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LANDS OF HADDENHAM AIRFIELD, (ZONE 5) Haddenham, Buckinghamshire

HN1339

***ARCHAEOLOGICAL
MONITORING REPORT***

HERITAGE NETWORK

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Managing Director: David Hillelson, BA MCIFA

Land to the South of
HADDENHAM AIRFIELD
(Zone 5)
Haddenham, Buckinghamshire

Project ref.: HN1339
Planning ref.: 14/03289/AOP (Outline)
Accession number: AYBCM 2017.133

Archaeological Monitoring Report

Prepared on behalf of DAF Trucks Ltd.

by

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&

Mark Sycamore, BA

Report no. 1073

June 2017

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The cover photograph shows the access road looking south-east

Acknowledgements

The fieldwork for this project was carried out by Greg Jones and Mark Sycamore. The artefact assessments were prepared by Helen Ashworth. The report text and illustrations were prepared by Greg Jones and Mark Sycamore, and the report was edited by Helen Ashworth.

The Heritage Network would like to express its thanks to David Lunt, Francis Hunter Project Management, and Eliza Alqassar, Archaeological Planning Officer, Buckinghamshire Council, for their co-operation and assistance in the execution of this project.

Summary

Site name and address:	Land to the south of Haddenham Airfield, Haddenham, Buckinghamshire		
County:	Buckinghamshire	District:	Aylesbury Vale DC
Village/town:	Haddenham	Parish:	Haddenham
Planning reference:	14/03289/AOP Outline	NGR:	SP 473435 208915
Client name and address:	DAF Trucks Ltd., Eastern Bypass, Thame, Oxon, OX9 3FB		
Nature of work:	Rural Residential	Former land use:	Waste ground
Site status:	None	Reason for investigation:	Direction of Local Planning Authority (NPPF)
Position in planning process:	Outline Planning Permission (as a condition)	Project brief originator:	Local authority
Size of affected area:	c.17300m ²	Size of area investigated:	c.8000m ²
Site Code:	HN1339	Museum Accession no:	AYBCM 2017.133
Organisation:	Heritage Network	Site Director:	David Hillelson
Project type, methods etc.:	Monitoring, SMR	Archive recipient:	Bucks County Museum
Start of work	18/05/2017	Finish of work	23/05/2017
Related HER Nos:	-	Periods represented:	Medieval, post-medieval
Oasis UID	heritage1-285710	Significant finds:	Pottery
Monument types:	Ditch, Gully		
Physical archive:	Yes		
Previous summaries/reports:	Ashworth, H., Hillelson, D. & Jones, G. 2014 <i>Land to the south of Haddenham Airfield: archaeological assessment report</i> . Heritage Network report no.899		

Synopsis:

In response to a condition on the outline planning consent for the redevelopment of land to the south of Haddenham Airfield, Haddenham, Bucks., the Heritage Network was commissioned by the developers of Zone 5 to undertake a programme of archaeological monitoring of the ground reduction for an access road and an attenuation tank. These lay within an area of archaeological potential at the south-western end of Zone 5, defined following a previous archaeological assessment of the airfield.

It was considered that the present investigation had the potential to contribute to a greater understanding of the origins and development of Haddenham from the prehistoric period onwards.

No evidence for activity predating the medieval period was recorded during the course of the present project.

Five linear features were revealed during the course of the work, four in the access road area and one in the attenuation tank area. The accumulated evidence suggests that three of the linears recorded in the access road represent the bases of medieval or post-medieval furrows.

Cartographic evidence indicates that the southern linear feature in the access road and the feature encountered in the area of the attenuation tank to the west are likely to represent boundaries established by 1820, and which survived at least partially within the landscape until the late 1930s.

The recovered evidence indicates that the site has been used for agriculture since at least the medieval period.

1. Introduction

1.1 This report has been prepared at the request of Francis Hunter Project Management, on behalf of DAF Trucks Ltd, to cover a programme of archaeological work to be carried out as part of the proposed development of land to the south of Haddenham Airfield, Haddenham, Buckinghamshire. The present stage of work concentrates on the land parcel known as Development Zone 5, which equates to part of the former Area E. The site is located on the south-western edge of the former airfield, immediately to the north of Pegasus Way (Figure 1).

1.2 Outline planning permission for the development (ref. 14/03289/AOP) was approved by Aylesbury Vale District Council (AVDC) in October 2014. On the advice of the Archaeological Planning Officer (APO) from Buckinghamshire County Council's Historic Environment Service, acting as archaeological advisor to AVDC, and in line with paragraph 141 of the Department of Communities and Local Government's *National Planning Policy Framework* (NPPF) the planning consent included a condition (Condition 16) requiring a programme of archaeological work to be carried out. A full specification for the archaeological investigations was contained in the Heritage Network's approved *Project Design*, dated January 2016 (Hillelson 2016).

1.3 Three stages of archaeological investigation were undertaken in advance of the determination of the outline planning consent for the present site (Ashworth, Hillelson & Jones 2014):

- Documentary and cartographic research, including a study of historic aerial photographs, showed that the site was located in agricultural land to the west of the village from at least the medieval period. Pre-enclosure maps, however, indicate that the medieval field system may have developed from late prehistoric co-axial fields.
- A geophysical survey revealed a number of magnetic anomalies of possible archaeological origin, some of which could be identified as features relating to the past use of the site. These included a series of linear enhanced magnetic field anomalies that were considered to be of possible archaeological interest, and a circular anomaly on the southern side of the site.
- Trial trenching confirmed the presence of a small number of late prehistoric field boundary ditches. In addition, a number of post-medieval features, in the form of quarry pits, were revealed in the centre of the study area.

1.4 Development Zone 5 represents the north-eastern half of Area E of the preliminary investigations. These investigations demonstrated that, across the central band of Area E there was a *Low* overall risk of encountering archaeological features and deposits dating to the early prehistoric, Roman and Saxon periods. The risk increases to *Moderate* for the later prehistoric and Iron Age periods and to *High* for the medieval to modern periods. Outside of the central band, the archaeological risks are considered to be negligible.

1.5 The aim of the investigation has been to consider the location, extent, date, character, condition, significance and quality of all remains that were directly affected by the development, and to provide a local and regional, archaeological and historical context for them, in accordance with the current published regional research agenda (Hey & Hind 2014).

1.6 This report, which completes Stage 3 of the process described in the *Project Design*, presents the data collected in the course of the archaeological fieldwork, and the conclusions that can be drawn from it. No further work is envisaged and, on this basis, this report may be

seen as the definitive report on the results of the project and, together with the deposition of the project archive with the Buckinghamshire County Museum and appropriate publication of the results, it completes the process described in the *Project Design* and will allow Condition 16 of the planning consent to be discharged, subject to the agreement of the LPA.

2. Fieldwork

SITE TOPOGRAPHY AND GEOLOGY

2.1 The study areas lie on the north-western edge of the village, on a low ridge above the valley of the River Thames at approximately 85m AOD. The landscape in the immediate vicinity has been classified in the Landscape Plan for Buckinghamshire as lying within Area Z6, described as flat and pastoral, with small or medium fields (Mullins & Tereszczuk 2006). Hedges and trees, particularly black poplars, are frequent and characteristic in the landscape. A small patch of woodland is also present on the southern boundary of the airfield, to the west of the business park (Green & Kidd 2006, Figure 4).

2.2 The historic core of Haddenham is surrounded by modern residential and industrial development, including the airfield (ibid.). Beyond this, the landscape is dominated by Parliamentary enclosure of 18th / 19th century date, with areas of 20th century prairie fields and recent enclosures (ibid).

2.3 Locally the soils belong to the Moreton Association (511b), described as *Well drained calcareous clayey and fine loamy soils over limestone, in places shallow and brashy. Some deeper slowly permeable calcareous clayey soils.* (SSEW 1983). The underlying geology consists of limestone of the Portland Stone Formation, a sedimentary bedrock formed c.146 - 151 million years ago (British Geological Survey). No superficial deposits are recorded.

METHODOLOGY

2.4 The fieldwork consisted of monitoring of a site vegetation strip, followed by supervised monitoring of the ground reduction, across the area of the access road and an attenuation tank.

2.5 The timetable for the fieldwork followed the client's work schedule.

2.6 All ground reduction was undertaken using a 20-tonne 360° tracked excavator, fitted with 2m wide toothless ditching bucket.

2.7 All potential archaeological features and deposits were investigated to ascertain their nature, depth, date, and function.

2.8 All identified contexts were photographed and recorded using the appropriate pro-forma. Scaled plans and sections were drawn on drafting film at scales of 1:10, 1:20 and 1:50.

2.9 Spoil from the various stages of the groundworks was inspected visually and using a metal detector for the recovery of unstratified archaeological artefacts.

2.10 All recording work was carried out in accordance with the approved Project Design, current health and safety legislation, and standards documents published by the CIfA and ALGAO.

Artefacts

2.11 Where not considered detrimental to their condition, bulk finds, such as pottery and bone, were carefully washed in clean water to remove soil, and have been quantified. All pottery has been marked with the site code and context number.

MONITORING AND RECORDING

2.12 The groundworks for the present project were undertaken in two phases. Phase 1 covered the removal of the vegetation across the whole site. Phase 2 consisted of monitoring the ground reduction down to the impact depth across the access road and tank storage areas.

Phase 1 - Vegetation Strip

2.13 The Phase 1 works involved a vegetation strip, to a maximum depth of 0.10m, across the entire site (Figure 2, Plate 1). This work did not breach the dark brown sandy silt topsoil.

2.14 No archaeological features, deposits or finds were encountered during this phase of the ground works.

Phase 2 - Ground Reduction

2.15 The exposed stratigraphy was uniform across the site and comprised dark brown sandy silt topsoil, approximately 0.30m in depth, overlying a layer of yellowish brown sandy clay subsoil, between 0.11m and 0.25m in depth. This overlay the natural substrate, which consisted of brownish yellow sand mixed with patches of chalky brash.

Access Road

2.16 The access road was located at the south-western end of Zone 5, within the area of archaeological potential. It crossed the zone on a north-west to south-east alignment and covered an area of approximately 1519m². The ground level across the access road was reduced by approximately 0.50m (Plate 2).

2.17 A number of roughly parallel linear features were revealed cutting the natural sand towards the north-western end of the access road (Plate 3). Linear R[101] was located between R[111], to the south-east, and R[103]/[105] to the north-west (Figure 2). It ran north-east to south-west and measured over 10m in length, 0.95m in width and 0.30m in depth, with steep sides and a flat base (Figure 3). The fill, R(102), consisted of friable mid reddish brown silty clay, with occasional small to medium chalk inclusions (Plate 4). A small abraded sherd of undateable pottery was recovered from the fill. This feature appeared to represent the south-eastern continuation of linear [2901], recorded in Trench 29 during the evaluation in 2014 (Ashworth, Hillelson & Jones 2014).

2.18 Linear R[103] lay approximately 7m to the north-west of R[101]. It ran north-east to south-west and measured over 10m in length, 0.84m in width and 0.07m in depth, with shallow sides and a concave base (Figure 3). The fill R(104) consisted of friable mid reddish brown silty clay with occasional small to medium chalk inclusions. No finds were uncovered from within the fill and it was not encountered in Trench 29 (Plate 5).

2.19 A second section, R[105], was excavated to the NW, across the same linear. This revealed a slightly different profile which measured 1.2m in width and 0.10m in depth, with a shallow concave base. The fill R(106), consisted of friable mid reddish brown silty clay with occasional small to medium chalk inclusions (Plate 6). Four sherds of medieval pottery were recovered from the fill.

2.20 Linear R[107] was located approximately 8m to the north-west of R[103]/[105]. It was aligned ENE-SSW and measured over 11m in length, 0.52m in width and 0.28m in depth, with steep sides and a concave base. The fill R(108) consisted of friable mid brown silty clay with occasional small to medium chalk inclusions (Plate 7). A small sherd, possibly intrusive, sherd of modern pottery was recovered from the fill.

2.21 These three linear features reflect the general alignment of the pre-enclosure ridge and furrow, shown on a plan dated 1881, but copied from an earlier plan (Ashworth et al 2014, Figure 6). It is possible, particularly given the presence of medieval pottery in the northern feature, that these represent the remains of medieval and post-medieval furrows.

2.22 Linear R[111] was located approximately 5.50m to the south-east of R[101]. It was aligned north-east to south-west and measured over 10m in length, 1.85m in width and 0.01m in depth. The feature, which was too shallow to excavate, appears to continue the line of a linear to the south-west, identified during the geophysical survey (Figure 2). This feature may represent part of a boundary shown on the 1834 Enclosure map, between the lands allotted to the Reverend S. Piggott and W.R. Davis (Ashworth et al, Figure 7). Earlier mapping indicates that it survived from the pre-enclosure layout of the common field (ibid, Figures 5 - 6). This feature apparently survived until 1938, although its width and shallow depth suggests that it may have been affected by modern ploughing.

2.23 No other archaeological features, deposits or finds were encountered in this area.

Attenuation tank

2.24 The area reduced for the attenuation tank was located immediately adjacent to the south-eastern end of the access road (Figure 2). It formed an irregular rectangle, with a maximum length of 45m and a maximum width of 36.50m. The ground level across this area was reduced by approximately 0.50m (Plate 8).

2.25 One linear feature, T[1009], was revealed in this area. It was aligned approximately north-west to south-east and measured over 24m in length, approximately 0.95m in width and c.0.16m in depth, with irregular sides and a flattish base (Figure 3). The fill, T(110), consisted of friable mid orangey brown clayey sandy silt, with frequent angular chalk fragments over 0.15m in diameter (Plate 9) . No finds were uncovered from within the fill.

2.26 The geophysical survey shows that this feature continues beyond the reduced area. Cartographic evidence suggests that it may form part of a boundary shown between furlongs in the common field and which had survived into the post-enclosure landscape, but which had disappeared by 1879 (Ashworth et al 2014, Figures 5 – 8).

2.27 No other archaeological features, deposits or finds were revealed in this area.

FINDS ASSESSMENT

Finds Concordance

Context	Pottery	
	No	Wt
R102	1	1
R106	4	15
R108	1	2
Totals	6	18

ARTEFACTS

Pottery

2.28 A total of 6 sherds of pottery weighing 18g were recovered from three stratified contexts. All the sherds were small abraded and undiagnostic bodysherds, suggesting that they were not in their place of primary deposition.

2.29 The earliest pottery was recovered from R(106), the fill of section R[105]. A small group of four sherds of medieval, or probable medieval, date were collected from this context (Plate 10).

- One of the sherds was shell-tempered, indicating a date between the 10th and 12th centuries.
- A further two sherds are likely to be from the same vessel. These are in a fine oxidised fabric, sparsely tempered with fine sand and quartz, possibly from the kiln site at Boarstall. Both sherds have a yellowish green glaze on the exterior. They have been dated to the period between the 12th – 14th centuries.
- The fourth sherd is unglazed. It has a thicker section, but is in a similar fabric, with a reduced core. This may also be from Boarstall, with a date between the 12th and 14th centuries.

2.30 The sherd from R(102) was too small to date effectively, while that from R(108) was a scrap of modern glazed pottery, which is likely to be intrusive in the context.

Recommendations

2.31 Given the small size and undiagnostic nature of the assemblage, no further work is proposed on this material and it is recommended that it should be discarded.

3. Discussion

ARCHAEOLOGICAL SETTING

3.1 Historic mapping shows that Areas A – G were located in the common fields to the north-west of the village in the 19th century. It extended across both sides of the former Windmill Road, into Cottshill Field to the west and Dollicott Field to the east (Ashworth, et al 2014).

3.2 Part of an undated enclosure and a linear feature (BHER 619400000) has been identified from aerial photographs in the north-western corner of the airfield. Aerial photographs show a number of possible linear features and sub-circular enclosures across the airfield. Some of the linear features relate to roads that formerly crossed the airfield and which were discontinued in 1832/3. One of these, which crosses the north-eastern ends of Areas B, C and D, may have been the earlier route followed by Thame Road, thought to have been a ‘fyrdway’. The line of Windmill Road, which was closed in 1943, also appears. The windmill (BHER 406800000), which appears on mapping until 1938, was located on the eastern side of the road to the north of Area A. It was probably demolished in 1943 to allow the extension of the airfield.

3.3 Windmill Road and other tracks and field boundaries shown on historic mapping have also been identified by the geophysical survey of Areas A, C, E and F, undertaken as part of the present project. The survey also identified a number of field boundaries not previously noted, ridge and furrow earthworks running north-east to south-west, a circular anomaly in Area E that may be a ploughed out round barrow, and a number of areas of possible settlement activity.

3.4 Areas A - G lie in the fields to the west of the probable Saxon settlements at Dollicott and Fort End. Area A straddles the line of Windmill Road, which aligns with the north-eastern end of Area E and which ran north-west from Dollicott to the Aylesbury Road (the modern A418). This road separated two of Haddenham’s medieval common fields, Cottshill Field and Dollicott Field. A map produced in 1881 for Robert Rose, copying a pre-enclosure map of the parish dated 1825, shows the layout of the furlongs within the fields. The known blocks of ridge and furrow on the airfield correlate roughly to this map.

3.5 The fields around Haddenham were enclosed in 1834, changing the landscape around the village from open furlongs to larger enclosed fields. As part of the works prior to enclosure a number of highways were stopped up in 1832/33 (CBS Q/H/79). A number of these routes cross Areas A and E. These appear as cropmarks on a number of aerial photographs.

3.6 Later 19th century and early 20th century mapping shows that Areas A - E remained as undeveloped agricultural land until the mid-20th century when they became part of the Haddenham Airfield. This was originally established in the mid-1930s, when John Coxon bought approximately 80 acres of land between Thame Road and Aylesbury Road, bounded to the west by the railway and to the east by Windmill Road, to create a small civilian airport (www.haddenhamairfieldhistory.co.uk). Part of the works included removing field boundaries and levelling the ground “as best as possible” (ibid).

3.7 Mr Coxon’s grand plans were unrealised and in 1937 the land was put up for sale. It was bought in early 1939 by Thomas Cholmondeley Tapper and Dennis Fox, who decided to set up a training airfield under the Civil Air Guard Scheme, a plan to increase the number of trained pilots in response to the increasing political tensions in Europe. They also increased the size of the airfield, buying further land.

3.8 A factory to make wooden aircraft propellers using a new technique called ‘Hydulignum’ was established in the south-eastern corner of the airfield in early 1939. The Hordern-Richmond factory continued on the site throughout the war, moving into helicopter blades in the 1950s (ibid.).

3.9 The airfield was requisitioned by the Air Ministry in November 1939 as RAF Thame, and became the home of the Glider Training Section in late 1940. Training of the army glider pilots began in March 1941 and ranges of huts and canvas hangars were erected to accommodate personnel and gliders along the southern side of the airfield.

3.10 The airfield was extended eastwards, by closing Windmill Road and taking the fields to the east of the road, in late 1942 or early 1943. The Air Transport Auxiliary (ATA) then moved to Haddenham in 1943, to use the airfield to train pilots on various types of aircraft, including Spitfires, before their postings to Ferry Pools.

3.11 Between 1945 and 1946 the airfield was used for a variety of purposes, few of them related to flying. The Overseas Packing Unit, responsible for preparing equipment for dispatching overseas, moved in during March 1945 and left in April 1946. A Radar Mechanics School was on the site for a short while in 1945-6, and a reception centre for military personnel between postings occupied much of the site between May and October 1945. The airfield was apparently covered in tents during its use as a reception centre. The airfield’s time as a military establishment ended in April 1946.

3.12 From 1947, Haddenham became the home of Airtech Ltd, a company set up to overhaul and maintain aircraft for the numerous small airlines that sprang up after the war. Haddenham became one of the largest centres of its kind in Europe, maintaining civilian aircraft and overhauling ex-RAF planes before their sale to civilian companies and overseas air forces. Their buildings were located to the north-east of Windmill Road, on the site of the present business park.

3.13 Haddenham’s perimeter track was also used for motorcycle racing between 1948 and 1949. A tunnel under the perimeter track, designed to allow access to the centre of the airfield during races, still survives.

3.14 Light aircraft and gliders still use Haddenham, which currently has a grass runway aligned north-east to south-west 150m to the north-west of the northern extent of the site.

3.15 The geophysical survey undertaken as part of the preliminary investigations of the present site, in advance of the determination of the planning application for the present development, identified a small number of features considered to be of potential archaeological significance. These included a series of linear features in Area A that are likely to relate to past agricultural practice, a circular anomaly within Area E, and an area of weakly enhanced magnetic field anomalies in Area A that may be representative of a past roadside settlement.

3.16 The trial trenching that followed was targeted on areas of archaeological potential identified by the geophysical survey, with a proportion placed in apparently blank areas as a control. The trial trenches demonstrated that the site had been in use as agricultural land throughout most of its history, with local pockets of late post-medieval quarrying and fairly substantial modern make up and levelling layers, probably associated with the construction of the World War II airfield. Two linears, which may be late Bronze Age/early Iron Age or, alternatively, Saxon in date, cross Areas A and E on diverging south-east to north-west alignments and may indicate trackways leading from a point to the south-east of the site.

3.17 The focus of archaeological potential on the site, excluding Areas C, D and G, where the potential has not been tested, would appear to lie across the north-eastern half of Zone 2 and

the adjacent access road, the south-western quarter of Zone 3, the south-western half of Zone 5, and the whole of Zone 6. Such potential is likely to be of low density, however, on the basis that no evidence for the presence of high concentrations of archaeological remains of any period was encountered in the course of the preliminary investigations.

AIMS AND OBJECTIVES

3.18 The aims of the investigation have been:

- to identify any remains that were liable to be threatened by the development and establish their location, depth, extent, date, character and condition;
- to consider the local and regional archaeological and historical context of such remains, and their significance and quality, in relation to the current published regional research agenda (Hey & Hind 2014);
- to ensure that an appropriate strategy for the mitigation of damage or destruction of such remains by the development was adopted.

3.19 On the basis of the data collected in the foregoing stages of investigation, it was considered that the present programme of investigation has the potential to contribute to an understanding of:

- later prehistoric settlement and farming practices in the Vale of Aylesbury;
- the character of early medieval settlement and land use;
- the character and organisation of ridge and furrow field systems, and their relationship to settlement;
- the pre-enclosure road network, and the development and use of Second World War airfields.

COLLECTED DATA

3.20 The present project has involved the monitoring of the ground reduction for an access road and an attenuation tank within the area of archaeological potential for the development in Zone 5. This revealed a simple stratigraphic sequence across the site, comprising topsoil, above subsoil, which in turn overlay the natural sand.

3.21 Five linear features were exposed following the ground reduction. Four of these ran roughly north-east to south-west across the northern end of the access road, with the fifth running north-west to south-east across the area of the attenuation tank.

3.22 The alignment of the three northern linear features in the access road follows that of the pre-enclosure ridge and furrow pattern and it is suggested that these may represent the remains of medieval or early post-medieval furrows. The presence of four sherds of medieval pottery indicates a medieval date for at least one, R[103]/[105]. The southern linear in the road corridor possibly represents a boundary shown clearly on the enclosure map, but which may have been established by 1820. This feature had apparently been damaged by late post-medieval and modern ploughing.

3.23 Feature T[109], in the area of the attenuation tank, ran north-east to south-west. Its course was identified during the geophysical survey, continuing north-west into Area A. Although no finds were recovered to date the feature, the cartographic evidence suggests that it formed a boundary between furlongs in the common field and was established by 1820.

3.24 No other archaeological features, deposits or finds were encountered during the course of the project.

CONCLUSIONS

3.25 It was considered that the present investigation had the potential to contribute to a greater understanding of the origins and development of Haddenham from the prehistoric period onwards.

3.26 No evidence for activity predating the medieval period was recorded during the course of the present project.

3.27 Five linear features were revealed during the course of the work, four in the access road area and one in the attenuation tank area. The accumulated evidence suggests that three of the linears recorded in the access road represent the bases of medieval or post-medieval furrows.

3.28 Cartographic evidence indicates that the southern linear feature in the access road and the feature encountered in the area of the attenuation tank to the west are likely to represent boundaries established by 1820, and which survived at least partially within the landscape until the late 1930s.

3.29 The recovered evidence indicates that the site has been used for agriculture since at least the medieval period.

Confidence Rating

3.30 Conditions on site were generally acceptable for the identification and recording of any potential archaeological remains, and as such there are no circumstances which would lead to a confidence rating for the work which was less than *High*.

4. Schedule of site visits & post-excavation work

Date	Staff	Hours	Comments
On site			
18/05/17	GAJ	9	Monitoring of site vegetation strip
19/05/17	GAJ	7	Monitoring of ground reduction for access road.
22/05/17	GAJ	9	Monitoring of ground reduction for access road and tank area; excavation & recording of archaeological features in access road.
	MS	9	
23/05/17	GAJ	4	Excavation & recording of archaeological feature in tank area.
Off site			
23/05/17	MS	3	Digitising site drawings
24/05/17	MS	2	Completed digitising; started preparing report illustrations
26/05/17	GJ	2	Selecting photographic plates
06/06/17	MS	4	Finished report illustrations; started writing report
06/06/17	AH	1	Finds processing
07/07/17	HMA	1	Finds assessment
13/06/17	GJ	1	Checked & amended report illustrations
14/06/17	GJ	5	Checked site archive & continued report writing
15/06/17	GJ	6	Completed report, including OASIS data form

5. Bibliography

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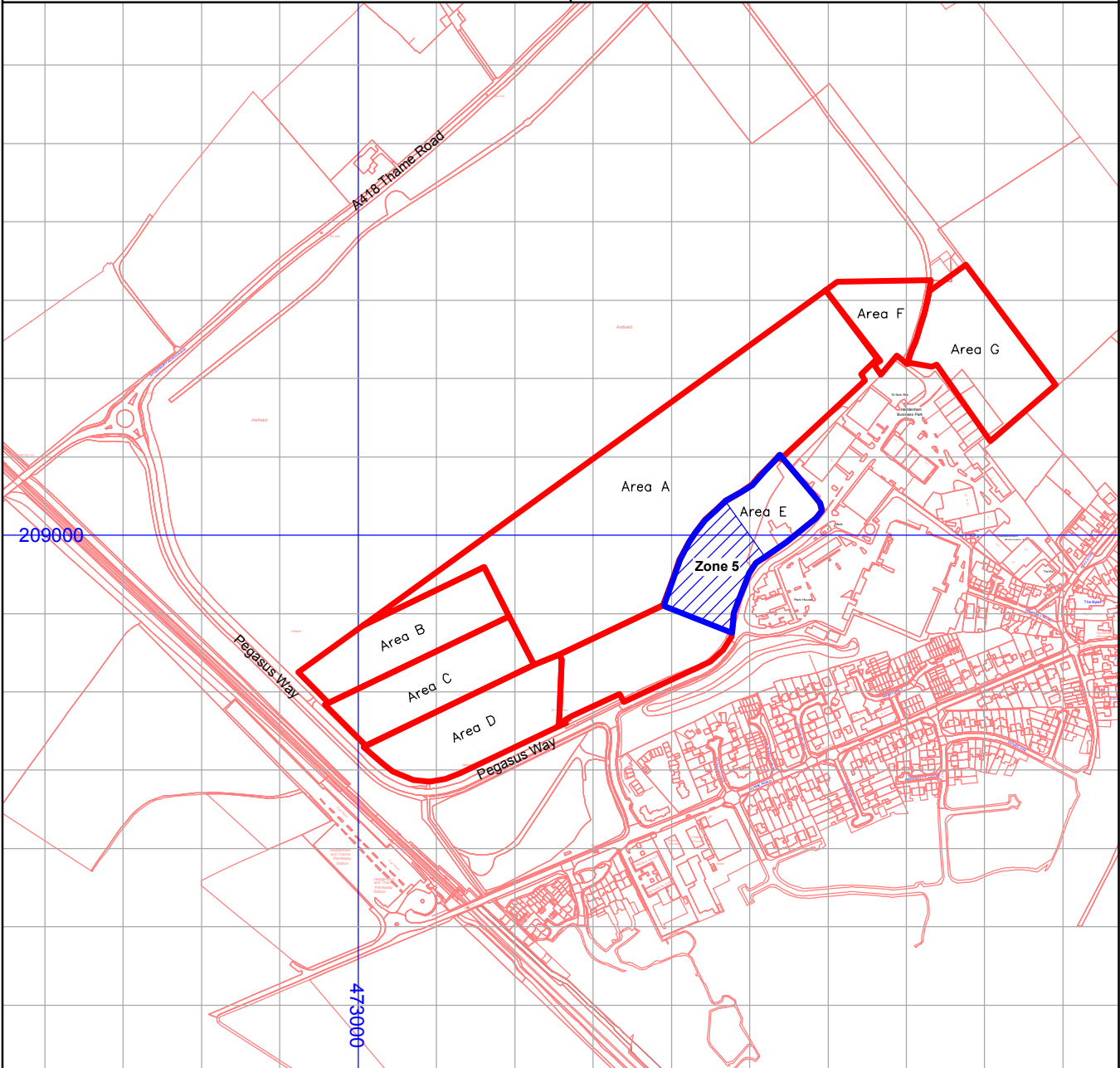
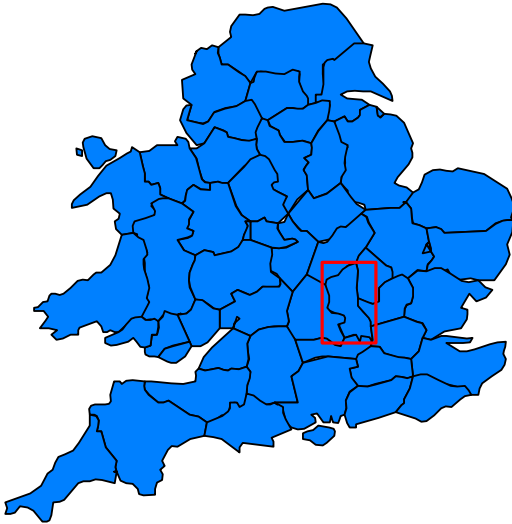
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6. Illustrations

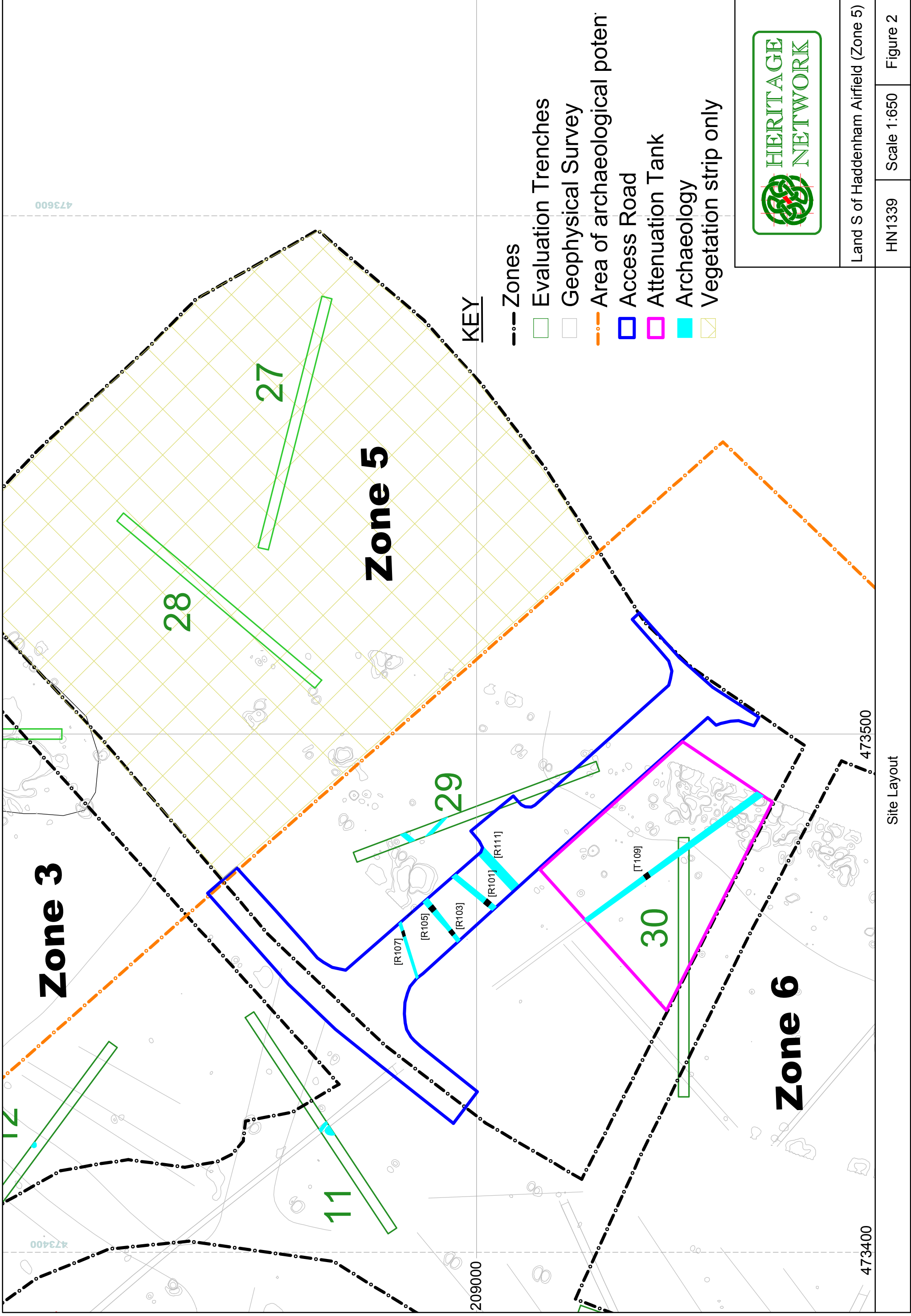
Figure 1	Site location
Figure 2	Site layout
Figure 3	Sections
Plate 1	Zone 5 during the vegetation strip, looking SE
Plate 2	Access Road during ground reduction, looking SE
Plate 3	Access road following ground reduction, looking NW
Plate 4	Section through linear R[101], looking NW
Plate 5	Section R[103] looking NW
Plate 6	Section R[105], looking NW
Plate 7	Section R[107], looking NW
Plate 8	Area of the attenuation tank after ground reduction, looking N
Plate 9	Section T[109], looking NW
Plate 10.....	Medieval pottery sherds from R(106)

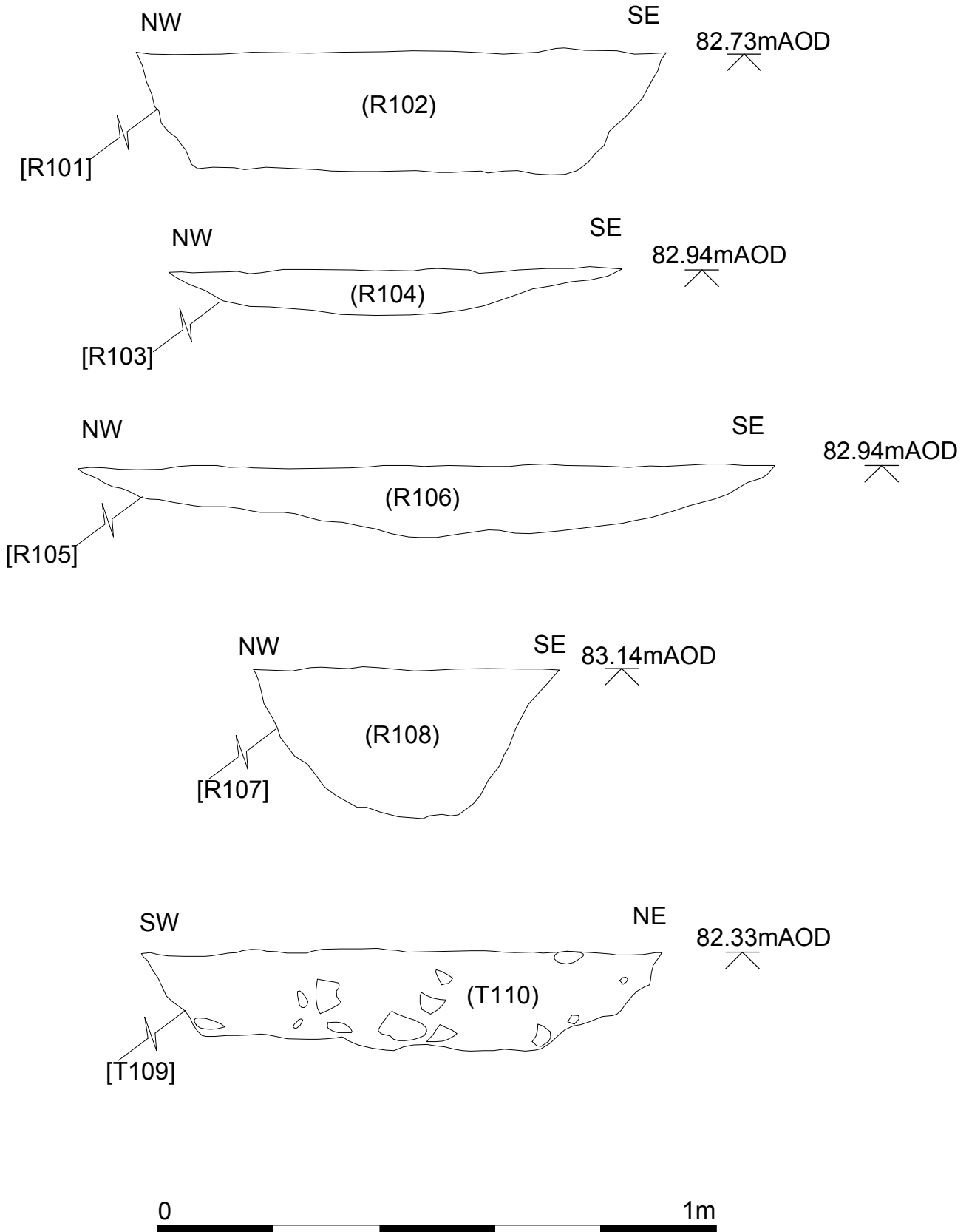


Site Location

Scale 1:10,000

Figure 1





Sections

Scale 1:10

Figure 3



Plate 01 - Zone 5 during the vegetation strip, looking SE



Plate 02 - Access road during ground reduction, looking SE



Plate 03 - Access road following ground reduction, looking NW



Plate 04 - Section through linear R[101], looking N

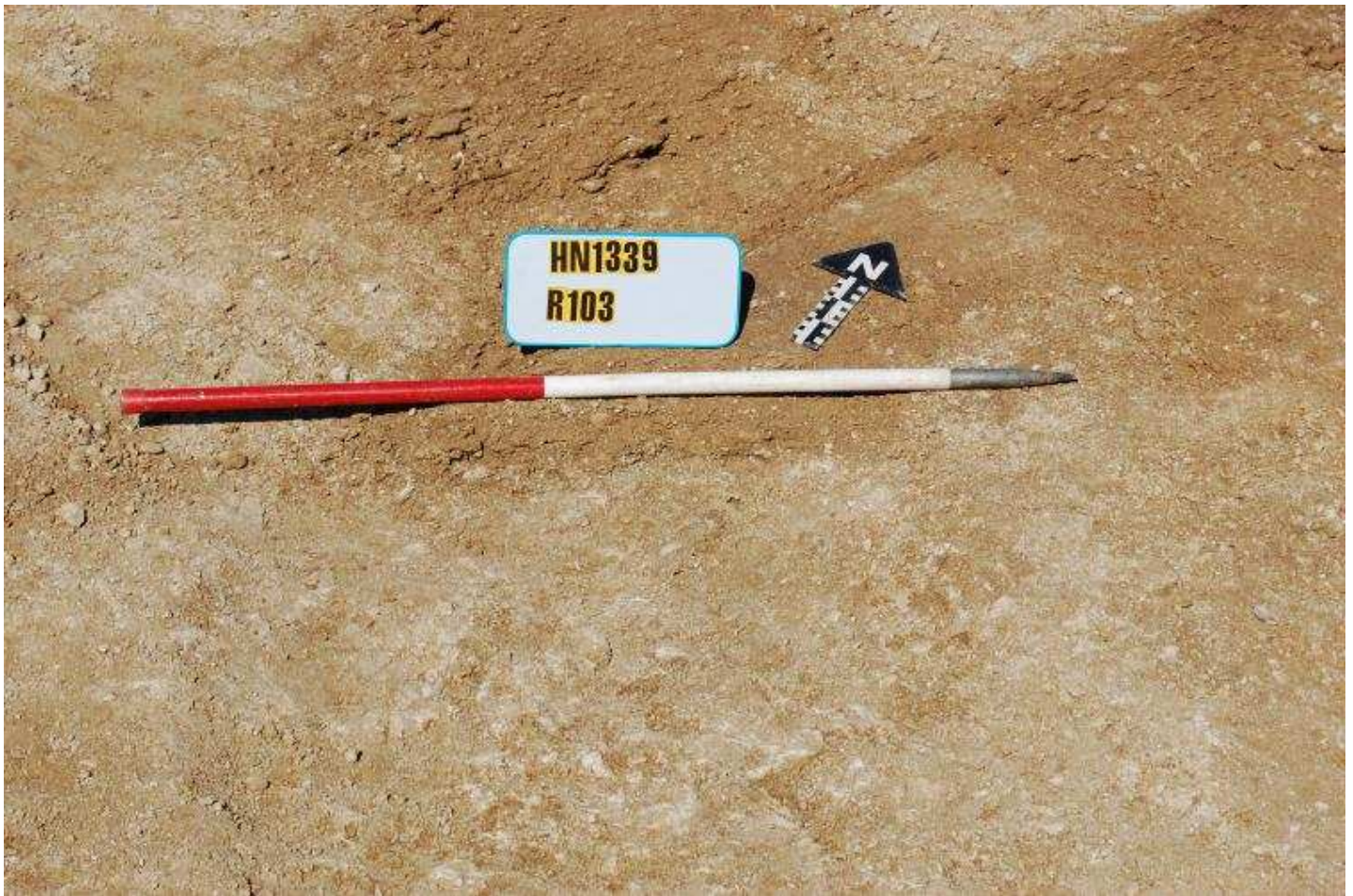


Plate 05 - Section R[103], looking NW



Plate 06 - Section R[105], looking NW



Plate 07 - Section R[107], looking NW



Plate 08 - Area of the attenuation tank after ground reduction, looking N



Plate 09 - Section T[109], looking NW



Plate 10 - Medieval pottery sherds from R(106)

Appendix 1

OASIS Data form

OASIS ID: heritage1-285710	
Project details	
Project name	Haddenham Airfield Zone 5 (Part of Area E)
Short description of the project	In response to a condition on the outline planning consent for the redevelopment of land to the south of Haddenham Airfield, Haddenham, Bucks., the Heritage Network was commissioned by the developers of Zone 5 to undertake a programme of archaeological monitoring of the ground reduction for an access road and an attenuation tank. These lay within an area of archaeological potential at the south-western end of Zone 5, defined following a previous archaeological assessment of the airfield. It was considered that the present investigation had the potential to contribute to a greater understanding of the origins and development of Haddenham from the prehistoric period onwards. No evidence for activity predating the medieval period was recorded during the course of the present project. Five linear features were revealed during the course of the work, four in the access road area and one in the attenuation tank area. The accumulated evidence suggests that three of the linears recorded in the access road represent the bases of medieval or post-medieval furrows. Cartographic evidence indicates that the southern linear feature in the access road and the feature encountered in the area of the attenuation tank to the west are likely to represent boundaries established by 1820, and which survived at least partially within the landscape until the late 1930s. The recovered evidence indicates that the site has been used for agriculture since at least the medieval period.
Project dates	Start: 18-05-2017 End: 23-05-2017
Previous/future work	Yes / No
Any associated project reference codes	HN1339 - Contracting Unit No.
Any associated project reference codes	AYBCM 2017.133 - Museum accession ID
Type of project	Recording project
Site status	None
Current Land use	Cultivated Land 4 – Character Undetermined
Monument type	LINEAR Medieval
Monument type	LINEAR Post Medieval
Significant Finds	POTTERY Medieval
Significant Finds	POTTERY Post Medieval
Investigation type	""Watching Brief""
Prompt	National Planning Policy Framework - NPPF
Project location	
Country	England
Site location	BUCKINGHAMSHIRE AYLESBURY VALE HADDENHAM Haddenham Airfield Zone 5 (Part of Area E)
Postcode	HP17 8QE
Study area	8000 Square metres
Site coordinates	SP 473435 208915 51.884132392144 -1.312074083899 51 53 02 N 001 18 43 W Point

Lat/Long Datum	Unknown
Project creators	
Name of Organisation	Heritage Network
Project brief originator	Local Authority Archaeologist and/or Planning Authority/advisory body
Project design originator	David Hillelson
Project director/manager	David Hillelson
Project supervisor	Greg Jones
Type of sponsor/funding body	Developer
Name of sponsor/funding body	DAF Trucks Ltd.
Project archives	
Physical Archive Exists?	No
Digital Archive recipient	Buckinghamshire County Museum
Digital Contents	"none"
Digital Media available	"Images raster / digital photography"
Paper Archive recipient	Buckinghamshire County Museum
Paper Contents	"none"
Paper Media available	"Context sheet", "Diary", "Drawing", "Photograph", "Plan", "Report", "Section"
Project bibliography 1	
Publication type	Grey literature (unpublished document/manuscript)
Title	Land to the South of Haddenham Airfield (Zone 5) Haddenham, Bucks. Archaeological Monitoring Report
Author(s)/Editor(s)	Jones, G.
Other bibliographic details	Report no.1073
Date	2017
Issuer or publisher	Heritage Network
Place of issue or publication	Letchworth
Description	A4 booklet, green cover, comb bound, 14 text pages, 3 figures, 10 plates