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# MCA Coastal Safety Training Hub and Coastguard Rescue Station, Daedalus Airfield, Lee-on-Solent, Hampshire

Archaeological Evaluation Report



Planning Ref: 13/00559/FULL  
Ref: 89354.03  
June 2014



**MCA Coastal Safety Training Hub and Coastguard Rescue  
Station, Daedalus Airfield,  
Lee-on-Solent, Hampshire**

**Archaeological Evaluation Report**

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Gosport Borough Council Planning Application  
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## Quality Assurance

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# MCA Coastal Safety Training Hub and Coastguard Rescue Station, Daedalus Airfield, Lee-on-Solent, Hampshire

## Archaeological Evaluation Report

### Contents

Summary .....	iii
Acknowledgements.....	iv
<b>1 INTRODUCTION.....</b>	<b>1</b>
1.1 Project background .....	1
1.2 The Site.....	2
<b>2 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND.....</b>	<b>2</b>
2.1 Archaeological potential .....	2
<b>3 AIMS AND OBJECTIVES.....</b>	<b>4</b>
3.1 Project aims and objectives.....	4
<b>4 METHODS.....</b>	<b>5</b>
4.1 Fieldwork methodology .....	5
4.2 Recording.....	5
<b>5 RESULTS.....</b>	<b>6</b>
5.1 Introduction .....	6
5.2 Overburden deposits.....	6
5.3 Archaeological features and deposits.....	7
5.4 Finds .....	7
<b>6 CONCLUSIONS.....</b>	<b>7</b>
<b>7 ARCHIVE.....</b>	<b>8</b>
7.1 Museum .....	8
7.2 Preparation of Archive.....	8
7.3 Discard policy.....	8
7.4 Security Copy.....	8
7.5 Copyright.....	8
<b>8 STANDARDS.....</b>	<b>9</b>
8.1 Quality Assurance and Code of Practice .....	9



<b>9</b>	<b>REFERENCES.....</b>	<b>9</b>
<b>APPENDIX 1:</b>	<b>TRENCH TABLES .....</b>	<b>11</b>
<b>APPENDIX 2:</b>	<b>OASIS FORM.....</b>	<b>15</b>

**Figures**

- Figure 1: Site and trench location plan in relation to proposed development
- Figure 2: Trench 47 with plates

**Plates**

- Front cover: Trench 47 under excavation.
- Plate 1: Gully 4706, south-east facing section
- Plate 2: Ditch 4708, south-east facing section
- Plate 3: Trench 48, view from south-west
- Plate 4: Trench 52, view from south
- Plate 5: Trench 48, north-west facing section
- Plate 6: Trench 49, south-east facing section
- Plate 7: Trench 53, view from east
- Plate 8: Trench 47, view from east



# MCA Coastal Safety Training Hub and Coastguard Rescue Station, Daedalus Airfield, Lee-on-Solent, Hampshire

## Archaeological Evaluation Report

### Summary

Wessex Archaeology was commissioned by the Maritime and Coastguard Agency (MCA) to undertake an archaeological trial trench evaluation on land at the proposed Coastal Safety Training Hub and Coastguard Rescue Station area, located at Daedalus Airfield, Lee-on-Solent, Hampshire.

Recent work on the Daedalus Airfield has identified that there is a potential for the survival of archaeological features and deposits within the airfield and often at a relatively shallow depth. Accordingly, an archaeological evaluation was undertaken to determine if archaeological remains could be identified within the Site and to inform subsequent mitigation, if required. The evaluation took place between the 9<sup>th</sup>-11<sup>th</sup> June 2014.

A number of modern linear features were identified in **Trench 47** are probably contemporary with this broad phase of construction and demolition and appear to represent shallow drainage gullies or boundary ditches.

The only evidence for earlier archaeological occupation was a single worked flint flake and a small number of residual pottery sherds of Late Bronze Age date from the interface between the subsoil and natural in **Trench 47** on the northern edge of the Site.

This Late Bronze Age material is likely to be related to activity which has been recorded as surviving within the CEMAST site at the south-eastern edge of the airfield, approximately 800m to the east. However, no evidence was found within the development area for any surviving archaeological features and the results strongly suggests that much of the Site has been significantly truncated by previous modern construction and demolition works, which would have heavily impacted or removed any archaeological features, if present.



# **MCA Coastal Safety Training Hub and Coastguard Rescue Station, Daedalus Airfield, Lee-on-Solent, Hampshire**

## **Archaeological Evaluation Report**

### **Acknowledgements**

This project was commissioned by the Maritime and Coastguard Agency (MCA). Wessex Archaeology is grateful to Jonathan Goodman of MCA, and John Packer. Thanks are also due also to Dr Hannah Fluck, Senior Archaeologist, Hampshire County Council, who monitored the project on behalf of the Local Planning Authority and Hampshire County Council

The project was managed for Wessex Archaeology by Andy Manning. The fieldwork was carried out by Lorrain Higbee assisted by Rachel Williams and Natalia Hunt. This report was completed by Lorrain Higbee, the finds were assessed by Lorraine Mepham and the illustrations were prepared by Rob Goller.



# MCA Coastal Safety Training Hub and Coastguard Rescue Station, Daedalus Airfield, Lee-on-Solent, Hampshire

## Archaeological Evaluation Report

### 1 INTRODUCTION

#### 1.1 Project background

- 1.1.1 Wessex Archaeology was commissioned by the Maritime and Coastguard Agency (MCA) to undertake an archaeological trial trench evaluation of land at the proposed Coastal Safety Training Hub and Coastguard Rescue Station area, located at Daedalus Airfield, Lee-on-Solent, PO13 9FL (hereafter 'the Site', **Figure 1**), centred on National Grid Reference (NGR) 456080 101610.
- 1.1.2 The Daedalus Airfield has been identified as the Solent Enterprise Zone, designated as a key area for business and economic growth. An outline planning consent (P/11/0436/OA) has been previously approved for development of up to 50,000m<sup>2</sup> of new mixed use buildings.
- 1.1.3 In April 2014, a planning application (13/00559/FULL) for the erection of the Coastal Safety Training Hub, Rescue Station and associated works for services, access, parking and landscaping was approved. The proposed development comprises: the construct of a one-storey building (652sqm in size); a rope training facility with a platform and 8m wall; associated parking for 30 vehicles and landscaping. The entire site measures approximately 0.8ha in size (**Figure 1**).
- 1.1.4 The Site lies within an area of rough grassland immediately adjacent to the Search and Rescue Hanger and is located at the central southern edge of the former airfield and immediately to the north of the waterfront development.
- 1.1.5 Approximately 800m to the west of the Site is the recently constructed CEMAST building and Hangers East areas, which has been the subject of recent archaeological investigation (Wessex Archaeology 2013 and 2014a). The results of the investigation at the new CEMAST development, and earlier studies, indicated that the proposed MCA development has the potential to contain surviving archaeological remains.
- 1.1.6 Based on previous work and knowledge of the area the archaeological officer for Hampshire County Council (Dr Hannah Fluck), who advises the Local Planning Authority, recommended that a programme of archaeological evaluation should be carried out to assess the precise archaeological potential of the development area.
- 1.1.7 A full detailed methodology of the archaeological work was set out in a Written Scheme of Investigation (WSI) (WA 2014b). This WSI set out in detail the trial trench evaluation to be undertaken by Wessex Archaeology, and was submitted to, and approved by, the archaeological officer for Hampshire County Council prior to the commencement of the works.





1.1.8 The evaluation was carried out in accordance with the relevant guidance given in the Institute for Archaeologists' Standard and Guidance for archaeological field evaluation (IfA 2008).

1.1.9 The archaeological evaluation was carried out between the 9<sup>th</sup>-11<sup>th</sup> June 2014.

## 1.2 The Site

1.2.1 Daedalus Airfield is situated within the town of Lee-on-Solent, some 5km to the south of Fareham and 4km to the west of Gosport. The Site comprises approximately 0.8ha of land on the southern edge of the airfield. To the immediate south of the Site is a tarmac access road, to the west is the MCA Search and Rescue Hanger, and to the north and east is the airfield.

1.2.2 The Site is located at c.9m above Ordnance Datum (aOD) and is currently an area of rough grassland. The underlying geology of the area is brickearth over river terrace deposits of sand and gravel (British Geological Survey). The underlying gravel deposits are mapped as belonging to Terrace 2 of the Eastern Solent, dating from MIS 7, c. 200 kya (Briant *et al* 2009, 25-32) and have been identified as potentially containing Palaeolithic archaeological remains.

1.2.3 The evaluation carried out within the CEMAST area identified the top of the gravel terrace deposits (potentially containing Palaeolithic archaeology) at a depth of between 1.75m to 1.80m below the present ground surface, sealed by brickearth and topsoil/subsoil deposits.

## 2 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

### 2.1 Archaeological potential

#### *Previous investigations*

2.1.1 According to a search of The Hampshire and Historic Building Record (HAHBR) there are a number of known sites close to the proposed development area (**Figure 1**).

2.1.2 An archaeological evaluation and subsequent mitigation was carried out on the CEMAST development site which lies approximately 800m to the east of the proposed development area (Wessex Archaeology 2013). This identified a number of Late Bronze Age pits, whilst several undated ditches may represent part of a former prehistoric field system. A number of pits and postholes containing medieval pottery and worked stone were also found.

2.1.3 It appears highly likely that these features represent a low level of activity that is related to the prehistoric midden and hearth site (**HAHBR 19656/19712 Figure 1**), and a possible medieval settlement at Cherque Farm (**HAHBR 39280**) and associated chapel (**HAHBR 38748**) on the opposite side of the Broom Way Road.

#### *Palaeolithic to Bronze Age*

2.1.4 The terrace gravels which underlie the Site have been identified as having Palaeolithic potential. A Lower Palaeolithic handaxe has been found in the vicinity of Shoot Lane, some 1000m to the south-east of the Site. Further handaxes and other Lower Palaeolithic tools have been found on the beach at Lee-on-Solent after being eroded from the gravels exposed at the cliff face (*ibid*) (**HAHBR 19684, 19698, 19711, 37821**).



- 2.1.5 Both Palaeolithic and Mesolithic material has been located within the area of Cherque Farm, and is thought to potentially represent small scale occupation (**HAHBR 19654, 19709, 38722**).
- 2.1.6 Neolithic material (**HAHBR 19700, 30998, 31004**) recovered during fieldwalking prior to gravel extraction works, is thought to indicate the presence of Neolithic to early Bronze Age settlement activity in the locality, and with the identification of further later Bronze Age material, is believed to indicate continued settlement in the area. A possible ring ditch has been identified from aerial photographs (**HAHBR 35299**).
- 2.1.7 Further find spots of Palaeolithic, Neolithic and Bronze Age material (**HAHBR 19655, 19699, 19704, 19707, 19710, 37820**) have been found in the wider area.
- 2.1.8 As noted above, a reported late Neolithic or Early Bronze Age midden and hearth site (**HAHBR 19656/19712**) has also been identified within a gravel pit on the eastern side of the Broom Way.
- 2.1.9 These remains indicate that the wider environs of the Site were settled during the Bronze Age, suggesting that this area was at least partially cleared of woodland and utilised for agriculture.

#### *Iron Age and Romano-British*

- 2.1.10 At present there is limited evidence pertaining to the Iron Age within the general Gosport and Fareham coastal area, and with the exception of the Porchester Roman Fort and associated road, there is little to suggest that the coastal area was intensely settled in the Roman period either. However, the presence of two possible Roman kiln sites recorded on the HAHBR approximately 800m to the east of the Site (**HAHBR 19714/19659** and **31010**) would suggest at least some industrial activity.

#### *Saxon and medieval*

- 2.1.11 There are known Saxon settlements at Rowner (**HAHBR 39282**) and Grange to the east of Lee-on-Solent, however there are no known sites or findspots of Saxon date in the immediate vicinity of the Daedalus site.
- 2.1.12 From at least the medieval period, this area of Hampshire has been dominated by dispersed settlement, mainly small farmsteads and hamlets. Evidence of this nature of settlement in the vicinity of the Site includes a possible moated site and 13<sup>th</sup> century church near to the medieval settlement of Rowner to the east. The presence of the Grange Farm Abbey in Rowner implies that this area was still underused at this time. It is possible that the farmstead called *Milvill* shown on nineteenth century maps within the area of the airstrips was also of medieval origin.
- 2.1.13 A possible medieval settlement (**HAHBR 39280**) and associated chapel (**HAHBR 38748**), is located at Cherque Farm to the east of the Site.

#### *Post-medieval, 19<sup>th</sup> century and modern*

- 2.1.14 The area occupied by the Site is characterised as 'coastal plain open' within Area 9f of the Hampshire County Integrated Character Assessment (Hampshire County Council 2012).
- 2.1.15 The 19<sup>th</sup> century landscape around Gosport and Rowner was comprised very small scale open and common fields, intensively farmed, serving the developing settlement of Gosport. While Rowner became a completely open landscape by 1850, areas to the south



were subject to formal enclosure by 1800. This field pattern and character is now completely lost due to the development of Daedalus and Lee-on-Solent.

- 2.1.16 Late 19th century maps depict the area of the Site as predominantly rural and characterised by large open fields and Chark Common to the north-east. The Site remains undeveloped until the establishment of the modern airfield and seaplane base.
- 2.1.17 Although evidence of unofficial use by aircraft seems to have been occurring as early as 1915, it was in 1917 that the site was established as a temporary naval seaplane training school; a satellite centre to the Royal Naval Air Service base at Calshot. The temporary base occupied 30 acres of requisitioned land and incorporated the late 19<sup>th</sup> and early 20<sup>th</sup> century buildings of Westcliffe House and Wykeham Hall and included a series of temporary wood and canvas hangars.
- 2.1.18 From November 1917 when the base became permanent, more substantial structures including hangars and slipways were constructed. In April 1918 the RAF took over the administration of Daedalus (No. 209 Training Station).
- 2.1.19 Three Admiralty 'type J' seaplane sheds and associated winch house in the southern part of the airfield are Grade II Listed Buildings (**LB 1406446**) and were amongst the earliest structures erected on the airfield.
- 2.1.20 A major rebuilding was undertaken after 1931 when the base became Coastal Area HQ with a number of new buildings including new headquarters, Airman's Institute, Officer's Mess and accommodation blocks were constructed. Within the Waterfront area, immediately to the south of the Site, over 55 listed and/or historic 20<sup>th</sup> century buildings are noted.
- 2.1.21 By 1939, Lee-on-Solent was a very important naval flying site with several operational squadrons. When the Fleet Air Arm was transferred to the Admiralty in May 1939 the Lee-on-Solent site was renamed, as was traditional, in the form of one of His Majesty's Ships and became HMS Daedalus. The Site was attacked twice during WWII because of its strategic importance and was involved both in the evacuation of Dunkirk and the D-Day landings.
- 2.1.22 The two nearest HAHBR entries to the development area are HAHBR **39583** (the site of a known military camp known as North Camp) and **39584** (the site of a former Second World War control tower) both of which lies approximately 400m from the Site.
- 2.1.23 Post-WWII the site contracted, as much of its training role was moved to other stations. As a military base HMS Daedalus closed in 1996 and ownership was transferred to civilian agencies.

### **3 AIMS AND OBJECTIVES**

#### **3.1 Project aims and objectives**

- 3.1.1 With due regard to the IfA *Standard and Guidance for archaeological evaluation* (IfA 2008), the aims of the project were as follows:
- to locate, identify, investigate and record the presence/absence of archaeological features or deposits;



- to confirm the extent, date, character, relationship, condition and significance of archaeological features, artefacts and deposits within the proposed development area;
- to inform the scope and nature of any requirements for potential further fieldwork, whether additional watching brief, excavation or post-excavation work;
- to enable the preservation by record of any archaeological features or deposits uncovered
- to place any identified archaeological remains within their historical context.

## 4 METHODS

### 4.1 Fieldwork methodology

- 4.1.1 The working methods for the evaluation report were set out in the Written Scheme of Investigation (or WSI; see WA 2014b). A summary of the relevant methods used during the evaluation are provided below.
- 4.1.2 The evaluation comprised the excavation of 6x 30m and 2x 15m, giving an approximate 5% sample of the proposed development area. The trenches were located to avoid existing services and provision made to adjust the locations should additional services be identified during the course of the fieldwork.
- 4.1.3 The evaluation trenches were located before excavation using GPS survey equipment and scanned using a cable avoidance tool (or CAT). The excavation of the evaluation trenches was carried out by mechanical excavator in discrete 0.20m spits to the top of any archaeological features/deposits or the *in situ* natural brickearth geology, whichever was encountered first.
- 4.1.4 At the north end of **Trench 52**, which was located within the footprint of the proposed rope training facility, a 2m deep sondage was excavated to investigate the top of the gravel terrace for Palaeolithic deposits or finds.
- 4.1.5 Topsoil and subsoil/overburden deposits was stored separately and scanned for artefacts.
- 4.1.6 All archaeological deposits or features were characterised by the manual excavation of an appropriate sample as outlined in the WSI (Wessex Archaeology 2014b).

### 4.2 Recording

- 4.2.1 All features and deposits were assigned a unique number and recorded using Wessex Archaeology's standard methods and *pro forma* recording system. Plans and sections were produced at a scale of 1:20 and 1:10, where appropriate. The Ordnance Datum (OD) height of all principal features and levels was calculated, and annotated onto plans and sections, and the location of features was accurately surveyed by GPS and tied into the OS National Grid.
- 4.2.2 A full photographic record was maintained using digital cameras equipped with an image sensor of not less than 10 megapixels. The digital images were subject to managed quality control and curation processes to embed appropriate metadata within the image and ensure long term accessibility of the image set.



- 4.2.3 All artefacts from excavated contexts have been retained, except those from features or deposits of obviously modern date. In these circumstances the material was noted but not retained. All retained artefacts were, as a minimum, washed, weighed, counted and identified.
- 4.2.4 Wessex Archaeology follows the guidelines set out in the document *Selection, Retention and Dispersal of Archaeological Collections* (SMA 1993) with regard to the retention of artefacts and samples. This allows for the discard of selected artefact categories and sample products which are not considered to warrant further analysis.

## 5 RESULTS

### 5.1 Introduction

- 5.1.1 The locations of the trial trenches are shown in **Figure 1** and detailed descriptions of deposit and feature are provided in **Appendix 1**.
- 5.1.2 **Trenches 47-49** and **51-54** were excavated as set out in the WSI, however due to the presence of an electricity cable in the south-west corner of the Site, **Trench 50** could not be excavated nor was it possible to relocate the trench due to the presence of other known services in the immediate vicinity.

### 5.2 Overburden deposits

- 5.2.1 The sequence of overburden deposits was fairly consistent across most of the Site (i.e. **Trenches 48-49**, and **51-54**), and comprised topsoil, a re-deposited mixed layer of topsoil and subsoil, and a layer of building rubble (**Plates 5-6**). The only variation to this was on the northern edge of the Site (**Trench 47**) where there was an undisturbed sequence of naturally derived topsoil and subsoil overlying the natural brickearth.
- 5.2.2 The topsoil, a friable mid-greyish brown silty loam, was between 0.15m-0.23m thick over most of the Site, but 0.4m thick in the vicinity of **Trench 47** at the northern edge of the Site.
- 5.2.3 The subsoil (**4702**) identified in **Trench 47** was 0.32m thick and comprised a mid-yellowish brown silty clay, with a compact consistency and rare poorly sorted sub-angular gravel inclusions. Pottery sherds and worked flint dating to the Late Bronze Age were recovered from the lower horizon of this deposit.
- 5.2.4 Below the topsoil over much of the Site was a layer of re-deposited material comprising mid-yellowish brown silty clay, with a firm consistency and inclusions of poorly sorted sub-angular gravel. The deposit was between 0.28m-0.55m thick over the area covered by **Trenches 48-49**, and **51-54** and contained fragments of brick, glass, tarmac, early modern ceramics and plastic. A darker band of more loamy soil towards the lower horizon of this layer might represent a period of soil build-up and plant colonisation following the initial abandonment of Site.
- 5.2.5 The building rubble was between 0.12m-0.20m thick, and was encountered at between 0.44m-0.72m below ground surface. It comprised crushed chalk, bricks, mortar, tarmac and patches of poorly sorted sub-angular gravel that had been compacted to form a uniform level surface. Indeed in **Trenches 53** and **54** the building rubble was too compacted to excavate (**Plate 7**). It is possible given the uniform nature of the deposit and the degree of compaction that it was originally laid down as hardcore and to level the area after building demolition took place.



5.2.6 The building rubble lay directly over the natural brickearth, suggesting that much of the Site had been reduced and then built back-up. The brickearth, a light orangey-brown silty clay with a compact consistency and inclusions of poorly sorted sub-angular gravel and manganese flecks, was encountered at between 0.72m-0.91m below ground surface.

5.2.7 At the north end of **Trench 52** on the east side of the Site, a 2m deep sondage was excavated through the brickearth and into the underlying terrace gravels. The resulting spoil and initial gravel deposits were checked for Palaeolithic flints but none were found.

### 5.3 Archaeological features and deposits

5.3.1 Finds of a Late Bronze Age date were recovered from the interface between the subsoil (**4702**) and natural brickearth (**4703**) at the west end of **Trench 47**. These include a few sherds of pottery, a struck flint flake and two pieces of burnt flint (see below). A sondage was hand-excavated through the horizon to establish the nature of the deposit and check for any associated features and additional finds, but none were found.

5.3.2 Five parallel linear features, interpreted as shallow ditches/gullies, were revealed at the east end **Trench 47 (Figure 2 and Plate 1 and 2)**. The linears were all orientated north-west/south-east and were between 0.68m-1.2m wide. Fragments of brick, tarmac, glass and early modern ceramics were noted in the upper fills of all five linears. Slots were hand-excavated through two of the linears in order to characterise them and recover further dating evidence.

5.3.3 Gully **4706** was 0.68 wide and 0.27m deep with a U-shaped profile (**Plate 1**). It was filled with a compact mid-orangey brown silty loam with sparse poorly sorted sub-angular gravel inclusions. Finds recovered from the fill include fragments of brick, bottle glass and modern ceramics including the handle from a teacup.

5.3.4 Ditch **4708** was 1.2m wide and 0.31m deep with a U-shaped profile (**Plate 2**). Its fill, a compact dark brownish-grey silty clay with moderate poorly sorted sub-angular gravel, contained fragments of brick and modern bottle glass.

### 5.4 Finds

5.4.1 A very small quantity of finds was recovered, deriving from a single location in Trench 47 (the interface between subsoil layer **4702** and natural brickearth **4703**).

5.4.2 These comprised seven sherds of pottery (19g), one worked flint waste flake, and two pieces of burnt, unworked flint. The pottery consists of small, abraded body sherds in a relatively coarse, flint-tempered fabric; the sherds are undiagnostic as to vessel form, but can be fairly confidently dated as Late Bronze Age on fabric grounds

## 6 CONCLUSIONS

6.1.1 The results of the evaluation strongly suggest that much of the Site has been significantly truncated by previous modern construction and demolition works. On other parts of the Daedalus Airfield site, shallow Bronze Age features have been found at depths of between 0.40m-0.70m below ground level. Therefore any truncation to similar depths will have completely removed any archaeological features and deposits. The compacted building rubble layer was found at depths of 0.44m-0.72m below ground level and directly overlay clean natural brickearth suggesting that the Site had previously been reduced for construction work and then levelled and built-up using demolition rubble and stockpiled topsoil and subsoil deposits.



- 6.1.2 The group of modern linear features identified in **Trench 47** are probably contemporary with this broad phase of construction and demolition and appear to represent shallow drainage gullies or boundary ditches.
- 6.1.3 The only evidence for earlier occupation of the Site was a small number of residual finds of Late Bronze Age date from the interface between the subsoil and nature in **Trench 47** on the northern edge of the Site. This evidence indicates a general background of Bronze Age activity in the vicinity of the Site.

## **7 ARCHIVE**

### **7.1 Museum**

- 7.1.1 The project archive will be deposited with the Hampshire Museums Service. Arrangements for deposition will be agreed in advance with the County Archaeological Officer. Deposition of any finds with the Museum will only be carried out with the full agreement of the landowner.

### **7.2 Preparation of Archive**

- 7.2.1 The Site archive, which includes paper records, photographic records, graphics, and digital data, will be prepared following the standard conditions for the acceptance of excavated archaeological material by the appropriate museum, and in general following nationally recommended guidelines (SMA 1995; IfA 2008; Walker 1990, Brown 2011; ADS 2013).
- 7.2.2 All archive elements will be marked with the Site/accession code, and a full index will be prepared.
- 7.2.3 The Site archive will be prepared for long-term storage in accordance with industry guidelines (Walker 1990; Museums and Galleries Commission 1992). Provision has been made for the cost of long term storage in the post-fieldwork costs.
- 7.2.4 Until final deposition with the County Museums Service the archive will be stored at the offices of Wessex Archaeology Southern Region in Salisbury.

### **7.3 Discard policy**

- 7.3.1 Wessex Archaeology follows industry wide guidelines (Society of Museum Archaeologists 1995; English Heritage 2002) for the selection and retention of archaeological materials.

### **7.4 Security Copy**

- 7.4.1 In line with current best practice (Brown 2011), on completion of the project a security copy of the written records will be prepared, in the form of a digital PDF/A file. PDF/A is an ISO-standardised version of the Portable Document Format (PDF) designed for the digital preservation of electronic documents through omission of features ill-suited to long-term archiving.

### **7.5 Copyright**

- 7.5.1 The full copyright of the written/illustrative archive relating to the Site will be retained by Wessex Archaeology Ltd under the Copyright, Designs and Patents Act 1988 with all rights reserved. The Museum, however, will be granted an exclusive licence for the use of the archive for educational purposes, including academic research, providing that such



use shall be non-profitmaking, and conforms to the Copyright and Related Rights regulations 2003.

## 8 STANDARDS

### 8.1 Quality Assurance and Code of Practice

8.1.1 Wessex Archaeology is an archaeological organisation registered with the Institute for Archaeologists, and endorses the Code of Practice and the Code of Approved Practice for the Regulation of Contractual Arrangements in Field Archaeology of The Institute for Archaeologists.

## 9 REFERENCES

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**APPENDIX 1: TRENCH TABLES**

<b>Trench 47</b>	<b>Dimensions :</b>	30m x 1.6m x 0.72m	<b>Top of trench m aOD</b>	c.8.3m
<b>Context</b>	<b>Category</b>	<b>Description</b>		<b>Depth BGL</b>
4701	layer	Topsoil – mid brownish-grey silty loam, friable consistency and rare poorly sorted sub-angular gravel inclusions.		0m-0.4m
4702	layer	Subsoil - mid yellowish-brown silty clay, compact consistency and rare poorly sorted sub-angular gravel inclusions.		0.4m-0.72m
4703	layer	Natural – mid orangey-brown silty clay, firm consistency, rare poorly sorted sub-angular gravel inclusions and manganese flecks.		0.72m+
4704	Cut of ditch (modern)	1.2m wide, NW-SE orientated ditch.		Unexcavated
4705	Fill of 4704	Dark blackish brown silty clay, compact consistency and common poorly sorted sub-angular gravel inclusions and rare brick fragments.		-
4706	Cut of gully (modern)	0.68m wide, shallow (0.27m) NW-SE orientated gully with U-shaped profile.		0.5m-0.77m
4707	Fill of 4706	Mid orangey-brown silty loam, compact consistency and sparse poorly sorted sub-angular gravel inclusions. Finds include fragments of glass, brick, and modern ceramics.		-
4708	Cut of ditch (modern)	1.2m wide, shallow (0.31m) NW-SE orientated ditch with U-shaped profile.		0.5m-0.81m
4709	Fill of 4708	Dark brownish-grey silty clay, compact consistency and moderate poorly sorted sub-angular gravel inclusions. Finds include fragments of glass and brick.		-
4710	Cut of gully (modern)	0.76m wide, NW-SE orientated gully.		Unexcavated
4711	Fill of 4710	Mid brownish-grey silty loam, compact consistency and rare pieces of tarmac.		-
4712	Cut of gully (modern)	0.75m wide, NW-SE orientated gully.		Unexcavated
4713	Fill of 4712	Mid orangey brown silty clay, firm consistency and rare fragments of roof tile and modern ceramics.		-



<b>Trench 48</b>	<b>Dimensions :</b>	30m x 1.6m x 0.96m	<b>Top of trench m aOD</b>	c.8.5m
<b>Context</b>	<b>Category</b>	<b>Description</b>		<b>Depth BGL</b>
4801	layer	Topsoil – mid greyish-brown silty loam, friable consistency and sparse poorly sorted sub-angular gravel inclusions.		0m-0.23m
4802	layer	Made-ground – mid yellowish brown silty clay, firm consistency and sparse to moderate poorly sorted sub-angular gravel inclusions, and rare fragments of brick and tarmac, as well as plastic bags.		0.23m-0.44m
4803	layer	Dark brownish-grey silty clay loam, firm consistency and rare fragments of brick and tarmac.		0.44m-0.62m
4804	layer	Made-ground – comprising compact layer of crushed chalk, fragments of brick and tarmac.		0.62m-0.74m
4805	layer	Natural – light orangey-brown silty clay, firm consistency, rare poorly sorted sub-angular gravel inclusions and manganese flecks.		0.74m+

<b>Trench 49</b>	<b>Dimensions :</b>	30m x 1.6m x 0.99m	<b>Top of trench m aOD</b>	c.8.5m
<b>Context</b>	<b>Category</b>	<b>Description</b>		<b>Depth BGL</b>
4901	layer	Topsoil – mid greyish-brown silty loam, friable consistency and sparse poorly sorted sub-angular gravel inclusions.		0m-0.2m
4902	layer	Made-ground – mid yellowish brown silty clay, firm consistency and sparse to moderate poorly sorted sub-angular gravel inclusions, and rare fragments of brick, glass and tarmac.		0.2m-0.52m
4903	layer	Dark brownish-grey silty clay loam, firm consistency and rare fragments of brick and tarmac.		0.52m-0.72m
4904	layer	Made-ground – comprising compact layer of crushed chalk, fragments of brick, mortar, tarmac and glass.		0.72m-0.86m
4905	layer	Natural – light orangey-brown silty clay, compact consistency, rare poorly sorted sub-angular gravel inclusions and manganese flecks.		0.86m+

<b>Trench 50</b>	<b>Not excavated due to location of electricity cable trench.</b>
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<b>Trench 51</b>	<b>Dimensions :</b>	30m x 1.6m x 1.15m	<b>Top of trench m aOD</b>	c.8.5m
<b>Context</b>	<b>Category</b>	<b>Description</b>		<b>Depth BGL</b>
5101	layer	Topsoil – mid greyish-brown silty loam, friable consistency and sparse poorly sorted sub-angular gravel inclusions.		0m-0.18m
5102	layer	Made-ground – mid yellowish brown silty clay, firm consistency and sparse to moderate poorly sorted sub-angular gravel inclusions, and rare fragments of brick, glass and tarmac.		0.18m-0.57m
5103	layer	Dark brownish-grey silty clay loam, firm consistency and rare fragments of brick and tarmac.		0.57m-0.73m
5104	layer	Made-ground – comprising compact layer of crushed chalk, fragments of brick, mortar, tarmac and poorly sorted sub-angular gravel.		0.73m-0.91m
5105	layer	Natural – light orangey-brown silty clay, compact consistency, rare poorly sorted sub-angular gravel inclusions and manganese flecks.		0.91m+

<b>Trench 52</b>	<b>Dimensions :</b>	30m x 1.6m x 1.16m	<b>Top of trench m aOD</b>	c.8.4m
<b>Context</b>	<b>Category</b>	<b>Description</b>		<b>Depth BGL</b>
5201	layer	Topsoil – mid greyish-brown silty loam, friable consistency and sparse poorly sorted sub-angular gravel inclusions.		0m-0.17m
5202	layer	Made-ground – mid yellowish brown silty clay, firm consistency and sparse to moderate poorly sorted sub-angular gravel inclusions, and rare fragments of brick, glass and tarmac.		0.17m-0.46m
5203	layer	Dark brownish-grey silty clay loam, firm consistency and rare fragments of brick and tarmac.		0.46m-0.6m
5204	layer	Made-ground – comprising compact layer of crushed chalk, fragments of brick, mortar, tarmac and poorly sorted sub-angular gravel.		0.6m-0.8m
5205	layer	Natural – light orangey-brown silty clay, compact consistency, rare poorly sorted sub-angular gravel inclusions and manganese flecks.		0.8m+



<b>Trench 53</b>	<b>Dimensions :</b>	15m x 1.6m x 0.74m	<b>Top of trench m aOD</b>	c.8.4m
<b>Context</b>	<b>Category</b>	<b>Description</b>		<b>Depth BGL</b>
5301	layer	Topsoil – mid greyish-brown silty loam, friable consistency and sparse poorly sorted sub-angular gravel inclusions.		0m-0.15m
5302	layer	Made-ground – mid yellowish brown silty clay, firm consistency and sparse to moderate poorly sorted sub-angular gravel inclusions, and rare fragments of brick, glass and tarmac.		0.15m-0.38m
5303	layer	Dark brownish-grey silty clay loam, firm consistency and rare fragments of brick and tarmac.		0.38m-0.56m
5304	layer	Made-ground – comprising densely packed fragments of brick, chalk rubble, and fragments of mortar.		0.56m+

<b>Trench 54</b>	<b>Dimensions :</b>	15m x 1.6m x 0.48m	<b>Top of trench m aOD</b>	c.8.2m
<b>Context</b>	<b>Category</b>	<b>Description</b>		<b>Depth BGL</b>
5201	layer	Topsoil – mid greyish-brown silty loam, friable consistency and sparse poorly sorted sub-angular gravel inclusions.		0m-0.16m
5202	layer	Made-ground – mid yellowish brown silty clay, firm consistency and sparse to moderate poorly sorted sub-angular gravel inclusions, and rare fragments of brick, glass and tarmac.		0.16m-0.44m
5204	layer	Made-ground – comprising fragments of brick, mortar, tarmac and poorly sorted sub-angular gravel. Possible service trench located along southern edge.		0.44m+



## APPENDIX 2: OASIS FORM

### 10 OASIS ID: wessexar1-182725

#### Project details

Project name	Daedalus: MCA Hub
Short description of the project	Wessex Archaeology was commissioned by the Maritime and Coastguard Agency (MCA) to undertake an archaeological trial trench evaluation on land at the proposed Coastal Safety Training Hub and Coastguard Rescue Station area, located at Daedalus Airfield, Lee-on-Solent, Hampshire. A number of modern linear features were identified in Trench 47 are probably contemporary with this broad phase of construction and demolition and appear to represent shallow drainage gullies or boundary ditches. The only evidence for earlier archaeological occupation was a single worked flint flake and a small number of residual pottery sherds of Late Bronze Age date from the interface between the subsoil and natural in Trench 47 on the northern edge of the Site. This Late Bronze Age material is likely to be related to activity which has been recorded as surviving within the CEMAST site at the south-eastern edge of the airfield, approximately 800m to the east. However, no evidence was found within the development area for any surviving archaeological features and the results strongly suggests that much of the Site has been significantly truncated by previous modern construction and demolition works, which would have heavily impacted or removed any archaeological features, if present.
Project dates	Start: 09-06-2014 End: 11-06-2014
Previous/future work	No / No
Any associated project reference codes	89354 - Contracting Unit No.
Type of project	Field evaluation
Methods & techniques	"Targeted Trenches"
Development type	Public building (e.g. school, church, hospital, medical centre, law courts etc.)
Prompt	Direction from Local Planning Authority - PPS
Position in the planning process	After full determination (eg. As a condition)

#### Project location

Country	England
Site location	HAMPSHIRE GOSPORT GOSPORT Daedalus Airfield
Postcode	PO13 9PF



Study area	0.80 Hectares
Site coordinates	SU 559 017 50.8115866528 -1.20648662991 50 48 41 N 001 12 23 W Point
Height OD / Depth	Min: 8.20m Max: 9.00m

#### Project creators

Name of Organisation	Wessex Archaeology
Project brief originator	City/Nat. Park/District/Borough archaeologist
Project design originator	Wessex Archaeology
Project director/manager	A Manning
Project supervisor	Lorrain Higbee
Type of sponsor/funding body	Developer
Name of sponsor/funding body	Maritime and Coastguard Agency

#### Project archives

Physical Archive recipient	Hampshire County Museums Service
Physical Contents	"Ceramics", "Worked stone/lithics"
Digital Archive recipient	Hampshire County Museums Service
Digital Contents	"none"
Digital Media available	"Images raster / digital photography", "Spreadsheets", "Survey", "Text"
Paper Archive recipient	Hampshire County Museums Service
Paper Contents	"none"
Paper Media available	"Context sheet", "Notebook - Excavation", "Research", "General Notes", "Plan", "Report", "Section", "Survey "

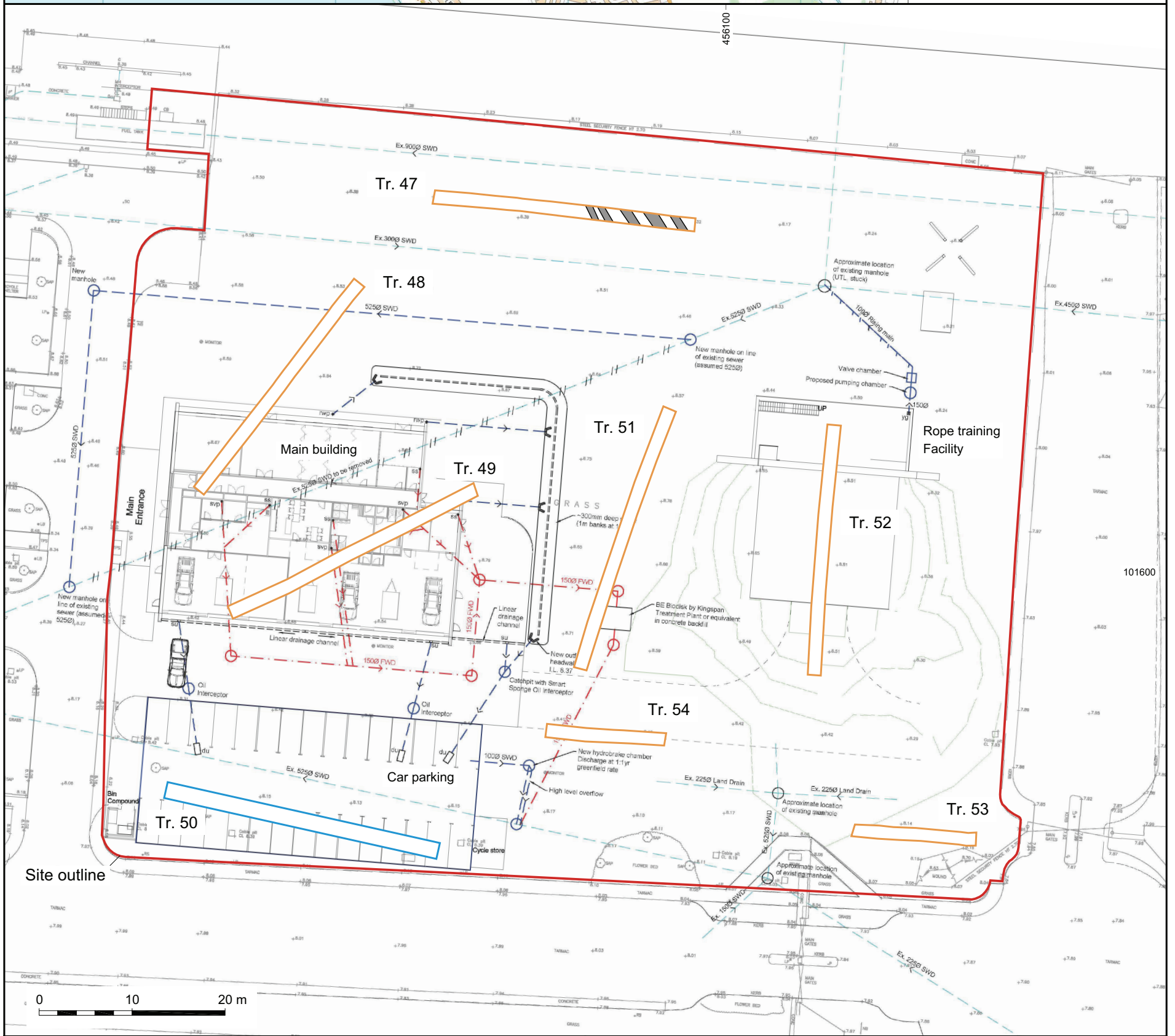
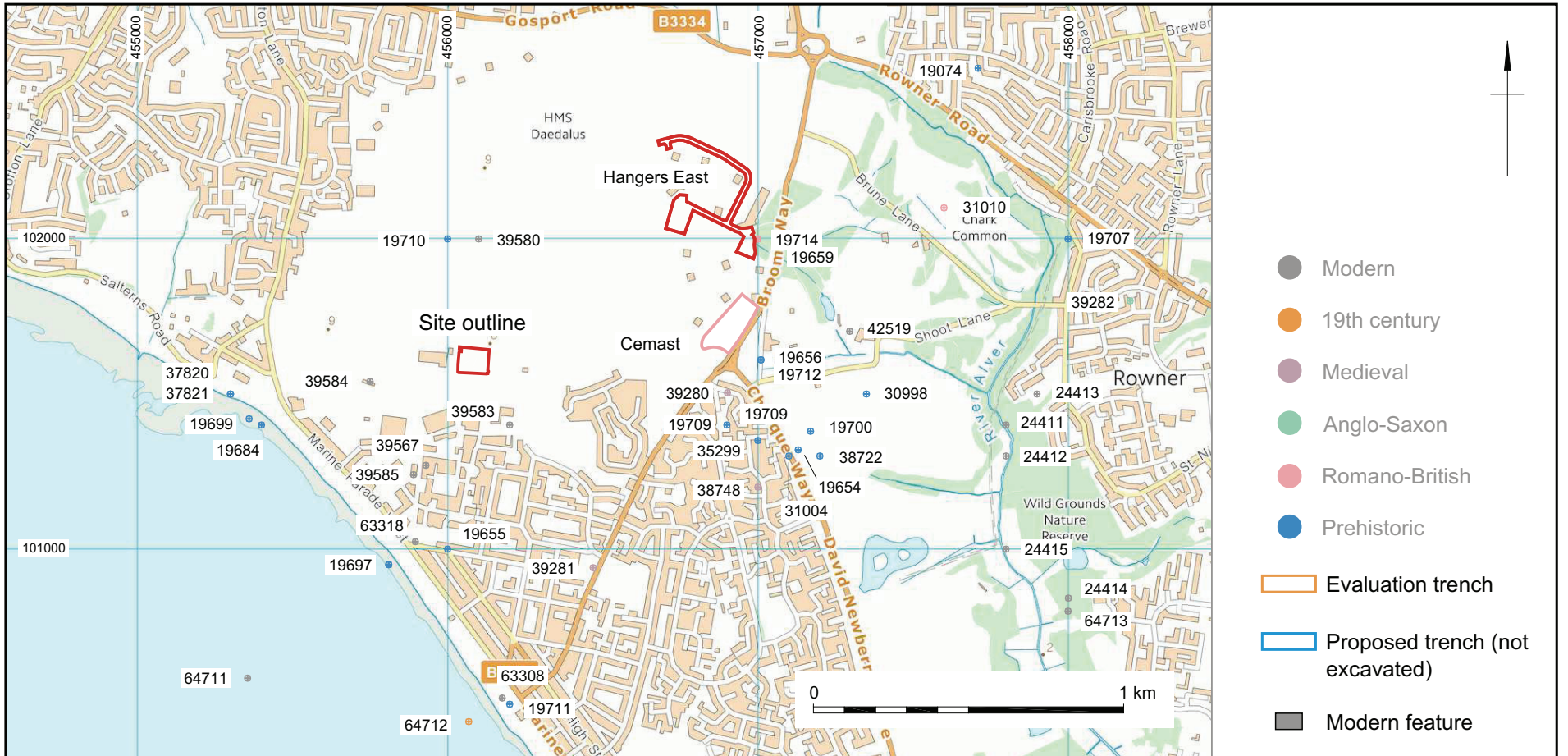
#### Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
Title	MCA Coastal Safety Training Hub and Coastguard Rescue Station, Daedalus Airfield, Lee-on-Solent, Hampshire: Archaeological



	Evaluation Report
Author(s)/Editor(s)	Higbee, L
Other bibliographic details	89354.03
Date	2014
Issuer or publisher	Wessex Archaeology
Place of issue or publication	Salisbury
Description	Standard soft back- illustrated A4 report c. 22 pages
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Date:	24/062014	Revision Number:	0
Scale:	1:500 @ A3 (main plan)	Illustrator:	RG
Path:	Y:\PROJECTS\89354\Drawing Office\Report figs\Evaluation2014_06_24\89354_evaluation.dwg		

Site and trench location plan in relation to proposed development Figure 1

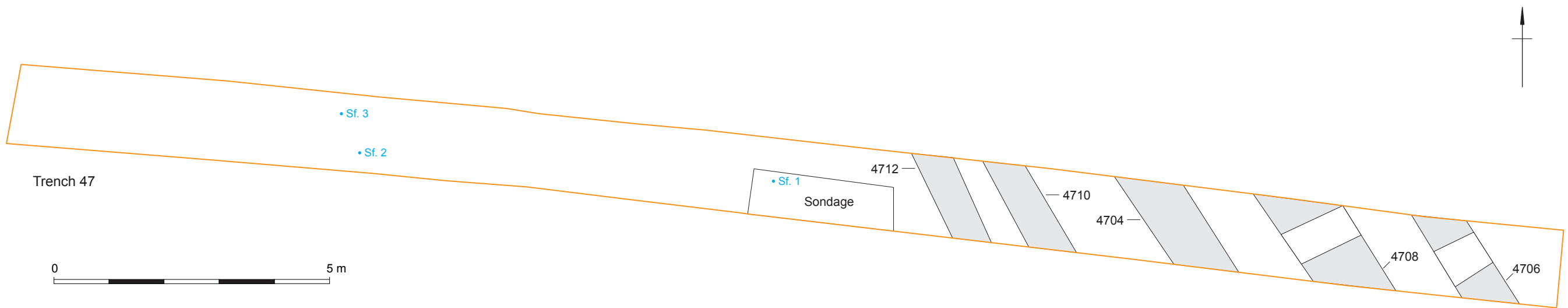


Plate 1: Gully 4706, south-east facing section



Plate 2: Ditch 4708, south-east facing section



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Plate 3: Trench 48, view from south-west



Plate 4: Trench 52, view from south


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Plate 5: Trench 48, north-west facing section



Plate 6: Trench 49, south-east facing section



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Plate 7: Trench 53, view from east



Plate 8: Trench 47, view from east

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