An Archaeological Watching Brief at Bournemouth Airport

View from archaeological site looking east.

ARS Ltd Report 2015/110
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CONTENTS

Executive summary 5
1 Introduction 6
2 Background 6
3 Aims and Objectives 6
4 Methods 6
5 Results 7
6 Summary and Conclusion 10
7 Publicity, Confidentiality and Copyright 10
8 Statement of Indemnity 11
9 Acknowledgements 11
10 References 11

Figures 12

LIST OF FIGURES

Figure 1. Site location map.

Figure 2. Plan of areas stripped during the watching brief and location of Feature 101.

Figure 3. Plan of Feature 1 in Area 1 showing location of excavated sections and the electrical service trench.

Figure 4. Plans and sections of Feature 101.

Figure 5. Area 1 looking south towards Bournemouth Airport showing mottled nature of the sand and gravel substratum (003).

Figure 6. View of Area 1 looking north showing service intrusions and disturbed ground relating to buried culvert.

Figure 7. Linear ditch feature 101, section 1 (light grey coloured, on right) looking east showing the relationship with the deeper, straight-sided electrical service trench (on left) (scale = 1m).

Figure 8. Linear ditch feature 101, section 4 looking east showing shallow cut [102] and possible terminus (scales = 1m).

Figure 9. View along linear ditch feature 101 looking west showing it cut by the service trench (scale = 2m).

Figure 10. Linear ditch feature 101, section 3 looking west showing its irregular cut [102] (scale = 1m).

Figure 11. View of Area 3 looking north showing the presence of dark linear smearing relating to fallen trees within the sand layer (002) and the mottled sand and gravels (003).

Figure 12. View of linear ditch feature 101 continuing into spoil bund.

LIST OF APPENDICES

Appendix 1. Harris matrix. 20

Appendix 2. Context register. 20

Appendix 3. Written Scheme of Investigation. 21

Appendix 4. OASIS Data Form 29

Executive summary

Project Name: Bournemouth Airport

Site Code: BMA15

Planning Authority: Christchurch Borough Council

Planning Application: No. 8/11/0329, No. 8/12/0359

Location: Bournemouth Airport, Parley Lane, Christchurch, Dorset, BH23 6SE

Geology: Superficial deposits of river terrace sand and gravel over Branksome Sand Formation sandstone (British Geological Survey 2015)

NGR: SZ 11010 98830 (centred on)

Date: 22nd – 25th June 2015

In June 2015 Archaeological Research Services Ltd. (ARS Ltd.) undertook an archaeological watching brief on groundworks on Site 1 of the redevelopment of land and buildings to install a new business park for AIM Aviation Ltd. on the same site as the existing facility. The specification required that a watching brief should be carried out to observe any ground works taking place for the proposed development in order to identify and record any potential archaeological remains. This involved monitoring the stripping of sediment down to the natural sand and gravel and the recording of any preserved features cut into these deposits.

A single archaeological feature was identified consisting of a straight linear ditch that could be traced for c. 20m before it continued under the baulk edge of the site. This is interpreted as the truncated remains of a ditched land boundary, perhaps for an ancient field system of Iron Age or Romano-British date, however, no direct dating material was recovered from the investigation. No other archaeological features were found in the stripped areas. While the paucity of features in the stripped areas does not preclude the chance of archaeological remains being uncovered in other parts of the site, the potential for survival is diminished by the presence of buildings and, probably, more extensive modern service trenches in the environs of the standing structures.

In discussion with the local authority archaeologist the stripped areas were considered sufficient to inform upon the likelihood of survival of further archaeological remains across the site. The watching brief was terminated at this point.

1 INTRODUCTION

1.1 In June 2015 Archaeological Research Services Ltd. (ARS Ltd.) undertook archaeological monitoring of groundworks relating to Site 1 of the redevelopment of land and buildings to install a new business park for AIM Aviation Ltd. on the same site of the existing facility (Fig.1).

1.2 Outline planning permissions was granted for the works to Manchester Airport Group by Christchurch Borough Council (Application No. 8/11/0329), with approval of reserved matters (Application No. 8/12/0359).

2 BACKGROUND

2.1 Four bowl barrows had been located within the limits of the current airport complex. These tumuli feature on late nineteenth- and early twentieth-century OS maps and were excavated in 1941, in advance of the construction of RAF HURN during the Second World War.

2.2 The underlying geology of the area comprises superficial deposits of river terrace sand and gravel over Branksome Sand Formation sandstone (BGS 2015).

3 AIMS AND OBJECTIVES

3.1 The aim of the programme of work was to identify, investigate and record any archaeological deposits and features within the development area. This is in line with the National Planning Policy Framework (NPPF) paragraph 141 (CLG 2012), to record and enhance understanding of the significance of any heritage assets to be lost during the proposed development in a manner proportionate to their importance, and to make this evidence (and any archive generated) publically accessible.

4 METHODS

4.1 The planning permission required that a watching brief should be carried out to observe any ground works taking place for the proposed development in order to identify and record any potential archaeological remains. This involved monitoring the topsoil stripping of five areas to the east of the standing structure.

4.2 The trenches were excavated by machine using a toothless ditching bucket under continuous archaeological supervision. The machine removed the topsoil until the first potential archaeological horizon was exposed and where there were any features of potential archaeological interest the surface was then cleaned using hand tools in order to expose any archaeological features.

4.3 Features were excavated by hand, planned at 1:20 scale and photographed.

4.4 A single context recording system was employed. Each layer encountered was given a unique context number and a full written description (a Harris matrix is provided in Appendix 1 and the context register is reproduced in Appendix 2).

5 RESULTS

5.1 Stratigraphy

5.1.1 A grey (10YR 4/1) sandy topsoil (001) is observable across the site. This has inclusions of small sub-angular stones and there is small root penetration throughout. The observed thickness varies between 150mm and 70mm but this may well be the result of truncation of the topsoil during recent ground work. This overlies and grades into a greyish brown sand subsoil (002).

5.1.2 Darker, more organic rich loamy topsoil (004) was observed along the northern edge of the site close to a buried, piped culvert. This transitioned down into the underlying sand layer (002) over *c.* 100mm. A total thickness for this topsoil layer can only be estimated as the ground vegetation had been stripped but may have been 200mm or more.

5.1.3 The greyish brown (10YR 6/2) sand layer (002) is found across the site. This layer has inclusions of small sub-angular to rounded stones making up less than 5% of the soil matrix. This layer was quite uniform and found throughout the site. In general this layer was 250 – 350mm in thickness although this increased to *c.* 500mm in some locations. The sand layer is underlain by a layer of sand and gravel (003).

5.1.4 In some areas, particularly along but not limited to the northern edge of the site, darker slightly more organic rich patches were present within the sand layer (002). These were generally 200mm to 300mm wide and *c.* 2m long and orientated N-S or NNE-SSW (Fig. 11). These dark patches are the remains of trees that have fallen and rotted away. In some instances some of the reddish timber was still present and this was sampled. The sampled timbers were identified as Scots pine (*Pinus sylvestris*). Scots pine prefers light, sandy, well-drained mineral soils like those found at the site. It is also resistant to drought and able to grow in infertile soil. The root system of the Scots pines will be sufficiently strong and extensive enough to damage buried archaeological features which are not protected by dense layers of soil.

5.1.5 The lower substratum present across the site is a mixture of sand and gravel (003). This layer is mainly brownish yellow (10YR 6/8) in colour. There are frequent irregular dark patches varying from dark brown to black (10YR 3/2 – 3/1) (see Figs. 5 and 11). The composition of the dark stained material is, however, very like the surrounding sand and gravel. In some cases light grey sand, akin to that found in the sand layer (002), is present within the dark stained areas. The areas of dark staining and sand patches are the result of root penetration into the natural layer. The sand spreads have most likely resulted from the sand from the overlying layer filling cavities left by decaying roots. The remains of the roots are also visible within the sand and gravel layer.

5.2 Area 1

5.2.1 A L-shaped area was stripped by mechanical excavator under archaeological supervision in the eastern part of the site. This area was the largest area stripped during the watching brief and measured 120m by 20m running north-south along the eastern edge of the site with an additional 15m by 80m running east-west along the northern edge of the

site. This area had the general stratigraphy found elsewhere in the site as summarised above.

5.2.2 A buried culvert was present running east-west across the northern edge of this area (See Fig. 6). The presence of the culvert was indicated by redeposited natural sand and gravel sediment and was *c.* 5m wide. The buried culvert was dug into the underlying sands and gravels (003) suggesting that the modern disturbance in this area will have negatively impacted the survival of archaeological features in this part of Area 1.

5.2.3 A number of service trenches were found across Area 1. These varied in thickness, depth and type. The majority of the service trenches were not marked on the airport service maps. In some cases the uncovered services were defunct, possibly related to lights along a decommissioned northern part of the north-south runway. Several other service trenches for water and electricity were also found within the area including some which were still operational.

5.2.4 One straight, shallow, linear ditch feature (F101) was present in this area and was not obviously related to any buried service. This linear feature ran approximately east-west for approximately 20m from the eastern edge of the site to the bund to the west, and was cut into the sand and gravel layer (003). The cut into the sand and gravel substratum was irregular varying in width from 1.1m to 1.8m and to a depth of 100mm to 200mm. The base of the feature is irregular and there were indications of it having been altered by root penetration. The irregular nature of the cut contrasted with the more precise service trench cuts and suggested that this feature was not dug by machine and is of some antiquity. A later service trench, filled with redeposited natural, cuts across this feature (Fig. 7), demonstrating that this linear ditch predates the modern services.

5.2.5 The material that filled Feature (101) was a fine greyish brown (7.5YR 5/2) sand with pebble inclusions (*c.* 5%) and was very similar to the sand layer found across the site (002). There was no indication of the linear ditch in the sand layer (002). Four sections of *c.* 0.5m width or greater were excavated across the linear ditch (Fig. 4). These revealed the irregular nature of the base of the ditch but no cultural material or any additional fill (Fig. 10). The depth of the cut varied becoming shallower towards the west end close the bund. Section 4 was cut across the feature at the west end where the cut was becoming shallower (Fig. 8). It was unclear if this was a terminus or simply a shallower section of the feature as this was obscured by the presence of a soil bund (Fig. 12).

5.2.6 If the feature continued along a similar axis across the area to the north-west of the bund it could not be located when this area was stripped. The absence of any indicators of this feature in this area may be the result of the original cut having been shallower in this area and therefore not reaching the underlying natural gravel layer. Another possibility is that the feature terminates below the bunded area or that the orientation of the feature changes.

5.2.7 The absence of cultural material or a fill suitable for environmental analysis limits the scope for interpretation of this feature. The service trench cutting across the feature only precludes the feature being late-twentieth century. This area is, according to a local contractor familiar with the airport, prone to seasonal flooding (Steve James, pers. comm., 25th June 2015). This was not obvious during the watching brief which took place under warm, dry conditions. The feature may therefore be some attempt to mitigate the effects of

flooding in the low lying (*c.*10m AOD) area close to the Moors river. The effectiveness of such a measure would, however, be debateable if the flooding is caused by ground water. There was an absence of anything akin to water deposited sediment in the possible ditch to corroborate this theory. It is therefore considered most likely that this linear ditch represents the highly truncated remains of some form of land allotment, perhaps from a time when sea level was slightly lower and the flooding of this area would have been less common. Linear ditches of this sort are typical of Iron Age or Romano-British land allotment, but without direct dating evidence this interpretation remains merely speculative.

5.3 Area 2

5.3.1 An area measuring 8m by 8m was stripped by mechanical excavator under archaeological supervision. The topsoil in the area had previously been removed leaving the lower 150mm of the topsoil (001) grading into sand layer (002). The sand and gravel layer (003) was encountered at *c.*0.5m from the current surface. No archaeological features were encountered in this area.

5.4 Area 3

5.4.1 An area measuring 8m by 8m was stripped by mechanical excavator under archaeological supervision. The topsoil in the area had previously been removed leaving the lower 50mm of the topsoil (001) grading into sand layer (002). The sand and gravel layer (003) was encountered at *c.*0.3m from the current surface in the southern part of the area but was closer to *c.*0.6m in the northern part showing variation in the natural topography. No archaeological features were encountered in this area.

5.5 Area 4

5.5.1 An area measuring 8m by 8m was stripped by mechanical excavator under archaeological supervision. The topsoil in the area had previously been removed as had part of the sand layer (002). The natural gravel layer was encountered at 0.25m to 0.3m depth from the current surface. A possible tree bole measuring 0.43m across was present along the southern section of the stripped area. In this area the sand and gravel layer was slightly further from the surface indicating root interaction with this layer. No archaeological features were encountered in this area.

5.6 Area 5

5.6.1 An area measuring 28m by 20m was stripped by mechanical excavator under archaeological supervision. The topsoil in the area had previously been removed leaving the lower 90mm of the topsoil (001) grading into sand layer (002). The sand and gravel layer (003) was encountered at *c.*0.6m from the current surface. No archaeological features were encountered in this area.

5.7 Spoil

5.7.1 Spoil from each of the examined areas was inspected for the presence of cultural material as each area was stripped, however, no archaeological material was encountered during inspection of the spoil.

6 SUMMARY AND CONCLUSION

6.1 The stripped areas fell within what would appear to be the least disturbed portion of the site. It was thought, therefore, that these would be the areas most likely to have any preserved archaeological remains. However, a number of service trenches, the majority of which were not recorded on plans held by the airport and developer, were found to be present across the largest stripped area (Area 1).

6.2 With the exception of the one linear ditch there was an absence of archaeological features in the stripped areas. While the paucity of features in the stripped areas does not preclude the chance of archaeological remains being uncovered in other parts of the site, the potential for survival is diminished by the presence of buildings and, probably, more extensive service intrusions in the environs of the structures.

6.3 The sandy nature of the deposits underlying the topsoil decreases the likelihood of the identification of archaeological features in this layer. A posthole, for example, would quickly fill with sand after removal of the post. In order for these to remain identifiable the negative features would need to have been cut into the underlying sand and gravel deposit (003).

6.4 Trees, including Scots pine (*Pinus sylvestris*), appear to have grown widely over the site in the past. Their root systems have impacted upon the natural sands and gravels on the site leaving staining and pitting. It is possible that the root systems will have negatively impacted the survival of buried archaeological features.

6.5 The area is prone to flooding and on many occasions waterlogged areas have the potential to produce well-preserved organic remains. However, the sand layer limits the potential for environmental remains surviving as the area, although subject to seasonal flooding, is able to drain freely during drier periods. Fluctuation between wet and dry conditions means perishable organic archaeological residues are unlikely to survive.

6.6 The areas stripped during the watching brief were largely in the eastern part of the site (as outlined in the WSI) in areas that, with reference to building plans provided by the groundworks contractor, appear to be those which will be most affected by the groundworks. The stripped areas revealed a single linear ditch amongst a number of modern service intrusions.

6.7 In discussion with the local authority archaeologist these areas were considered sufficient to inform upon the likely survival of further archaeological remains across the site. The watching brief was terminated at this point.

7 PUBLICITY, CONFIDENTIALITY AND COPRYRIGHT

7.1 Any publicity will be handled by the client.

7.2 Archaeological research Services Ltd. will retain the copyright of all documentary and photographic material under the Copyright, Designs and Patent Act (1988).

8 STATEMENT OF INDEMNITY

8.1 All statements and opinions contained within arising from the works undertaken are offered in good faith and compiled according to professional standards. No responsibility can be accepted by the author/s of the report for any errors of fact or other consequence arising from the decisions or actions made upon the basis of facts or opinions expressed in any such report, howsoever such facts and opinions may have been derived.

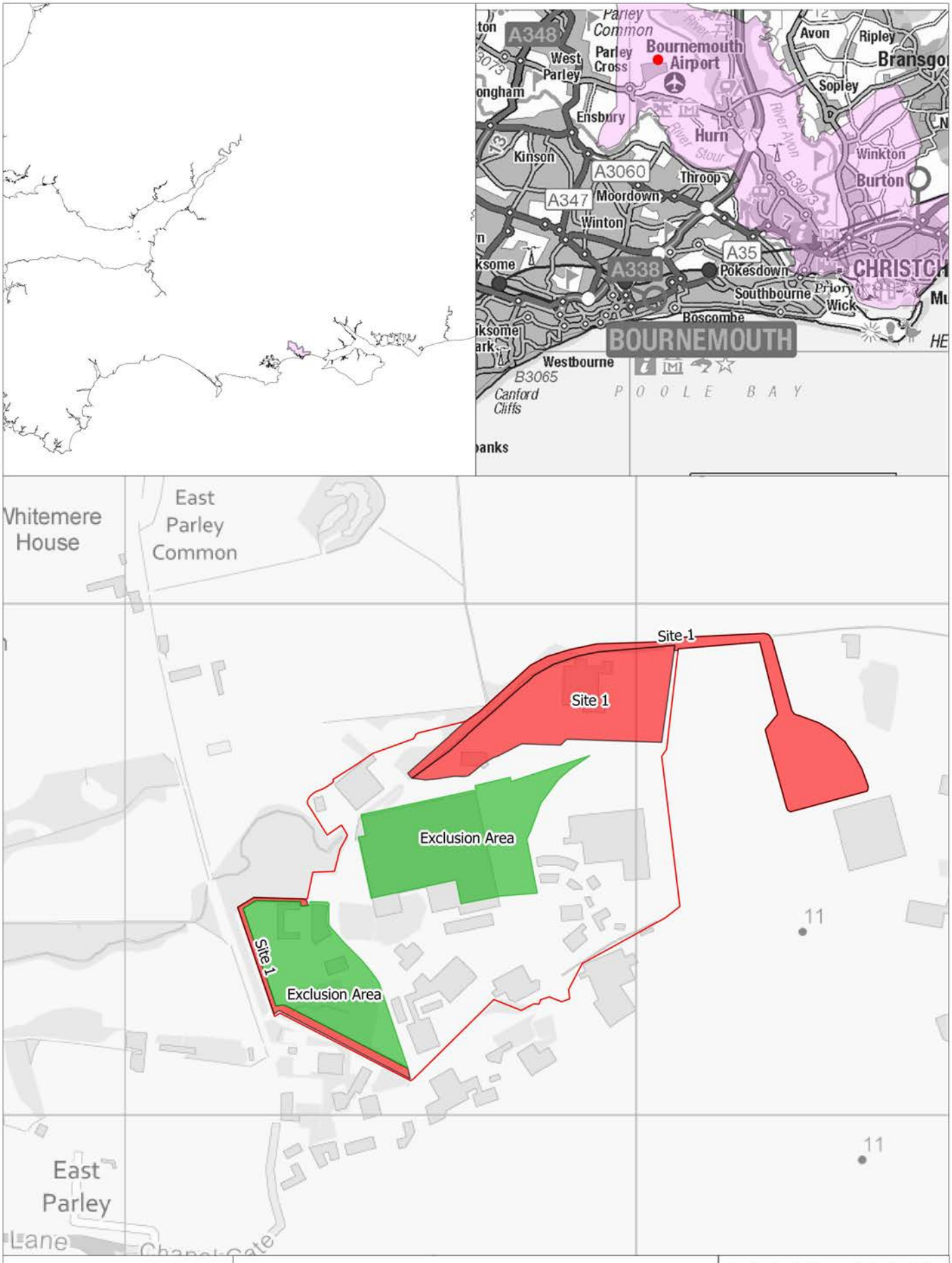
9 ACKNOWLEDGEMENTS

9.1 Archaeological Research Services Ltd. would like to thank all those involved in this project, in particular Steve Wallis, Dorset County Council Senior Archaeologist. Thanks is due to Kevin Smith and Bowmer and Kirkland for commissioning the work and to Steve James for information on local conditions.

10 REFERENCES

British Geological Survey. 2015. Geology of Britain viewer. Available online at: http://mapapps.bgs.ac.uk/geologyofbritain/home.html [Accessed 21st July 2015].

Department for Communities and Local Government (CLG). 2012. The National Planning Policy Framework. London, The Stationery Office.



Site name: Bournemouth Airport Date: November 2013 Drawn by: JT Scale: Varies	N
This drawing: Copyright ARS Ltd Ordnance Survey mapping (if applicable): Crown Copyright All rights reserved. Reproduced with permission Licence no. 100045420	**Site Location**

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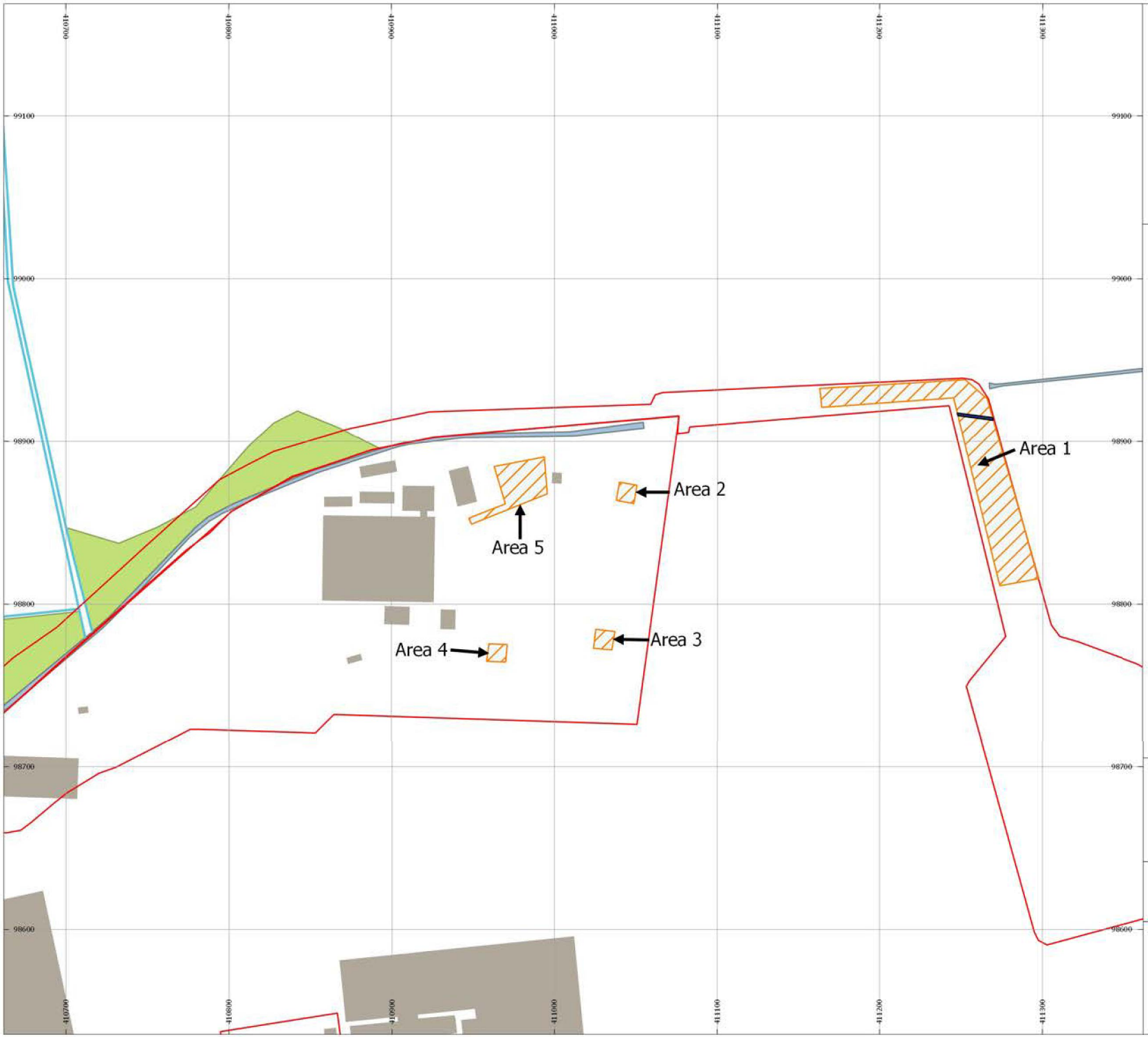

Figure 2. Areas monitored as part of the archaeological watching brief and location for feature 101.

Legend

Feature 101

Stripped Area

0 50 100 150 m

Bournemouth Airport
June 2015
AJMcW

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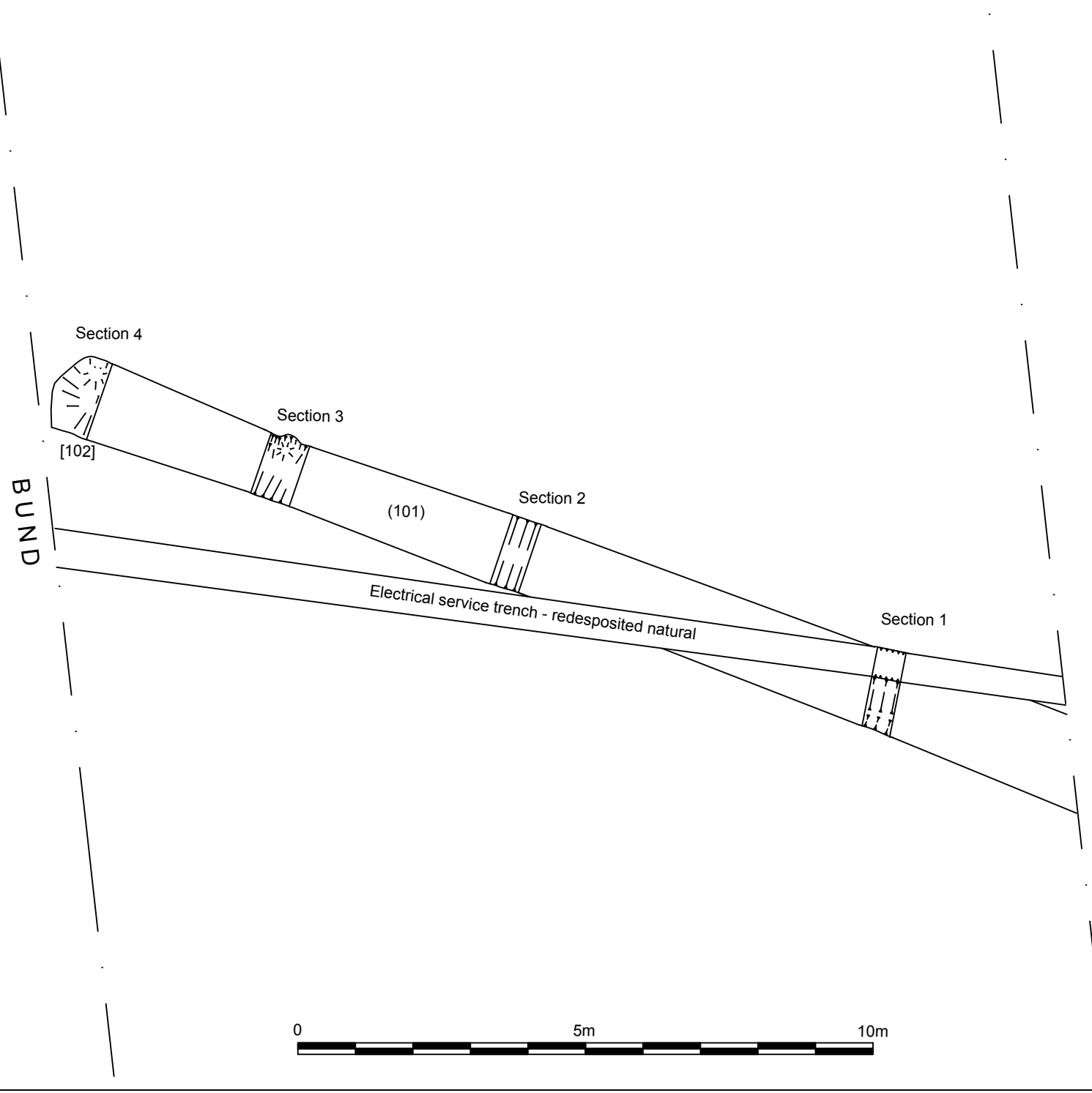


Figure 3. Plan of feature 101 in Area 1 showing location of excavated slots and electrical service trench.

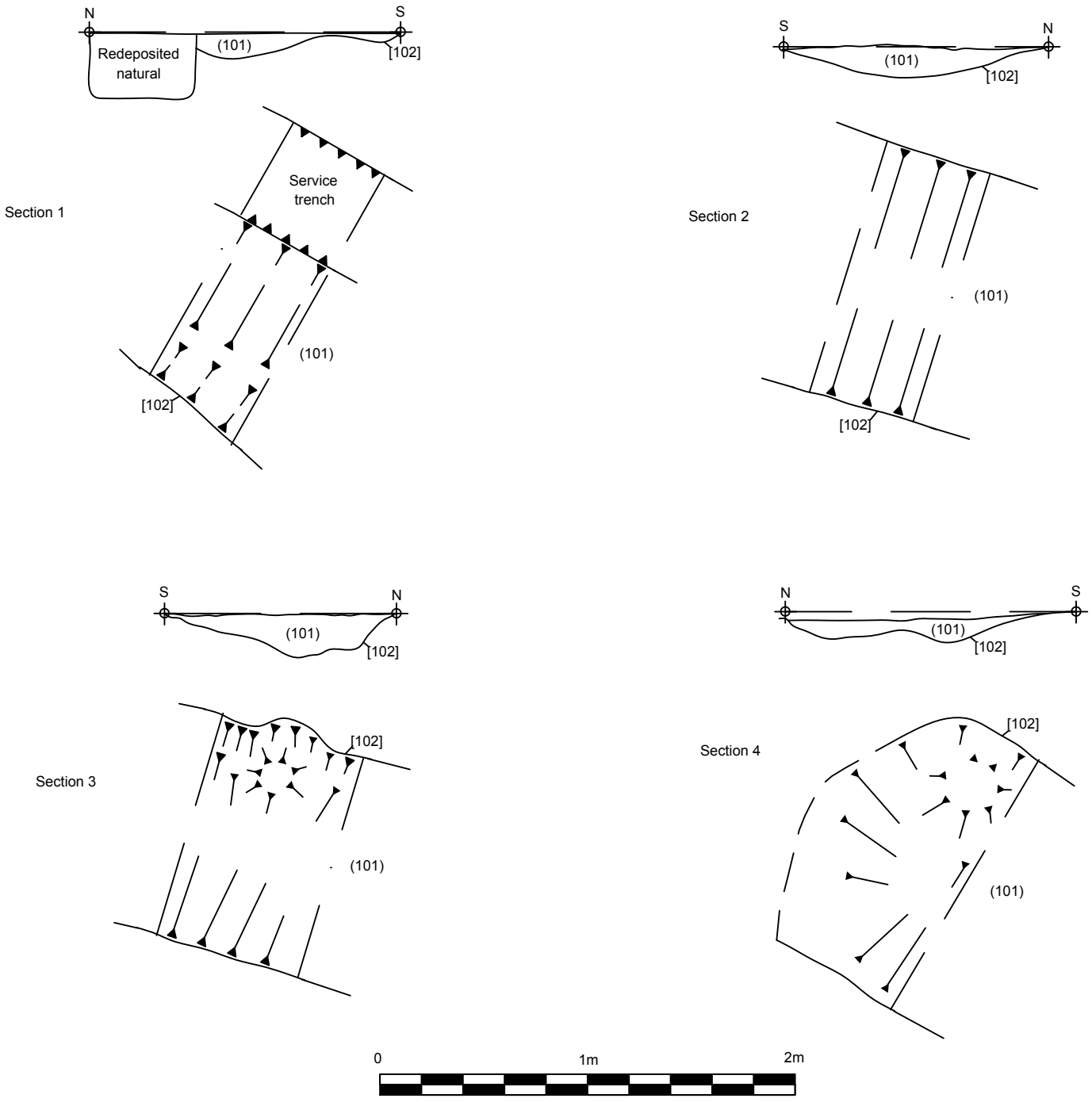


Figure 4. Plans and sections of feature 101.

N

Figure 5. Area 1 looking south towards Bournemouth Airport showing mottled nature of the sand and gravel substratum (003).

Figure 6. View of Area 1 looking north showing service trenches and disturbed ground relating to a buried culvert.

Figure 7. Linear ditch feature 101, section 1 (light grey coloured, on right) looking east showing the relationship with the deeper, straight-sided electrical service trench (on left) (scales = 1m).

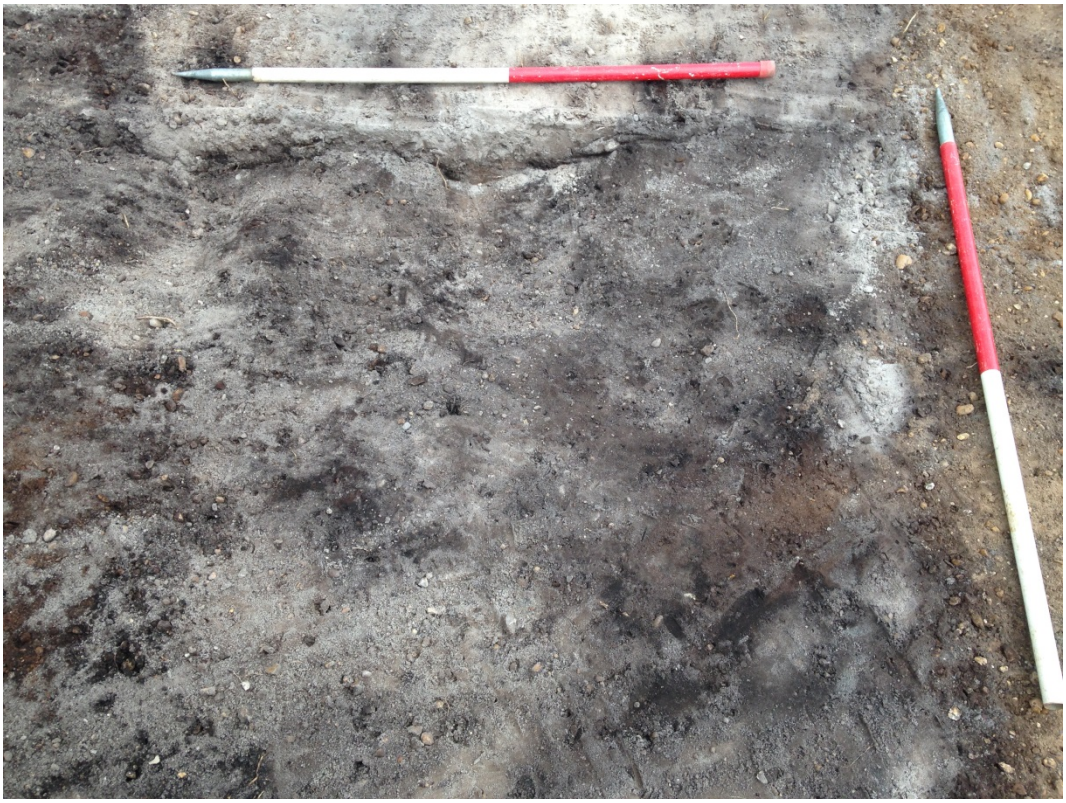


Figure 8. Linear ditch feature 101, section 4 looking east showing shallow cut [102] and possible terminus (scales = 1m).

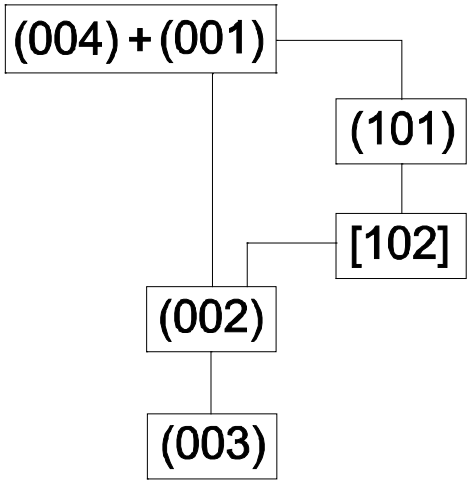
Figure 9. View along linear ditch feature 101 looking west showing it cut by the service trench (scale = 2m).

Figure 10. Linear ditch feature 101, section 3 looking west showing its irregular cut [102] (scale = 1m).

Figure 11. View of Area 3 looking north showing the presence of dark linear smearing relating to fallen trees within the sand layer (002) and the mottled sand and gravels (003).

Figure 12. View of linear ditch feature 101 continuing into spoil bund.

Appendix 1. Harris Matrix



Appendix 2. Context register

Context	Description	Munsell
001	Brownish grey sandy topsoil with small (5-20mm) sub-angular stone inclusions (<5%). Roots present throughout.	10YR 4/1
002	Greyish brown sand with small (5-20mm) sub-angular to rounded stone inclusions (>5%). Roots present in upper 200mm).	10YR 6/2
003	Compact, brownish yellow sand and gravel. Small to medium-sized (20 - 70mm) angular to rounded stone inclusions (40%) with brownish patina. Darker coloration (10YR 3/1) around areas of root interaction. Root penetration visible.	10YR 6/8 (10YR 3/1)
004	Brownish black loamy sand topsoil. Roots present throughout.	10YR 2/2
101	Fill of Feature 101. Greyish brown sand with small (5-20mm) sub-angular to rounded stone inclusions (>5%). Very similar, if not identical, to (002) which overlies the feature.	7.5YR 5/2
102	Cut of Feature 101. Maximum of 1.7m in width and 0.2m in depth. Observed to be at least 19.2m in length.	n/a

Appendix 3. Written Scheme of Investigation

Bournemouth Airport, Dorset

Written Scheme of Investigation for an Archaeological Watching Brief

Archaeological Research Services Ltd

1 Introduction

1.1 This scheme of works relates to Site 1 of the proposed development at Bournemouth Airport, Parley Lane, Christchurch, Dorset, BH23 6SE which consists of the redevelopment of land and buildings to install a new business park for AIM Aviation Ltd on the same site of the existing facility (Figure 1). This will provide new manufacturing space, an offices section and external works, including flood mitigation measures. The building will have a gross internal floor area of 158,527 square foot.

1.2 Outline planning permission has been granted for the works to Manchester Airport Group by Christchurch Borough Council (Application No. 8/11/0329) on 22 December 2011, with approval of reserved matters (Application No. 8/12/0359) following on 14 November 2012. A condition of the planning permission requires the following.

"The applicant shall secure the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to, and approved by, the Local Planning Authority. The scheme shall cover archaeological fieldwork together with post-excavation work and publication of the results."

1.3 This Written Scheme of Investigation details the programme of work to be undertaken by Archaeological Research Services Ltd (ARS Ltd) during ground works at the site.

1.4 The aim of the programme of work is, in line with the National Planning Policy Framework (NPPF) paragraph 141 (CLG 2012), to record and enhance understanding of the significance of any heritage assets to be lost during the proposed development in a manner proportionate to their importance, and to make this evidence (and any archive generated) publically accessible.

2 Background

2.1 Four bowl barrows, levelled at the time the Airport was built during the Second World War, were located within the current airport complex. It is considered unlikely that anything survives of these prehistoric features (Trehy 2011).

2.2 Construction of the Airport began in 1940s necessitating the removal of pre-existing built features.

2.3 The site geology consists of Bracklesham Group and Barton Group sand, silt and clay bedrock below a superficial layer of sand and gravel river terrace deposits (British Geological Survey 2013).

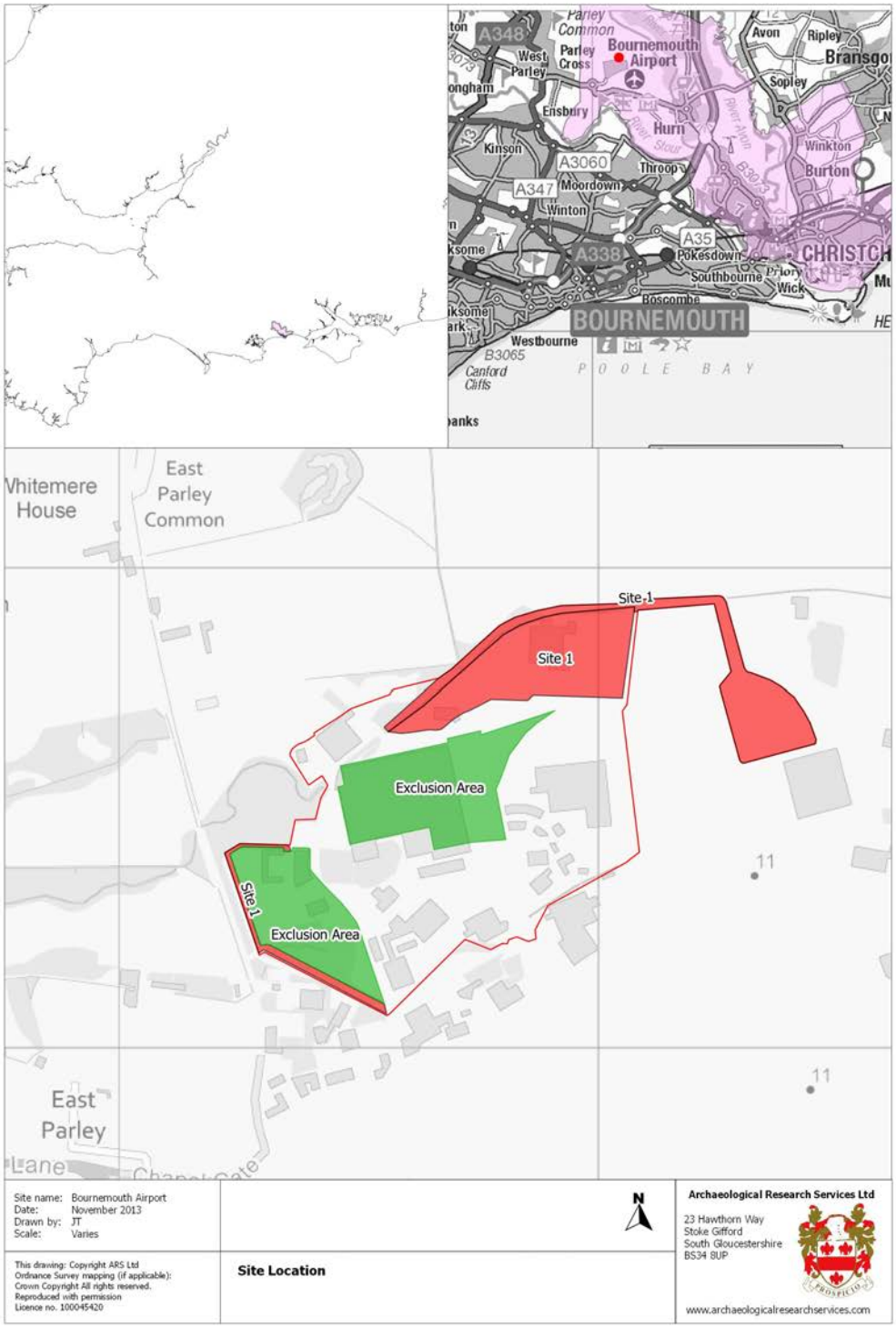


Figure 1: location of Site 1.
Ordnance Survey data Copyright OS, reproduced by permission, Licence No. 100045420).

3 Aim and Objectives

3.1 The aim of the programme of work is to identify, investigate and record any archaeological deposits and features within the development area.

3.2 The objectives of the programme of work are as follows.

- To determine through archaeological monitoring as ground works are taking place the location and nature of any surviving above-ground heritage remains in the proposed development area associated with the Second World War airfield, for example concrete aircraft tethers.
- To determine through archaeological monitoring of any ground works the nature and date of any surviving below-ground remains pre-dating the Second World War airfield.
- To make accessible the records of any above-ground and below-ground remains produced by archaeological monitoring by producing a report and archive.

4 Watching brief

4.1 ARS Ltd will provide a suitably qualified and experienced archaeologist at all times to undertake archaeological monitoring of ground works on Site 1 (Figure 1).

4.2 All relevant ground works will be undertaken by a suitable mechanical excavator fitted with a toothless ditching bucket or by hand. Archaeological monitoring will not entail excavation beyond the total areas exposed by the development works. Arrangement will be made to avoid any tracking of machinery across recently stripped areas until the areas have been checked and cleared by a representative of ARS Ltd. If significant archaeological features are identified, the Dorset County Council Senior Archaeologist will be notified and a decision taken as to the best method of proceeding.

4.3 The watching brief will be undertaken in accordance with the Institute for Archaeologists *Standards and Guidelines for Archaeological Watching Briefs* (2008a) and *Code of Conduct* (2012).

4.4 ARS Ltd will ensure that heavy plant or machinery will not be operated in the immediate vicinity of archaeological remains until the remains have been recorded. Contractors and plant operators will be notified that any observations of archaeological remains must be reported immediately to the archaeologist on site.

4.5 A risk assessment will be undertaken before commencement of the work and health and safety regulations will be adhered to at all times.

Recording

4.6 A written, drawn and photographic record will be maintained during the watching brief plus all significant archaeological remains will be recorded and/or retrieved. All excavations will be recorded in accordance with normal principles of archaeological evaluation upon pro forma context sheets. All significant architectural features will be photographed (with scale) *in situ* and their location recorded on a plan of the site.

4.7 Where archaeological features and/or deposits are identified during the watching brief, then a sufficient quantity of the said features will be investigated by hand to allow their date, nature and degree of survival to be ascribed. All features thus investigated will be recorded in plan and section and significant archaeological finds recovered will be retained for analysis. Any archaeological features identified will be photographed and drawn in plan at a scale of 1:20 and in section at a scale of 1:10. The stratigraphy, where

relevant and apparent, will be recorded.

4.8 For brick structures, the record will include details of brick dimensions and type (handmade/machine-made, plain/frogged), mortar (colour, composition, hardness) and the extent of structures (number of courses, thickness in skins).

4.9 A plan of the excavated areas will be maintained, features noted and section lines recorded. All drawings will be carried out at an appropriate scale and all contexts will be recorded using a single context recording system. The site archive will include plans and sections at an appropriate scale, a scale photographic record, and full stratigraphic records on recording forms/context sheets or their electronic equivalent. Should archaeological features be present then the locations and height AOD of the features will be accurately fixed, surveying in either the planning baselines or the features themselves.

4.10 In the unlikely event that human remains are discovered, they will initially be left *in-situ* and, if removal is deemed necessary, this will be undertaken in accordance with the relevant Ministry of Justice regulations.

4.11 Should archaeological remains be encountered for which the resources allocated to the watching brief itself are not sufficient to support treatment to a satisfactory and proper standard, then work on site shall cease and the Dorset County Council Senior Archaeologist shall be notified immediately. Site works will not re-commence until resources are in place to secure preservation *in situ* or adequate archaeological treatment of the relevant remains.

Finds Processing and Storage

4.12 All finds processing, conservation work and storage of finds will be carried out in accordance with the IfA (2008b) *Standard and Guidance for the collection, documentation, conservation and research of archaeological materials* and the UKIC (1990) *Guidelines for the Preparation of Archives for Long-Term Storage*.

4.13 Artefact collection and discard policies will be appropriate for the defined purpose.

4.14 Bulk finds which are not discarded will be washed and, with the exception of animal bone, marked. Marking and labelling will be indelible and irremovable by abrasion. Bulk finds will be appropriately bagged, boxed and recorded. This process will be carried out no later than two months after the end of the excavation.

4.15 All small finds will be recorded as individual items and appropriately packaged (e.g. lithics in self-sealing plastic bags and ceramic in acid-free tissue paper). Vulnerable objects will be specially packaged and textile, painted glass and coins stored in appropriate specialist systems. This process will be carried out within two days of the small find being excavated.

4.16 During and after the excavation all objects will be stored in appropriate materials and storage conditions to ensure minimal deterioration and loss of information (including controlled storage, correct packaging, and regular monitoring, immediate selection for conservation of vulnerable material). All storage will have appropriate security provision.

4.17 The deposition and disposal of artefacts will be agreed with the legal owner and the repository for the archive prior to the work taking place. All finds except treasure trove are the property of the landowner.

4.18 All retained artefacts and ecofacts will be cleaned and packaged in accordance with the requirements of the recipient museum.

5 Report

5.1 Within two months of the completion of the watching brief, ARS Ltd will produce a report which will include the following.

- Non-technical summary
- Introductory statement
- Aims and purpose of the project
- Methodology
- A location plan showing all excavated areas and any archaeological features with respect to nearby fixed structures and roads
- Illustrations of all archaeological features with appropriately scaled hachured plans and sections.
- An objective summary statement of results
- Conclusions
- Recommendations for the retention or discard of archive material
- Supporting data – tabulated or in appendices
- Index to archive and details of archive location
- References
- Statement of intent regarding publication
- Confirmation of archive transfer arrangements
- A copy of the approved scheme of works (WSI)
- A copy of the OASIS form.

5.2 Copies of the final report will be deposited with the Dorset Historic Environment Record (HER).

6 Monitoring arrangements

6.1 Ideally, at least one week prior notice of the commencement of the historic building survey and the ground works will be given to the Dorset County Council Senior Archaeologist.

Steve Wallis
Environment Directorate
County Hall
Colliton Park
Dorchester
Dorset
DT1 1XJ
Tel: 01305 224222

6.2 ARS Ltd will liaise with the Dorset County Council Senior Archaeologist at regular intervals throughout the course of the work.

6.3 The client will afford reasonable access to the Dorset County Council Senior Archaeologist, or his representative, for the purposes of monitoring the archaeological mitigation.

7 Archive deposition

7.1 A digital, paper and artefactual archive will be prepared by ARS Ltd, consisting of all primary written documents, plans, sections, photographs and electronic data (in a format to be agreed by the repository museum: Dorset County Museum). The archive will be deposited in line with the IfA (2009) *Standard and Guidance for the creation, compilation, transfer and deposition of archaeological archives* and Society of Museum Archaeologists (1993) *Selection, Retention and Dispersal of Archaeological Collections. Guidelines for use in England, Wales and Northern Ireland*, and will be deposited within two months of the completion of the report. The Dorset County Council Senior Archaeologist and Museum Curator will be notified in writing on completion of the fieldwork with projected dates for the completion of the report and deposition of the archive. The date for deposition of the archive will be confirmed in the report and the Dorset County Council Senior Archaeologist informed in writing on final deposition of the archive.

7.2 All artefacts and associated material will be cleaned, recorded, properly stored and deposited in the archive (see above).

7.3 A full set of annotated, illustrative pictures of the site, excavation, features, layers and selected artefacts will be deposited with the archive as digital images on a CD ROM.

7.4 At the start of work (immediately before fieldwork commences) an OASIS online record http://ads.ahds.ac.uk/project/oasis/ will be initiated and key fields completed on Details, Location and Creators forms. All parts of the OASIS online form will be completed for submission to the HER. This will include an uploaded .pdf version of the entire report (a paper copy will also be included within the archive).

8 Changes to Methodology or Work Programme

8.1 Changes to the approved methodology or programme of works will only be made with prior written approval of the Dorset County Council Senior Archaeologist.

9 Publication

9.1 If significant archaeological remains are recorded, a summary of the project with, if appropriate, selected drawings, illustrations and photographs, will be submitted within 2 years of the completion of the project to Proceedings of the Dorset Natural History and Archaeological Society for publication.

10 References

British Geological Survey. 2013. British Geological Survey website http://www.bgs.ac.uk/data/mapViewers/home.html [accessed 1 November 2013].

Department for Communities and Local Government (CLG). 2012. *The National Planning Policy Framework*. London, The Stationery Office.

Institute for Archaeologists. 2008d. *Standards and Guidelines for Archaeological Watching Briefs. Reading, Institute for Archaeologists.*

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Trehy, J. 2011. Chapter 7: Other issues. In: *Mixed use development at Aviation Park, West ES*. Terence O'Rourke Ltd.

United Kingdom Institute for Conservation. 1990. *Guidelines for the Preparation of Archives for Long-Term Storage.*

Appendix 4. OASIS Data Form

OASIS DATA COLLECTION FORM: England

OASIS ID: archaeol5-218873

Project details

Project name	An Archaeological Watching Brief at Bournemouth Airport
Short description of the project	In June 2015 Archaeological Research Services Ltd. (ARS Ltd.) undertook archaeological monitoring of groundworks relating to Site 1 of the redevelopment of land and buildings to install a new business park for AIM Aviation Ltd. on the same site of the existing facility. The specification required that a watching brief should be carried out to observe any ground works taking place for the proposed development in order to identify any potential archaeological remains. This involved monitoring the stripping of sediment down to the natural sand and gravel. With the exception of the one linear ditch there was an absence of archaeological features in the stripped areas. While the paucity of features in the stripped areas does not preclude the chance of archaeological remains being uncovered in other parts of the site, the potential for survival is diminished by the presence of buildings and, probably, more extensive service intrusions in the environs of the structures. In discussion with the local authority archaeologist the stripped areas were considered sufficient to inform upon the likelihood of survival of further archaeological remains across the site. The watching brief was terminated at this point.
Project dates	Start: 23-06-2015 End: 26-06-2015
Previous/future work	No / Not known
Type of project	Recording project
Current Land use	Industry and Commerce 1 - Industrial
Current Land use	Transport and Utilities 2 - Other transport infrastructure
Monument type	POSSIBLE DRAINAGE DITCH Uncertain
Monument type	NONE None
Significant Finds	NONE None
Significant Finds	NONE None
Investigation type	"Watching Brief"
Prompt	Planning condition

Project location

Country	England
Site location	DORSET CHRISTCHURCH HURN Bournemouth Airport
Postcode	BH23 6EA
Study area	0 Hectares
Site coordinates	SZ 11010 98830 50.7883693071 -1.84378891175 50 47 18 N 001 50 37 W Point
Height OD / Depth	Min: 8.00m Max: 11.00m

Project creators

Name of Organisation	Archaeological Research Services Ltd
Project brief originator	Local Planning Authority (with/without advice from County/District Archaeologist)
Project design originator	Archaeological Research Services Ltd
Project director/manager	Dr. Robin Holgate
Project supervisor	Andrew McWilliams

Entered by	Andy McWilliams (andy@archaeologicalresearchservices.com)
Entered on	27 July 2015

OASIS: