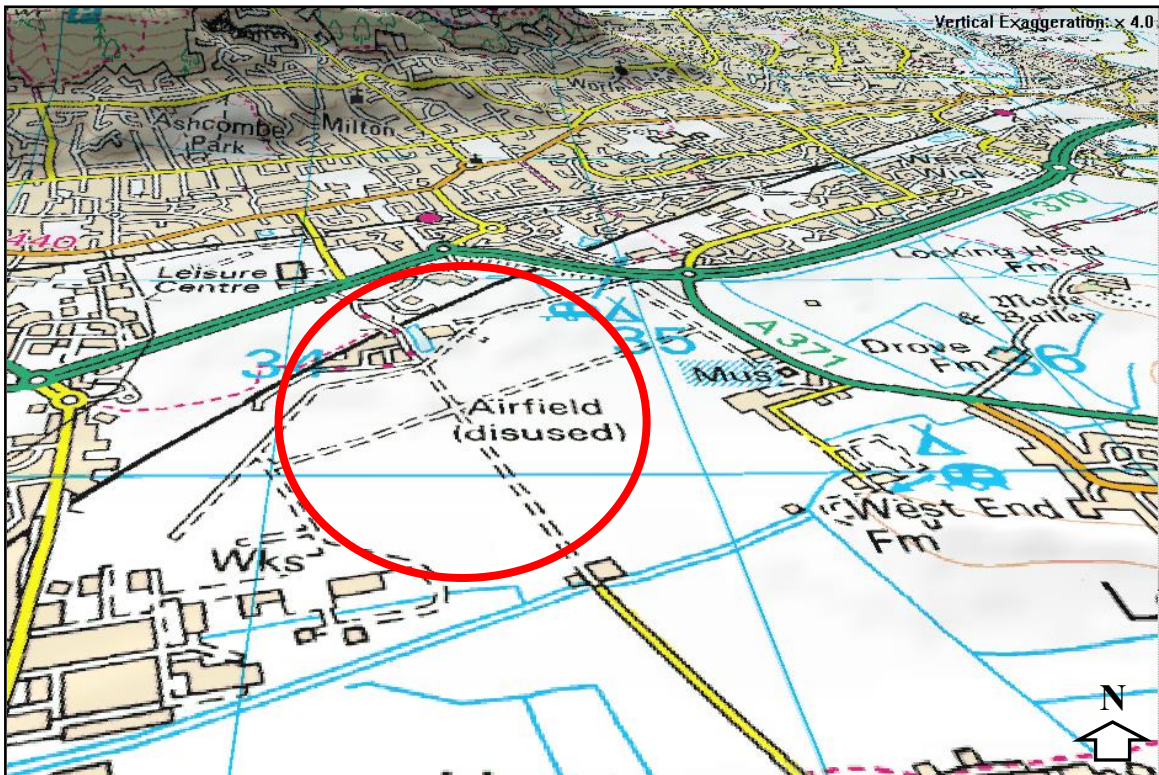
Figure 3

Local Topography of the Study Area (outlined in red)

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1. INTRODUCTION & CURRENT LAND USE

(see Figures 1, 2, 3 and Cover)

1.1 This walkover survey and assessment of Weston Airfield, has been undertaken as part of the author's MA in Landscape Archaeology four weeks (one month) placement with North Somerset Council. The primary objective of this survey was to provide the NSHER with data noting the current survival and condition of the airfield and monuments located within the study area.

1.2 This work has been carried out for research purposes; however there is evidence of a possible threat to the archaeological resource, with locations for houses being required by central government (V. Russett pers. comm. June 2009).

1.3 The Study Area is situated 2.24km south-east from the centre of Weston-super-Mare, centred on ST: 34279 60053. Access to the study area is difficult, unless transport is available. Access was not available via a footpath on Old Junction Road, off of Winterstoke Road as the path was overgrown with vegetation. Therefore walking from the Railway Station of Weston-super-Mare, Winterstoke Road should be followed, joining onto Herluin Way, then via Aislecombe Way, along to Hutton Moor Lane, which backs onto the airfield. However, the Herluin Way route does add approximately 1.24 miles onto the 1 mile walk to Old Junction Road. This has had an impact on accessing and assessing the site, and the Old Junction Road footpath should be cleared as-soon-as-possible to make access easier.

1.4 Currently, the study area comprises of a range of structures, dating from the early to late twentieth century. Sections of the study area appear to be used as a goods track for the nearby industrial estates, with dog walkers also using the site. The study area does not contain any Scheduled Ancient Monuments or Listed Buildings. Due to the nature of this project, the information in this paragraph will be elaborated on later.

1.5 Geologically, the study area is situated on alluvium, "...normally a soft silty clay with layers of sand, gravel and peat" (Digimap 2007), with a soil overburden to unknown depths. The study area is *c.* 5m a.O.D.

2. METHODOLOGY

2.1 The primary resource for this report is the North Somerset Historic Environment Record. This revealed 106 records, specifically relating to 20th century structures.

2.2 Field survey work consisted of a walkover, identifying the current condition and survival of archaeological features. Digital photographs and rough notes were taken.

2.3 A copy of this report will be stored at University of Bristol's Department of Archaeology and Anthropology and the North Somerset Historic Environment Record. This report is referenced in the North Somerset Historic Environment Record as 47495.

3. HISTORICAL & ARCHAEOLOGICAL CONTEXT

3.1 Detailed accounts of the history of Weston-super-Mare concerning the history of Weston-super-Mare include Brown and Loosley (1979); and La Trobe-Bateman (1999), which details the history of the town up to and including the 19th century. The reader is referred to the above works for detailed information outside the scope of the present study area.

3.2 The study area is contained within three parishes, Weston-super-Mare, Hutton and Locking, but was previously part of other parishes. The moors remained unenclosed until *c.* 1800. The study area was 'de-enclosed' in 1937; crop-marks from this enclosure period are still visible (V. Russett pers. comm. June 2009; Russett 1998, 5).

3.3 A full history of the study area has been collated by John Samuels Archaeological Consultants (2004) in *Archaeological Desk-Based Assessment of Land at Weston Airfield, North Somerset*, and will therefore not be repeated here. Further information is held in the

HER from Brian Austin. The reader is referred to the above works for detailed information regarding the study area.

3.4 Three other archaeological investigations of the site have occurred. They are:

Weston Airfield Site: Cultural Heritage Resource and the Implications of Development (Vince Russett 1998: Draft Unpublished Report)

Geophysical Survey Report 2004/76 Weston Airfield Weston-super-Mare (GSB Prospection Ltd 2004: Unpublished Report)

Geotechnical Earthwork Trials Weston Airfield (Wessex Archaeology: 2006)

3.5 No artefacts were located in the 2006 watching brief (ST 43377 59692) with the creation of the airfield, removing any *insitu* remains (Wessex Archaeology 2006, 3). It is interesting to note that Wessex Archaeology did not regard the airfield itself as archaeologically important.

4. WALKOVER SURVEY

Grid 1

HER 4578 Single LMG LAA Site ST 3363 6023

Current Land Use: Commercial Lot

The site of this Light Anti Aircraft gun has since been redeveloped into a modern construction / commercial site, where the LLA was presumably situated.

Recommendation: None

Grid 2

4.1 The HERs in this grid are located along Hutton Moor Lane, and inside the Weston Airfield boundary. HER 42192 was inaccessible because it was situated on private land, inside the Caravan Park. Whilst surveying the site, a security guard spoke to the author,

mentioning it was private land, and that even dog walkers required a license to walk on the site.

HER 42192 Barrage Balloon Site ST 3423 6079

Current Land Use: Pasture

The site situated to the north of the Caravan Park, east of Hutton Moor Lane, is very overgrown, and was only visible from the roadside, and therefore nothing was visible.

Recommendation: Clear overgrowth to ascertain if the site still exists.

HER 41052 WW2 Aircraft Factory ST 3441 6065

Current Land Use: Industrial Building

Situated immediately east of the reservoir, a visual inspection from the outside appears to show a Second World War factory, that has been modernised, although retaining its original design plan.

Recommendation: Internal examination needs to be arranged.

HER 41053 Bofors LAA ST 3441 6059

Current Land Use: Pasture

Situated east to the reservoir, a close inspection was unavailable, however it appears that the Bofors gun has been removed.

Recommendation: None

HER 2200 Pillbox Type 3/26 (modified to guardroom) ST 3435 6059

Current Land Use: Scrubland

This site is situated on the corner of Hutton Moor Lane. This section is fenced off from the surrounding landscape; however, there is no evidence of any surviving sections of the guardroom.

Recommendation: None.

HER 41523 WW2 Hollow Brick Structure ST 3431 6074

Current Land Use: Scrubland

This site is presumably situated south of Hutton Moor Lane and the Caravan Park, however due to thick vegetation, nothing was visible.

Recommendation: Remove scrubland to ascertain if site is present.

HER 41505 WW2 Unidentified Buildings ST 3425 6047

Current Land Use: Scrubland

Unable to locate any evidence of these buildings, due to vegetation.

Recommendation: Scrubland should be removed to ascertain if site is present.

HER 41485 Pillbox Type 3/26 ST 3416 6045 (Plate 1)

Current Land Use: Scrubland

This type 3/26 pillbox is located south to Hutton Moor Lane and the Caravan Park. Access to the structure is unavailable due to vegetation surrounding the monument. The overgrowth is so extreme that it cannot be ascertained what condition the loopholes and gun port shuttering are in. There should be one in each of the three walls.

Recommendation: Scrubland must be removed, so that a full appraisal can be made.

HER 41047 Site of Pillbox Type 22 ST 3409 6048

Current Land Use: Scrubland / Grassland

At the site immediately south of the railway line, there is no surviving evidence of the type 22 pillbox.

Recommendation: None.

HER 41048 Pillbox Type 22 ST 3406 6042 (Plate 2)

Current Land Use: Scrubland / Grassland

This type 22 pillbox is situated to the south of the railway line. The hexagonal structure is in a good condition; however, the entrance facing north has the door missing, but two pistol-loops are present, but do not have any shuttering. Inside, these pistol-loops, one is painted yellow, the other yellow and green. The main sections of these walls are both white. The central anti-ricochet (Y shaped) is also white. Two walls to the south-east and east are white and have surviving metal shuttering, the others walls are pink, blue and

yellow. All of the loopholes have surviving sections for mounting weapons. There are five loopholes in total. The floor is littered with remains including a polythene bag, chain and straw, with vegetation slowly encroaching the inside of the structure.

Recommendation: Restore pillbox with a view for listing. Also remove any overgrowth surrounding the structure.

HER 9937 Pillbox ST 3443 6076

Current Land Use: ?Pasture

This site (like HERs 41052 and 41053) was inaccessible. It is visible on 2005 HER aerial photograph.

Recommendation: Identify landowner and gain permission to examine and assess structure.

HER 41486 Concrete Runway 4200 ft ST 3458 6036

Current Land Use: Permanent Pasture

The runway is in a reasonable condition, as it is probably still in use, (not as a runway), but as a goods track for the nearby industrial estates. However, grass has encroached the runway, possibly damaging the feature.

Recommendation: Current management is acceptable, and should continue, however the overgrowth should be removed.

HER 42184 Site of Barrage Balloon ST 3401 6030

Current Land Use: Permanent Pasture

This site was only visible from the roadside; however it appears that nothing has survived.

Recommendation: Gain access to the field and remove overgrowth to fully ascertain whether anything of the site exists.

Grid 3

HER 9943 Pillbox ST 3510 6094

Current Land Use: Scrubland

This pillbox is not visible due to overgrowth.

Recommendation: Overgrowth should be removed and type of pillbox must be confirmed.

HER 9942 Pillbox ST 3505 6095

Current Land Use: Scrubland

Only a small section of this pillbox is visible, access to the structure was unavailable.

Recommendation: Overgrowth should be removed and type of pillbox must be confirmed.

HER 9943 Pillbox type 3/26 ST 3510 6094

Current Land Use: Scrubland

This type 26 pillbox was completely invisible due to vegetation overgrowth.

Recommendation: Overgrowth should be removed and further examination should occur.

HER 9945 Pillbox ST 3547 6038

Current Land Use: Scrubland

The entrance to this hexagonal structure is via a blast entrance, which on the inside has surviving sections (hinges) of an entrance cover. This structure contains six loopholes, none of which have any surviving shuttering; however, metal sections for mounting weapons do survive. The central anti-ricochet wall is Y-shaped, which has graffiti. It is probably a type 22 pillbox. The floor is littered with some rubbish, but also three crates, which could be Second World War ammunition boxes.

Recommendation: Overgrowth surrounding the structure should be removed, with restoration and further examination a priority.

HER 10811 Weston Airfield Control Tower ST 3525 6054 (Plate 6)

Current Use: Scrubland

Since last inspected by County Archaeologist the site has significantly deteriorated (V. Russett pers. comm. June 2009) and therefore access is unavailable. The structure is in a poor condition.

Recommendation: Remove scrubland and make further assessment

HER 41044 Aircraft Hanger (1936) ST 3527 6034

Current Land Use: Commercial Building

The aircraft hanger is in a reasonable condition. Various additions appear to have occurred since the Second World War, because of its changed function to a commercial building.

Recommendation: Identify landowner and gain permission to examine and assess the internal elements of the structure.

HER 41518 Officers Quarters ST 3535 6037

Current Land Use: Commercial Sector

From the outside the building appears to be in a poor, now neglected condition. It has probably only survived because the structure is made of concrete.

Recommendation: Identify landowner and gain permission to examine and assess the internal elements of the structure.

HER 41519 site of First Aid Hut ST 3534 6037

Current Land Use: Commercial Building

From the roadside it appears that the building has survived and is in a reasonable condition, as its function since the Second World War has changed.

Recommendation: Identify landowner and gain permission to examine and assess structure.

HER 41455 W.T. Rest Hut ST 3544 6035

Current Land Use: Pasture

The structure is in poor condition, with the roof missing; along with window glass (the panes are still present in some sections). The building has survived because it is built of bricks and concrete.

Recommendation:

HER 41456 Site of Ablutions Block ST 3542 6036

Current Land Use: Pasture

This structure is in a poor condition, with the inside covered in litter. It has probably only survived because it is made of concrete.

Recommendation: Restore structure and remove litter.

HER 41574 Part of World War Two Camp ST 3541 6032

Current Land Use: Pasture

Only visible from the roadside, this is a brick built structure with a thin concrete roof. It is unknown what type of structure this is.

Recommendation: Remove overgrowth surrounding the feature and determine what this structures function was.

HER 41862 Air Raid Shelter ST 3530 6030

Current Land Use: Pasture

This structure is in a reasonable condition, with only the door missing. It is currently being used a storage facility.

Recommendation: Remove overgrowth surrounding the structure.

HER 41863 Air Raid Shelter ST 3536 6036

Current Land Use: Commercial Site

Access to this structure was unavailable and was only visible from the roadside. It appears to be in a reasonable condition, and has probably only survived because it was constructed of concrete.

Recommendation: Internal examination is necessary.

HER 42876 Blast Shelter ST 3524 6063

Current Land Use: Scrubland

Access to this structure was unavailable due to the vegetation overgrowth. The structure appears to be in a reasonable condition, and has probably only survived because it was constructed of concrete.

Recommendation: Internal examination once scrubland is removed.

HER 42857 Blast Shelter ST 3528 6056

Current Land Use: Scrubland

Access to this structure was unavailable due to the vegetation overgrowth. The structure appears to be in a reasonable condition, and has probably only survived because it was constructed of concrete.

Recommendation: Internal examination once scrubland is removed.

HER 46041 Flight Hut Type 5740/37 adjacent to Control Tower ST 3526 6053

(Plate 6)

Current Land Use: Scrubland

This structure is also completely invisible due to vegetation overgrowth, and is therefore in a poor condition.

Recommendation: Remove scrubland and make further assessment.

Grid 4

4.2 The majority of sites located in this grid, are situated in the Weston Euro Park, which is an Industrial Estate, on Winterstoke Road. Considering this, access to the buildings etc was unavailable, and not all buildings / sites could be seen. Therefore only a visual survey from the roadside was available. It is recommended that suitable access and further examination of the industrial estate and the buildings etc be arranged in the near future.

HER 41054 World War Two Aircraft Factory ST 3376 5943 (Plate 3)

Current Land Use: Industrial Building

The building is a survival from the Second World War. Appears to be either a Type A or Type B Aeroplane shed (Osbourne 2004, 120).

Recommendation: Internal examination and propose listing of the building.

HER 41056 Work Canteen, World War Two ST 3362 5932

Current Land Use: Industrial Building

Appears to post date the Second World War.

Recommendation: Internal examination needs to be arranged.

HER 41058 Aircraft Factory, World War Two ST 3370 5946

Current Land Use: Industrial Building

Limited view available of this building, from the roadside. Appears to have some features dating to the Second World War.

Recommendation: Internal examination needs to be arranged.

HER 41059 Office, World War Two Aircraft Factory ST 3360 5944

Current Land Use: Commercial Showroom

The current building is a showroom for G. W. Mason. A visual inspection from the roadside details that this building is relatively modern, and probably post dates the Second World War.

Recommendation: None at this time.

HER 45895 Bofors (Mk II Mount) ST 3354 5953

Current Land Use: Commercial Building

Nothing exists today of this anti aircraft gun.

Recommendation: None

HER 45863 Site of Twin LMG LAA ST 3353 5939

Current Land Use: Scrubland

Nothing exists today of this anti aircraft gun.

Recommendation: None

HER 45876 Bofors (Mk II Mount) ST 3343 5937

Current Land Use: Scrubland

Nothing exists today of this anti aircraft gun.

Recommendation: None

HER 45895 Bofors (Mk II Mount) ST 3354 5953

Current Land Use: Commercial Building

Nothing exists today of this anti aircraft gun.

Recommendation: None

Grid 5

HER 45897 Bofors Gun (Mk II Mount) ST 3443 5971

Current Land Use: Permanent Pasture

Nothing of this site appears to be visible today.

Recommendation: None

HER 42225 Remains of Gatepost ST 3469 5962

Current Land Use: Scrubland

Unable to locate evidence any evidence of the gatepost.

Recommendation: None

HER 42226 WW2 Nissen Hut ST 3467 5964 (Plate 4)

Current Land Use: Permanent Pasture

Located in the southern section of the study area, the core shell of the pre-fabricated hut does survive, however is in poor condition. Parts of the front and back sections do survive, however is limited, therefore the inside is filled with rubbish, including bricks and wood.

Recommendation: Remove rubbish and restore accordingly.

HER 9939 Pillbox ST 3466 5963 (Plate 5)

Current Land Use: Scrubland

Situated in the southern section of the study area, this pillbox is probably a type 22, however access and a full examination of all sides of the pillbox was unavailable, due to the vegetation, encroaching around the feature. However, the structure appears to be in a reasonable condition.

Recommendation: Remove the current overgrowth and gain access (if possible) to the structure, for further examination.

HER 10814 Collapsed Bessonau Hanger ST 3471 5962

Current Land Use: Permanent Pasture

Nothing appears to survive of this structure.

Recommendation: None.

HER 9940 Pillbox ST 3478 5963

Current Land Use: Scrubland

Unable to locate evidence of this structure, due to vegetation overgrowth and terrain.

Recommendation: Further examination, once overgrowth has been removed.

HER 45946 WW2 Engineering Works ST 3421 5962

Current Land Use: Industrial Building

Unable to gain a close view of the structure, due to security, however it appears that the main section of the current building could date to the Second World War.

Recommendation: Consult with landowners in order to gain access and further examination of the structure.

HER 45945 WW2 Engineering Works ST 3401 5958

Current Land Use: Industrial Building

Like HER 45946, a close view of the site was unavailable; however it appears that the main structure of the building does have its origin in the Second World War. Appears to be either a Type A or Type B hanger.

Recommendation: Consult with the site owners in order to gain access to the building for further examination.

HER 45883 Twin LMG LLA Site ST 3410 5980

Current Land Use: Scrubland

There is nothing visible of this feature today.

Recommendation: None.

HER 45874 Twin LMG LLA Site ST 3407 5980

Current Land Use: Scrubland

There is nothing visible of this feature today.

Recommendation: None.

Plate 1: Current condition of HER 41485 (facing south-west).



Plate 2: Current condition of HER 41058 (facing East)



Plate 3: HER 41054 - a possible Type A or Type B Hanger (facing East).



Plate 4: Current condition of HER 42226 (facing West).

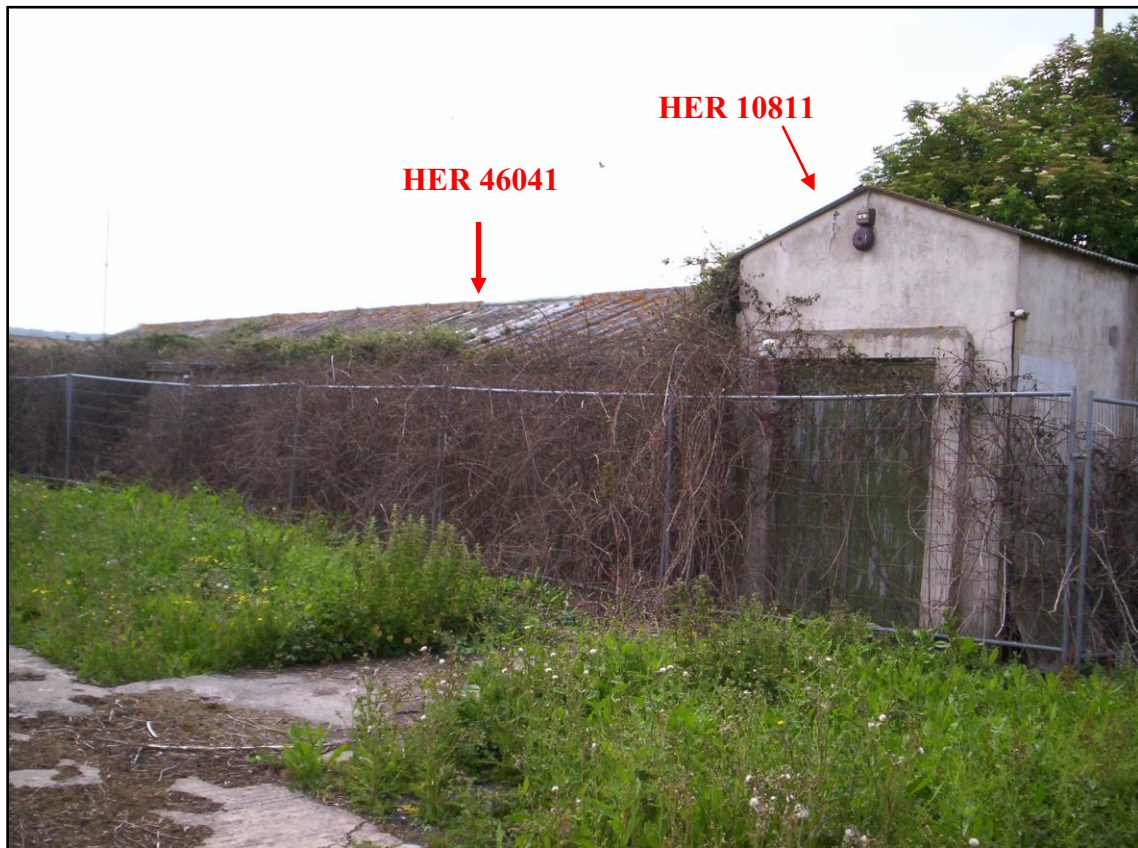


Plate 5: Current condition of HER 9939 (facing West).



Plate 6

Current condition of HERs 10811 and 46041 (facing south-west)



5. ORAL TESTAMENTS

5.1 In order to further understand the study area, an advert was placed in the *Weston Mercury* by Councillor Robert Cleland, detailing the author's project, and asking for people to contact him with any memories of the site during the Second World War.

5.2 The first response was received on the 12th June 2009, by Ken Lacey. Born in 1927, he remembers the RAF taking control of the airfield, which initially held Tiger Moths (which carried one torpedo) and Arrows. A 'Shadow Factory' constructed Bristol Beaufighters. Near the Walnut Tree Public House up the hill on Oldmixon Road, what is now Winterstoke Road was then referred to as 'Factory Lane'.

5.3 Mr. Monk remembers his mother had two pilots lodging in her house at Locking Road, West Brook, Weston-super-Mare. One pilot stayed from the middle to the of 1938. He remembers a Ronnie Hughes of Imperial Airways, which had eight planes, one which was owned by the Duke of York, later purchased by the airway, a bi-plane, which travelled to Cardiff, Exeter, Whitchurch in Bristol and Cornwall.

5.4 Mrs. Knock remembers her father, Thomas (Tom) Holley, who was a member of the St. John Ambulance prior to the war was drafted into the Maintenance and Crash Crew Teams, along with Burt Robbins, Bill Radford and Mr. Millard, which helped to train pilots 10 EFTC. Mr. Holley was transferred to the RAF and was subsequently sent to Stoke Orchard in Gloucestershire on 24th September 1940. The husband of Mrs. Knock remembers that his brother Bill would cycle with him to the airfield, and that one plane tipped up onto its nose in a crash of 1951/2. Two fire tenders were constructed, of which one survives. A mosquito plane exploded over the airfield, unknown date.

5.5 Norman Hill noted that the Shadow Factory produced thousands of Beaufighters, and that the planes were towed by road to a paint shop. Access to the airfield was via Hutton Moor Lane. He also noted that Luftwaffe Sycamore? Helicopter testing occurred at the airfield. Bob Miller worked at the airfield, working on faulty aircraft engines. After the war the site produced prefabs, and in 1960 a mosquito near the Banwell end of

airfield crashed towards the Bourneville Estate. Norman Hill also was the first to mention that grey Bofor guns were produced in the factories.

5.6 Hugh Hockey sent an e-mail detailing his memories of the airfield. He notes that in October 1938, Weston Airways was purchased by the Straight Corporation from the then owner Norman Edgar. The Straight Corporation was headed by Whitney Willard Straight, an American who later took British citizenship, and after the war became Managing Director of B.O.A.C, and he was responsible obtaining contracts for Western Airways for servicing and maintaining Royal Canadian Air Force aircraft and also servicing of Bristol Britannia aircraft. He remembers going up into the control tower on Thursday afternoons in the summer months and talking to the air Traffic Controller, Mr. Montague Montacute Stevenson. The buildings he remembers is obviously the control tower, which is in a very bad state of disrepair and needs urgent attention. He also remembers another building that was used by personnel of the Armed Under Water Exploration (A.U.W.E) which conducted secret under water explosions at St. Thomas' Head, Sand Point.

5.7 Mr. Alfie Smith, e-mailed to say that he started worked aged 15 as an apprentice at Western Airways in 1946. By 1948, he moved to Ground Staff, refuelling and servicing the Mk 1 Avro Ansons used on the Weston to Cardiff air service, which had to be manually started. The departure for these aircrafts was near the current Helicopter Museum, off Locking Road. He was later involved in pleasure flights, with early trips costing 10/-.

5.8 Various details remembered in the above oral testaments have been dismissed by local author, Ted Johnson. This does highlight the cautious nature of using this knowledge when examining sites.

6. DISCUSSION

6.1 It is unfortunate that the majority of the sites, since the Second World War (Bofor guns, for example) have since been removed, leaving no visual archaeological trace.

Further permission and study is required, particularly the buildings in Grid 4, in the Industrial Estate.

6.2 The impact of any proposed developments on any archaeological features in the study area is likely to be significant. Other activities, such as landscaping work may have a beneficial effect to some sites in the study area; as for example many pillboxes do require the immediate removal of overgrowth, for further examination and identification. Further examination of the sites at Weston Euro Park, which is an Industrial Estate, is necessary.

7. SUMMARY AND CONCLUSIONS

7.1 In relation to Planning Policy Guidance 16 (paragraph 6) which notes that "... in many cases highly fragile and vulnerable to damage and destruction..." any proposed development to this site could damage this archaeological resource. Therefore, any work conducted on Weston Airfield should preserve *in situ* any archaeological evidence. However, if in extreme cases this is not possible "preservation by record" should be the only alternative (paragraph 16).

7.2 Many sites, such as pillboxes are surrounded and overgrown by vegetation, this is the most pressing concern, and this vegetation must be removed as soon as possible. It is therefore recommended that a Community Archaeology Group be established, to coordinate the removal of the vegetation and restoration of the structures. Further to this, the study area should be proposed as a Conservation Area to help maintain this fragile archaeological resource. It is further recommended that HER 41054, a possible Type A or Type B aircraft hanger be proposed for listing.

7.3 It is therefore advised that any archaeological recording programme be carried out in the study area in accordance with a brief provided by the Archaeological Officer for North Somerset Council.

8. REFERENCES AND BIBLIOGRAPHY

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