

# **HIGH WYCOMBE RAILWAY STATION DEVELOPMENT**

## **Archaeological Desk-based Assessment**

Prepared by

**NETWORK ARCHAEOLOGY LTD**

For

**CHILTERN RAILWAYS**

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## **NON-TECHNICAL SUMMARY**

This archaeological assessment relates to a proposed programme of development at High Wycombe Railway Station, Buckinghamshire (NGR 486950E 193000N). The report presents the results of a desk-based study of published archaeological information in the public domain relative to an Inner and Outer Study Area comprising a total 0.5km buffer zone centred on the proposed development area. The findings of an original field reconnaissance survey are also incorporated.

Searches of national and county databases, field survey data, and the study of modern and historic maps, aerial photographs and written sources, have identified a total of 183 sites of archaeological significance. All the sites studied have been graded according to their perceived archaeological importance. The scale of impact of the proposed scheme upon those identified archaeological sites has then been assessed, and the significance of each impact determined relative to the importance of each individual site.

Adverse impacts have been identified upon 14 sites, though the full extent of all but 2 of these impacts is uncertain. Neutral impacts (i.e. a combination of adverse and beneficial effects) have been identified upon 4 further sites, 2 under statutory protection, 1 regionally important and 1 of local importance. A single site – the original High Wycombe Railway Station building itself – has been identified as subject to an overall beneficial impact from the proposed development.

The highest archaeological potential is considered to be for Post-Medieval industrial remains related to the original broad gauge railway station built in 1854, though there is also the potential for Medieval settlement remains and a possible Roman Road to lie beneath the modern tarmac. More remotely, the discovery of a Neolithic flint mine on the side of Amersham Hill raises the potential for others to lie undiscovered in proximity to the station.

Certain architectural elements of the existing site are associated with Isambard Kingdom Brunel's GWR company. Consideration should be given to undertaking building recording of those aspects of the original station both still standing and preserved beneath the car park. Consideration should also be given to undertaking a targeted archaeological watching brief during redevelopment of the western component of the PDA. The primary focus of archaeological recording should be those aspects of Brunel's original 1854 station architecture and any directly-related structures of Early Modern industrial heritage.

The eastern component of the proposed redevelopment is considered permitted development and on this basis it should be exempt from further archaeological investigation.



# 1 INTRODUCTION

## 1.1 Purpose of the Report

This report presents the results of an archaeological desk-based assessment and field survey of the proposed development at High Wycombe Railway Station, High Wycombe, Buckinghamshire (Figure 1).

## 1.2 Commissioning Bodies

This archaeological assessment was commissioned by Chiltern Railways. The archaeological contractor was Network Archaeology Ltd., a professional organisation providing consultancy advice and a full range of archaeological field services.

## 1.3 Proposed Railway Station Development

Chiltern Railways is planning to develop land on the site of High Wycombe Railway Station. The proposed development comprises two separate aspects as follows:

- Western component of 0.76ha involving construction of a transport interchange, with office and retail space, and access and egress onto Amersham Hill. *Planning Application (09/06025FUL) has been made in respect of this section of the development. Conservation Area and Listed Building applications have also been submitted (09/06029/CAC and 09/06028/LBC respectively).*
- Eastern component of 0.93ha involving the construction of a three-tier, multi-storey car park, with an overall capacity of 432 spaces, over the existing car park, and the erection of a new canopy on the present station frontage. *This aspect of the scheme is deemed permitted development under the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008, and an application has been made for a Lawful Development Certificate (Planning Application: 09/06026/CLP).*

Internal detail of the Proposed Development Area (PDA) is presented on Figures 7-9.

## 1.4 Legislation, Regulations and Guidance

### *National Policies*

The proposed development at High Wycombe Railway Station is provided for under the following national policies:

- *Ancient Monuments and Archaeological Areas Act (1979)*. Certain archaeological remains are attributed “scheduled” status. Works on, or affecting, scheduled Ancient Monuments require Scheduled Monument Consent from the Secretary of State for Culture Media and Sport. Standing buildings may be listed or contained within Local Authority designated Conservation Areas under the Planning (Listed

Buildings and Conservation Areas) Act (1990). Local authorities may grant Listed Building Consent or Conservation Area Consent where applicable.

- *Town and Country Planning Act (1990)*. This over-arching national planning policy is an act of the British Parliament regulating any development of land in England and Wales.

- *PPG16: Archaeology and Planning (1990)*, provides specific government policy advice on the treatment of archaeological remains: how they should be preserved or recorded both in rural and urban settings. The policy forms part of an emerging European context recognising the importance of archaeological and historical heritage in consideration of development proposals. This has recently been formulated into the 'Code of Good Practice On Archaeological Heritage in Urban Development Policies' established by the Cultural Heritage Committee of the Council of Europe, and adopted at the 15th plenary session in Strasbourg, 8th-10th March 2000 (CC-PAT [99] 18 rev 3).

- *PPG15: Planning and the Historic Environment (1990)*. Provides specific government policy advice on development proposals affecting historic sites and structures, whether listed buildings, conservation areas, parks and gardens, battlefields or the wider historic landscape. Together PPG15 and PPG16 provide specific advice on best practice for developments affecting both scheduled and unscheduled heritage sites.

- *Heritage Protection for the 21<sup>st</sup> Century (2007)*. This recent White Paper sets out the government's vision for a new heritage protection system. The proposals are based on a unified conception of the historic environment that enables a simpler and more efficient system. The paper focuses on opening up heritage protection to greater public scrutiny and involvement, and it recognises that heritage protection needs to be an integral part of a planning system aimed at delivering sustainable communities.

### ***Regional Planning Policies – The South East Plan (2006)***

The responsibility for strategic planning has now passed from County and Unitary Councils to Regional Assemblies. As such, the South East Regional Assembly has prepared a regional spatial strategy known as the South East Plan (2006), aimed at responding to regional challenges such as housing, the economy, transport and protecting the environment (<http://www.southeast-ra.gov.uk/seplan.html>). Section D8 of the plan contains policies which are relevant to the historic environment. Specifically, Policy BE3, Chapter 8, provides that:

- Local authorities and other bodies should adopt policies and proposals which support the conservation and enhancement of the historic environment, and the contribution it makes to local and regional distinctiveness;
- Local authorities and other bodies should adopt policies and proposals which support the contribution of the historic environment to local and regional distinctiveness, and that
- Proposals that make sensitive use of historic assets through regeneration, particularly where these bring redundant or under-used buildings and areas into appropriate use, should be encouraged.

### ***Local Planning Policy – Wycombe District Council Local Plan (2004)***

Chapter 11 of the Wycombe District Council Local Plan provides for the historic environment within the Study Areas. Development affecting Listed Buildings is covered under policies HE1 to HE5 of that document, that affecting Conservation Areas under policies HE6 to HE15 and that regarding Historic Parks and Gardens under policy HE20. In specific relation to archaeological remains, policies HE18 and HE19 assert that:

- Planning permission will not be granted for developments which would have an adverse effect upon the site or setting of a scheduled ancient monument;
- Planning permission will not be granted for any proposed development which would damage unscheduled archaeological remains or their setting, considered to be of importance on a county, regional or national scale, and worthy of preservation;
- On some sites it may be possible to accommodate the proposed development and preserve important remains *in situ*. Planning permission may be granted where the applicant can demonstrate to the satisfaction of the council that the important remains will be physically preserved undamaged *in situ*. Proposed methodologies for ensuring their safe-guard should be submitted to the council as part of the planning application, and
- In cases where the preservation of archaeological remains *in situ* is not merited, planning permission may be granted subject to provision being made for archaeological excavation and recording to the satisfaction of the council.

## **1.5 Staged approach to archaeological investigation**

Chiltern Railways intends to adopt a staged, multi-discipline approach to the railway station development. This archaeological assessment forms the first stage in what is expected to be a detailed investigative programme of archaeological research, analysis and mitigation during the design and construction phases of the development (see Appendix A).

The eastern component of the PDA, which is considered to be permitted development (section 1.3), has been included within the current assessment on a voluntary basis by Chiltern Railways at the request of BCAS. It is currently anticipated that all future archaeological work will be focussed upon the western component of the PDA.

## **1.6 Aims**

The purpose of the study is to consider the cultural heritage implications of the proposed development in order a) to aid in the selection of a construction strategy best preserving of the archaeology, and b) to provide a basis for further stages of investigation and mitigation. More specifically, the objectives of the study will be to:

- Identify and define the extent of known archaeological remains within the Inner Study Area, with particular focus on the industrial heritage;
- Provide a preliminary assessment of their significance;

- Assess the overall impact of the proposed development on the known and potential archaeological constraints, particularly those aspects of Brunel's original 1854 station architecture suspected and/or known to lie beneath the present commercial units and adjacent car parks;
- Assess the need for further evaluation and mitigation prior to and during construction; and
- Make recommendations for further evaluation and mitigation, where necessary.

## 1.7 Circulation of report

Copies of this report will be provided to Rob Cronk, Chiltern Railways, Buckinghamshire County Archaeological Service and Wycombe District Council Planning Authority.

## 1.8 Resourcing

This report was undertaken over a three week period in late July and early August 2009. Data collection by two researchers took place over one week, the data was managed and presented using MapInfo GIS over a two week period, and report writing was undertaken by one person in one week.

## 1.9 Report structure

This desk based assessment is divided into seven chapters followed by appendices, forming four main sections:

**Chapters 1-2** serve to introduce the organisations involved, the proposed development, the context, method and standards of assessment, and the layout of the report. All headings up to and including 1.7, 'Circulation of report', deal with aims. The remaining headings in the introduction deal with scope. The Method of Assessment is also part of the scope of the report, but is large enough to require its own section. It deals with the archaeological standards and methods used for data collection, analysis and reporting. Additionally, the chapter defines the nomenclature used, and states where the project archive will be deposited upon project completion.

**Chapters 3-6** present the results of the assessment. Specifically, they describe the physical environment of the development site, present the baseline archaeology of the Inner Study Area and consider archaeological and palaeo-environmental potential by period.

**Chapters 7-8** deal with the impacts of the proposed development on known and potential archaeological sites within the Inner Study Area, discuss approaches adopted in dealing with them and address mitigation in a series of recommendations.

**Appendices:** Seven appendices (A – G) comprise an explanation of the phased approach to mitigation, an explanation of statutory and non-statutory protection of archaeological sites, a gazetteer of archaeological sites and constraints figures, and a select archive of source material, including historic photographs and letters, elevations and plans, specific to the industrial heritage of the original railway station complex.

## **2 METHOD OF ASSESSMENT**

### **2.1 Frameworks and standards**

The present Inner Study Area falls within the catchment provided for under the Solent-Thames Archaeological Research Framework (2005). This framework was formed in response to the identification by English Heritage (1996, 2000), DCMS (2001) and ALGAO (2002) of regional frameworks as essential to a co-ordinated research approach across the historic environment sector. Such frameworks promote greater appreciation and understanding of our heritage, allowing better use of the archaeological and historical resource for display and teaching purposes, and aiding in its future protection. Frameworks also identify gaps in our knowledge and outline research strategies to encourage future investigation.

All future archaeological work on this project should be conceived, where possible, within the context of the Thames-Solent Research Framework and should be carried out with reference to professional standards and guidance. All archaeological work pertaining to the present desk-based assessment has been undertaken in accordance with professional codes, standards and guidance documents (IfA 2008a, 2008b).

### **2.2 Proposed Development Area (Redline)**

The Proposed Development Area (PDA) encompasses both the western and eastern portions of the development (see section 1.3). The redline is depicted on 'MCN-HWY-1001A Site Location Plan.pdf' (MacNaughton Limited 27/05/09) and MCN-HWY-1006A PD Site Location Plan.pdf (MacNaughton Limited 02/06/09), as provided by Rob Cronk to Network Archaeology via email on 13<sup>th</sup> July 2009. The western portion of the development covers an area of 0.76ha and the eastern portion covers 0.93ha, giving a total redline PDA of 1.69ha.

### **2.3 Study Areas**

This assessment set out to consider data within a single 0.5km Study Area centred on the PDA and comprising a total 127.30ha. However, due to the high density of sites recorded, it was considered more expedient to define an Outer and an Inner Study Area. The former extended to a distance of 0.5km around the redline PDA (see Figure 2), comprising a total area of 82.07ha, and the latter to a distance of 0.25km (see Figure 3), comprising 45.23ha in total. Baseline data was drawn from those sites represented within the Inner Study Area, whilst those within the Outer have served to better contextualise the baseline findings.

### **2.4 Data collection**

Data collection focused on the Inner and Outer Study Areas. Background archaeological and historical information for the localities on which the development site is situated were also studied to provide an even broader archaeological context.

Data and views have been sought from statutory and non-statutory bodies during the assessment process, as summarised in Table 2.1.

**Table 2.1: Summary of data sources and data collected during the assessment process**

Source	Data type	Data in Inner Study Area
British Museum (BM)	Portable Antiquities Database	Y
Council for British Archaeology (CBA)	Defence of Britain Database	N
Countryside Agency	Heritage Coasts	N
David Lane	Private collection including: Architectural elevations and plans of the former Brunel station at High Wycombe; private research of the GWR and High Wycombe railway station	Y
English Heritage	List of Buildings of Special Architectural or Historic Interest held by the Department of Culture, Media and Sport	Y
	National Monuments Register (NMR) Events database of archaeological works	Y
	NMR Monarch database of registered archaeological sites	Y
	Schedule of Ancient Monuments of England	Y
	The National Mapping Programme (NMP)	N
	Register of Historic Battlefields	N
	Register of Parks and Gardens of Special Historic Interest in England	N
World Heritage Sites	N	
English Nature (EN)	Ancient Woodland	N
Kemp Muir Wealleans Architects	Plans and elevations of the 'existing' and 'proposed' former Brunel station at High Wycombe	Y
Kew Records Office	Documents and photographs pertaining to High Wycombe railway station	Y
Buckinghamshire Records Office	Historic maps (tithe, OS etc)	Y
	Secondary printed sources	
Buckinghamshire County Council	Aerial photographs	Y
	Sites and Monuments Record	Y
	Grey Literature	Y
WWW	Various websites including: <a href="http://broadgauge.org.uk">broadgauge.org.uk</a> ; <a href="http://greatwestern.org.uk">greatwestern.org.uk</a> and <a href="http://railwayarchive.org.uk">railwayarchive.org.uk</a>	Y
Wycombe District Council	Conservation Areas	Y
Wycombe Museum	Documents and photographs pertaining to High Wycombe railway station	Y

## 2.5 Field Reconnaissance Survey

Visual examination of the entire PDA took place in order to:

- Corroborate data already identified by the historic map regression and desk-based assessment; and
- Locate and record any extant structures and finds, such as railway furniture, not recorded either on historic mapping or in existing databases.

A visual survey was also made in order to identify extant buildings and structures, the purpose being to:

- Identify and compile an archive record of all extant buildings/structures lying within the PDA; and
- Inform the need for, and potential scope of, further historic structural survey.

For the purposes of the examination, the site was divided into ten areas and each was systematically surveyed. Field observations were recorded on a combination of pro-forma plot sheets, site plans and hand-held GPS units (to sub 10m accuracy). For extant buildings and structures, recording included basic archive description and general exterior digital photograph(s).

*The Field Reconnaissance Survey was undertaken by a member of Network Archaeology and David Lane. Formerly of the Broad Gauge Society, and now an independent historic railways consultant, David is an expert in railway history and the station architecture of Isambard Kingdom Brunel.*

## 2.6 Data management and presentation

### 2.6.1 Definition of a ‘site’

The term ‘site’ is used throughout this report to refer to ancient monuments, buildings of architectural and historical importance, parks, gardens, designed landscapes, battlefields, public spaces, historic landscapes, historic townscapes, findspots of artefacts and any other heritage asset. Unless otherwise stated the term ‘site’ refers to the location where a site was situated and not to extant remains (e.g. a windmill means the location of a former windmill, and a pond means the location of a former pond). The only exception relates to ‘structures’, which can be taken to be extant unless otherwise stated.

### 2.6.2 Reference conventions

The information gathered from the data sources listed in Table 2.1 is uniquely referenced throughout this report and on all the figures. Information retrieved from public databases is prefixed by a two, three or four letter code, followed by their original source number. Sites found during the course of this desk based assessment that are not currently listed in a public database are referred to as DBA sites, identified by a two-letter suffix (Table 2.2).

**Table 2.2: Summary of site reference codes**

Reference code	Terms of reference	Example site reference
DBA	Desk Based Assessment Site	DBA:AA
DBP	Defence of Britain Project	DBP S0013298
FSU	Field Reconnaissance Survey	FSU 15
LS	Listed Structure	LS 489422
MON	English Heritage National Monuments Record of sites and events	MON 1309749
PA	Portable Antiquities Scheme	PA 46789
SMR	Buckinghamshire Sites and Monuments Record	SMR CD5823

### 2.6.3 Archaeological constraint gazetteer

Known archaeological sites lying within the Inner Study Area are summarised in a gazetteer in Appendix C. The gazetteer is structured in alphanumeric order. The gazetteer provides the source, cross-references, description, period and location of each site. The location is given as a 12 figure national grid reference to the centre of the point, area or linear. The gazetteer also gives a category of importance (see Section 2.7.1), an assessment of impact (see Section 2.7.2) and an assessment of the significance of impact (Section 2.7.3).

### 2.6.4 Historic map regression gazetteer

Historic map components lying within the proposed development area are summarised within a gazetteer in Appendix D. The gazetteer is structured in numeric order. The gazetteer provides the map source on which the component first appears, the map source on which the component no longer appears, and a brief description and location. The location is given as a 12 figure national grid reference to the centre of the point, area or linear.

### 2.6.5 Archaeological figures

The archaeological sites listed in the gazetteer are presented on Figure 2 and historic map regression data is presented on Figure 3. The relationship between the historic map regression data and the proposed development is shown on Figure 4. These figures use OS Landline mapping at 1:2500 scale provided by Aecom. Each site is represented by a star, shaded area or dashed/dotted line, depending on the type of data held. The symbols and corresponding labels are coloured according to the importance of the site (see section 2.7.1).

### 2.6.6 Accuracy of displayed data

Site data originally may have been captured at a different scale to that at which it is now displayed. This should be borne in mind when interpreting the exact location of constraint points and polygonal boundaries. Table 2.3 presents estimated accuracy levels based upon visual comparison with plots.

**Table 2.3: Summary of accuracy levels for displayed data**

Source	Source type	Source scale	Positional accuracy in relation to current OS mapping	Accuracy in relation to position on the ground
DBA	OS map	1:10 000 1:10 560	1mm	± 10m
DBA	OS map	1:2500	1mm	± 2.5m
DBA	AP vertical	1:5000 - 1:10 000	1-5mm	± 5 - 50m
DBA	AP oblique	1:1000 - 1:2500	1-5mm	± 5 - 50m
DBA	Tithe/enclosure map	1:5000 - 1:10 000	1-5mm	± 5 - 50m
DBP	digital points	-	-	?
LS	digital points	-	-	? ± 10m
MON	digital points	-	-	? ± 10m – 1000m



Source	Source type	Source scale	Positional accuracy in relation to current OS mapping	Accuracy in relation to position on the ground
SMR	Annotated maps, digital points and text data	(1:10 000)	±1-200mm	? ± 10m – 2000m

## 2.7 Impact assessment process

Archaeological impact assessment is the process by which the impacts of a proposed development upon the archaeological resource are identified. Each site has been assessed in its wider heritage landscape, taking account of identity, place, and past and present perceptions of value.

A three stage process was adopted:

Stage 1: Assessment of importance (see 2.7.1)

Stage 2: Assessment of the impact of the proposed development (see 2.7.2)

Stage 3: Assessment of significance of impact (see 2.7.3)

### 2.7.1 Importance

The sites listed in the gazetteer have been rated according to their perceived importance into categories A to D and U (as shown in Table 2.4). Where possible, each site has been assessed on the following characteristics:

- complexity (i.e. diversity of elements and relationships)
- condition (i.e. current stability and management)
- period
- physical form
- rarity
- setting
- survival (i.e. level of completeness)

The grade awarded to each site considers the scale at which the site may be judged significant (i.e. in terms of local, regional and national policies, commitments and objectives); representational value, diversity and potential; and existing local, regional and national designations (e.g. Scheduled Ancient Monuments). Some sites within the Inner Study Area benefit from statutory protection and other protection (see Appendix B).

The process of importance categorisation has been adopted as a tool in determining appropriate mitigation. The categories should not be taken as a statement of fact regarding the importance or value of a particular site. The use of examples of types of site is simply a guideline. The inclusion of a site in a particular category often involves a degree of subjective judgment and is based upon the current level of information. Categories are not fixed or finite, and there is every possibility that the classification of a site may change as a result of findings made during later stages of investigation.

**Table 2.4: Site category definitions**

Grade	Description	Examples	Investigation and mitigation
A	Statutory protected	Conservation Area, Listed Building, Scheduled Ancient Monument, World Heritage Site	Avoidance essential
B	Nationally important	Grade I and II* Registered Park and Garden, Registered Battlefield, Major settlements (e.g. villas, deserted medieval villages), Burial grounds, Standing historic buildings (non-listed)	Avoidance preferable
C	Regionally important	Grade II Registered Park and Garden, Some settlements, finds scatters, Roman roads, sites of historic buildings	Avoidance desirable, otherwise investigation necessary
D	Locally important	Field systems, ridge and furrow, trackways, wells	Avoidance unlikely/investigation recommended
U	Ungraded	Non-archaeological site held by data source	Avoidance and investigation not envisaged

### 2.7.2 Impact of the proposed development

The potential impact of the proposed scheme upon a site has been assessed at three levels:

- nature of impact (see Table 2.5)
- type of impact (see Table 2.6)
- magnitude of impact (see Table 2.7)

**Table 2.5: Nature of impact definitions**

Impact	Description
Beneficial	Beneficial contribution to the protection or enhancement of the archaeological and historical heritage
Adverse	Detrimental to the protection of the archaeological and historical heritage
Neutral	Where positive and negative impacts are considered to balance out
None	No or negligible impact due to distance from proposed scheme, and/or construction technique which negates the impact

**Table 2.6: Impact type definitions**

Type	Description
Direct	Physical damage, including compaction and/or partial or total removal. Severance, in particular linear sites
Indirect	Visual intrusion affecting the aesthetic setting of a site. Disturbances caused by vibration, dewatering, or changes in hydrology etc.
Uncertain	Where the physical extent or survival of a site is uncertain, or where the visual impact of the proposed scheme on the setting of sites or the landscape has not been determined

**Table 2.7: Magnitude of impact definitions**

<b>Magnitude</b>	<b>Description</b>
Severe	Entire or almost entire destruction of the site
Major	A high ratio of damage or destruction to the site
Minor	A low ratio of damage to the site
Indeterminate	Where the data level does not allow any secure calculation (e.g. because the quality and extent of the site is unknown, or because construction techniques have not yet been decided)

Factors affecting the assessed magnitude of impact include:

- the proportion of the site affected
- the integrity of the site; impacts may be reduced if there is pre-existing damage or disturbance of a site
- the nature, potential and heritage value of a site

### 2.7.3 Significance of impact

The ‘significance’ of the impact has been assessed as the product of the importance of each site, and the impact of the proposed scheme upon each site. The levels of significance of impact are defined in Table 2.8. Significance of impact definitions are provided only for negative impacts, as these were the only type on this particular scheme. The significance of impact rating does not take account of potential mitigation.

**Table 2.8: Significance of impact definitions**

<b>Stage 1</b>	<b>Stage 2</b>			<b>Stage 3</b>
<b>Importance of site</b>	<b>Nature of impact</b>	<b>Type of impact</b>	<b>Magnitude of impact</b>	<b>Significance of impact</b>
A	Negative or beneficial	direct	severe	high
			major	high
			minor	high
			indeterminate	high
		indirect	severe	high
			major	high
			minor	medium
			indeterminate	high or medium
uncertain	n/a	unknown		
B	Negative or beneficial	direct	severe	high
			major	high
			minor	medium
			indeterminate	high or medium
		indirect	severe	high
			major	medium
			minor	medium
			indeterminate	high or medium
uncertain	n/a	unknown		

Stage 1	Stage 2		Stage 3	
C	Negative or beneficial	direct	Severe	medium
			major	medium
			minor	low
			indeterminate	low or medium
		indirect	severe	medium
			major	low
			minor	low
indeterminate	low or medium			
uncertain	n/a	unknown		
D	Negative or beneficial	direct	severe	medium
			major	low
			minor	low
			indeterminate	low or medium
		indirect	severe	medium
			major	low
			minor	low
indeterminate	low or medium			
uncertain	n/a	unknown		

## 2.8 Limitations of assessment

### 2.8.1 Reliability of the data

Information held by public data sources can normally be assumed to be reliable, but uncertainty can arise in a number of ways:

- The Sites and Monuments Record (SMR) can be limited because it depends on random opportunities for research, fieldwork and discovery.
- Documentary sources are rare before the medieval period, and the few that do exist must be considered carefully in order to assess their veracity.
- Primary map sources, especially older ones often fail to locate sites accurately to modern standards.
- There may be a lack of dating evidence for sites.
- The usefulness of aerial photographs depends upon the geology and land use of the areas being photographed and also the season and weather conditions when the photographs were taken. Many types of archaeological remains do not produce crop, soil or vegetation marks and the aerial photographs themselves necessarily involve some subjective interpretation of the nature of sites.

### 2.8.2 Potential limitations of an impact assessment

Limitations of impact assessment can include:

- Inaccuracies of map sources which make it difficult to provide a precise assessment of potential impact
- Uncertainty regarding the survival and current condition of some sites. This means that the importance of some sites cannot be finalised until reconnaissance and/or evaluation has taken place on the ground
- Uncertainty regarding the precise methodologies of the development proposals
- The possibility that hitherto unknown archaeology will be encountered

### **3 DESCRIPTION OF THE PDA**

#### **3.1 Location and topography**

The town of High Wycombe (formerly *Chepping Wycombe*), Buckinghamshire, lies roughly equidistant between Oxford and London, on the south-eastern limit of the Chiltern Hills Area of Outstanding Natural Beauty (AONB). The town sits within the wooded, steep-sided valley of the River Wye. Indeed, the name ‘Wycombe’ is argued to represent a historical conjunction of ‘wy’ in respect of the river and ‘combe’ meaning wooded valley, though it may equally well derive from *wicum*, the Old English dative plural form of *wic* or ‘settlement’, with the river deriving its name from the town (Mills 1998).

The PDA is located at High Wycombe Railway Station (NGR: 486950E 193000N) on the declivitous southern slope of Amersham Hill, proximate to the town centre. The western portion of the site consists of the current station building and a former goods shed comprising the original station building with extensions. The two are separated by a road providing vehicular access. The eastern portion of the site comprises a car park servicing the station, and Birdcage Walk pedestrian footway forms the southern PDA boundary.

At approximately 80m OD, the railway station is located on a terrace plateau; a significant excavation into the side of the chalk hillside undertaken during construction of the new GWR/GCR mainline in 1902, stands eight metres high to the north of the site, securing the upslope geology. There is a small area of landscaping to the north-west of the modern station premises, but otherwise the entirety of the PDA comprises expanses of hard-standing and numerous structures of an industrial nature and varying antiquity.

The site falls within the High Wycombe Conservation Area, first designated in 1970, as one of thirteen contiguous ‘character zones’ (Wycombe District Council 1995). Directly to the north is the Amersham Hill zone, while to the south-west is that covering neo-Georgian Crendon Street. Overall, the local topography across both the PDA and the Inner Study Area can be characterised as urban and heavily developed, comprising nucleated residential and business premises, car parks, roads and pavements. While the majority of the PDA has been levelled flat, the remainder of the Inner Study Area might better be defined as sloping, rising steeply to the north.

#### **3.2 Land use and social geography**

High Wycombe is a combined market, industrial and residential centre, largely prosperous but with a number of less affluent districts. With a population of around 100,000 people, it is the largest town in Buckinghamshire. Historically, High Wycombe was an established seat of furniture production and arguably at one time the chair-making capital of the world (Wycombe District Council 2005), though this is no longer the case.

During the nineteenth century, the furniture industry encouraged the large-scale selective management of beech woodland, already in abundance across the Chilterns, and today the area boasts one of the most wooded lowland landscapes in England and the single most extensive area of native beech woodland (Short 2006:49). While the local tree cover has been robustly cleared ahead of

development, patches of ‘hanging woodland’ as they are referred to locally remain a characteristic aspect of High Wycombe’s otherwise urban landscape.

The railway first came to High Wycombe in 1854 with the construction of the Broad Gauge station complex. Originally the terminal station on the Maidenhead line, it remained in use for only ten years before a new station had been constructed to the north as component of a new through line to Thame. The original station was converted into a goods shed at this time and it currently houses a number of commercial units including a windscreen repair shop and a taxi service. The station has remained in operation through until today, conveying large numbers of commuters, shoppers and residents to and from the town centre. In 2007/2008 over one million station entries and a similar number of exits were recorded by the Office of Rail Regulation for High Wycombe (ORR 2009).

### 3.3 Mapped solid geology

High Wycombe is located on the band of cretaceous White Chalk that covers large areas of south and south east England, Lincolnshire and eastern Yorkshire. Two types of Middle Chalk deposit are present, these being: New Pit Chalk Formation and the substrate Holywell Chalk Formation (Table 3.1). Both are underlain at depth by older Grey Chalk formations (Aecom 2009).

**Table 3.1: Description of solid geologies**

Period	Unit	Description
Cretaceous (65-24 my BP)	New Pit Chalk Formation	A blocky, firm to moderately hard chalk with numerous marl seams and occasionally flints; maximum depth = 45m
	Holywell Chalk Formation (Melbourn Rock and Plenus Marls)	Generally hard nodular chalks with marl seams and shell debris; maximum depth = 18m

### 3.4 Mapped drift geology

Clay-with-flints is mapped in the general vicinity of the PDA (Table 3.2). Previous and subsequent geo-technical investigation *has* confirmed superficial (‘drift’) deposits of Clay-with-flints overlying the chalk bedrock (section 3.6).

**Table 3.2: Description of drift geology**

Period	Epoch	Unit	Description
Eogene (1.8 my-11ky BP)	Pleistocene	Clay-with-flints	Deposit of stiff red, brown or yellow clay containing unworn whole flints as well as angular shattered fragments, also with a variable admixture of rounded flint, quartz, quartzite and other pebbles.

### 3.5 Mapped soils

Being an urban area, no soils were mapped for the PDA in the Soil Survey of England and Wales (1983). However, four soils were mapped for the regions immediately surrounding High Wycombe and it is conceivable that similar soil types might survive as buried soils within the PDA (Table 3.3).

**Table 3.3: Soils and land use**

<b>Soil Association</b>	<b>SSEW sub-group</b>	<b>Description</b>	<b>Geological location</b>	<b>Land use</b>
Andover 1	343h	Shallow well drained calcareous silty soils over chalk on slopes and crests. Deep calcareous and non-calcareous fine silty soils in valley bottoms. Striped soil patterns locally	Chalk	Winter cereals and short term grassland with dairying and stock rearing; cereals sugar beat and potatoes; some woodland
Newmarket 2	343g	Shallow well drained calcareous coarse loamy and sandy soils over chalk rubble associated with well drained deeper coarse loamy and sandy soils often in an intricate pattern. Slight risk of water erosion	Chalk and chalky drift	Cereals, peas, beans and sugar beet; some short term grassland
Batcombe	582a	Fine silty over clayey and fine loamy over clayey soils with slowly permeable subsoils and slight seasonal water logging; some well drained clayey soils over chalk. Variably flinty	Plateau drift and clay-with-flints	Cereals, permanent grassland and deciduous woodland in the south east region
Marlow	581e	Well drained fine loamy over clayey and clayey soils. Some coarse and fine loamy over clayey soils with slowly permeable subsoils and slight seasonal waterlogging	Plateau and river terrace drift	Cereals and short term grassland; coniferous woodland on slopes

### 3.6 Ground investigation of the PDA

The most recent ground investigation of the PDA was undertaken by Laing Technology Group in August 2000 (LTGL 2000). The investigation included the sinking of six trial pits, one window sample hole, two dynamic probes and one cable percussion borehole. The basic geological sequence identified was as follows:

- Made ground, consisting of ‘dark sand and gravel with fragments of brick, concrete, chalk and slate, ranging from 0.5m to 1.0m in thickness;
- Firm brown clay with chalk gravel and occasional flints, considered likely to represent superficial (‘drift’) deposits overlying the solid geology; and
- Pale grey/white chalk natural with pockets of brown chalky clay.

Superficial clay deposits were not present in all of the exploration holes, with some coming straight down on to the chalk. The investigators also note the highly weathered and variable nature of the surface of the chalk strata.

Supplementing the data from the 2000 survey (LTGL 2000), BGS data on sixteen previous boreholes taken in proximity to the PDA was obtained by Aecom (2009). The earliest of these were taken during the 1930's and the latest during the 1980's. All seem to confirm the above sequence, though made ground was not present in every instance.

### **3.7 Ground contamination**

Given the historical use of the PDA in activities related to the railway, there are numerous potential sources of contamination including: fuel and other oils, creosote and ferrous residues. In line with the regime for contaminated land set out in Part IIA of the Environmental Protection Act (Ref. 25) and in line with the principles of PPS23 – Planning and Pollution Control, a geo-environmental assessment of the PDA was undertaken by Aecom (2009) and further recommendations made.

The previous geo-technical investigation by Laing Technology Group (LTGL 2000) identified the possibility of petroleum hydrocarbon contamination within the shallow made ground present across the PDA. Specifically, a strong odour of diesel and staining was apparent both within the made ground material and the underlying chalk to a recorded depth of 2.5m. Underground storage tanks were also recorded as present on site, potentially representing the source of the afore-mentioned contamination.

### **3.8 Hydrology and hydrogeology**

There are no watercourses within the PDA or the wider Inner Study Area, the nearest being the River Wye, which emanates from chalk springs to the north-west and empties into the Thames. At its nearest point, the River is approximately 150m south of the PDA, putting it outside of the extreme flood zone.

Ground water levels within the PDA lie at around 14-18m below the ground surface, with a general direction of flow towards the southeast in kind with the river. The chalk underlying the site is classified as a Major Aquifer and four groundwater abstraction sites are located within a kilometre (Aecom 2009).



## **4 ARCHAEOLOGY WITHIN THE INNER STUDY AREA**

### **4.1 Previous archaeological work within the Inner Study Area**

Buckinghamshire County Council Archaeological Service (SMR) and the National Monuments Record (NMR) maintained by English Heritage, contain no records of archaeological investigation directly within the PDA itself. However, there are a total of thirty-six investigation events recorded by both databases within the wider Inner Study Area. In addition, information regarding one building survey undertaken within the PDA became known during this assessment. Summarily these comprise:

- 2 Building Recording Survey (4.1.1)
- 1 Desk-Based Assessment (4.1.2)
- 2 Geophysical Surveys (4.1.3)
- 7 Evaluations (4.1.4)
- 7 Excavations (4.1.5)
- 18 Watching Briefs (4.1.6)

In order to better contextualise the archaeological potential of the PDA, a brief discussion of the nature and results of these investigations is now given below. This is followed by a description of two more holistic landscape surveys of which High Wycombe forms a part. Archaeological sites are presented on Figures 2-3 and summarised in a gazetteer within Appendix C.

#### **4.1.1 Building Recording Survey**

Building recording in the form of measured drawings, including plans, elevations and profiles, was undertaken by David Lane, an independent historic railways consultant (Appendix E). His work, which was used in support of the planning application for the proposed redevelopment of High Wycombe Railway Station, was commissioned by Chiltern Railways.

Photographic and measured architects' surveys were carried out by Wycombe District Council on The Guildhall (Wycombe District Council 2000). These works were successfully carried out as a HLF funding requirement prior to extension of the structure.

#### **4.1.2 Desk-Based Assessments**

AOC Archaeology undertook the only desk-based assessment recorded within the Inner Study Area. The assessment considered the site of the former Ercol Factory on London Road and concluded that though the area was potentially a site of past habitation, significant archaeological remains were unlikely to have survived modern development (Vaughan-Williams 2003).

#### **4.1.3 Geophysical Survey**

Two associated geophysical surveys are recorded within the Inner Study Area, both undertaken by Northamptonshire Archaeology (2001) as part of the AONB Chalk Streams Project. The first, enacted in March 2001, involved a magnetometry investigation at Holywell Mead Swimming Pool proximate to Rye Roman Villa. This produced largely negative results. The second, enacted in October and

November 2001, involved magnetometry and resistivity surveys also in relation to the villa site (SMR 0380). This time the results were more positive, revealing a ditch and evidence of possible Romano-British buildings to the north (Northamptonshire Archaeology 2001).

#### 4.1.4 Evaluations

Seven evaluations are recorded within the Inner Study Area. These took place at:

- ***Railway Place, Easton Street*** (Carstairs 1994). The site was adjacent to St John Medieval hospital. However, the only features identified were a Medieval boundary ditch and a series of pits of late Medieval and Post-Medieval date.
- ***Wycombe Abbey School*** (Enright 1994). Evaluation was undertaken in advance of building work at the former Augustinian abbey.
- ***41-43 Castle Street*** (Roseff 1995). Buckinghamshire County Museum carried out a trial trench evaluation prior to development and identified several Post-Medieval domestic features including a soak-away and a cellar. A small Medieval pit was also recorded.
- ***30-48 Castle Street*** (TVAS 2007). Four evaluation trenches were excavated prior to development, but no archaeological features identified.
- ***Rye Environmental Centre*** (Holmes 2000). Two trenches were excavated by Oxford Archaeology on the site of a proposed wildlife refuge. The evaluation revealed features associated with the south wing of Rye Roman Villa including wall and floor structures.
- ***The Courtyard, 25-31A Frogmoor*** (Moore 2001). Four evaluation trenches were excavated in advance of residential development. Numerous features were identified, none dating earlier than the Post-Medieval period.
- ***Project Phoenix*** (Simmonds 2004). Six evaluation trenches were excavated ahead of development on land to the west of High Wycombe, revealing a single Medieval ditch and evidence of 19<sup>th</sup> century reclamation.

#### 4.1.5 Excavations

Seven excavations are recorded within the Inner Study Area. These took place at:

- ***Great Penn Mead*** (Head 1955). Excavation of the villa took place during 1931-1932. A plan of the excavation is held by Buckinghamshire County Museum.
- ***Great Penn Mead*** (BAS 1953-60). Excavation at the villa exposed more Roman material as well as pottery and worked flint dating to the Neolithic period.
- ***Great Penn Mead*** (BAS 1870). Antiquarian excavation of Rye Roman Villa.

- ***Pann Watermill*** (BAS 1997). Following a resistivity survey, excavations by Chess Valley Archaeological and Historical Society in 1993-1995 examined the remains of a Medieval and Post-Medieval watermill and associated leat.
- ***Temple End, Bellfield Road*** (Regan 1997). Post-Medieval and later building remnants were uncovered during excavations ahead of the development of a potential Templar site.
- ***Bassetsbury Barn, Bassetsbury Lane***. The 15<sup>th</sup> century tithe barn was explored as part of National Archaeology Day. No significant findings were made.
- ***First Church of Christ Scientist, Corporation Street*** (Hunn 2007). A single trench excavation prior to development recorded no significant archaeological remains.

#### 4.1.6 Watching Briefs

Eighteen watching briefs are recorded within the Inner Study Area. Over half of these identified no/trace archaeology, i.e. ***Castle Street*** (BAS 1961-5); ***High Wycombe Church*** (BAS 1985); ***St John's Hospital 1993*** (Carstairs 1993); ***St John's Hospital 1996*** (CBA 1997); ***Bassetbury Manor*** (BAS 2000); ***The Haystacks*** (Anthony 2003); ***Central Service Station, Temple End*** (Mumford 2002); ***Ercol Factory, London Road*** (Clarke 2005); ***Bassetsbury Lane Bridge*** (Moore 2005); and ***Bassetsbury Tithe Barn*** (Gilbert 2007).

However, the following watching briefs did identify important archaeological remains:

- ***Priory Road*** (BAS 1989). A watching brief carried out by Buckinghamshire County Museum identified a Medieval house platform.
- ***All Saint's Church*** (Hardy 1993; OAU 1998). Two watching briefs have been undertaken in relation to the church. The first, carried out by Oxford Archaeology during the re-laying of the chancel floor in 1996, recorded three brick burial vaults dated to the Post-Medieval period. The second, carried out during the installation of two new walls and the concomitant consolidation of an existing burial vault, located the lower courses of a brick wall and a layer of compacted material overlying the vault. Again, all features were Post-Medieval in date.
- ***Holywell Mead*** (Parkhouse 1996). In 1996, some of the robber trenches associated with Rye Roman Villa were revealed during the refurbishment of the public swimming pool. Several other features were recorded and a number of Romano-British artefacts uncovered.
- ***Wycombe Chair Museum*** (Parkhouse 1996). Rebuilding of a stable block close to a known motte on Castle Hill found no evidence of a surrounding ditch, but did identify several Post-Medieval features including a well and a culvert.
- ***Rye Environmental Centre*** (Hiller 2002; Sims 2005). Two watching briefs have been undertaken at the centre. The first, carried out by Oxford

Archaeology in 2002, recorded elements of the Roman villa during monitoring of groundworks. The second, carried out during the installation of a new car park in 2005, revealed demolition material possibly representing a section of the villa boundary wall.

- **High Wycombe Museum, Castle Mount** (Lowe 2004). A programme of groundworks at the known motte site revealed Post-Medieval features only.

#### 4.1.7 Landscape Surveys

Being at the heart of High Wycombe town centre, both the railway station and the Inner Study Area fall under two separate historic landscape surveys. The first, the Buckinghamshire & Milton Keynes Historic Landscape Characterisation, is an English Heritage sponsored national programme of landscape characterisation. The second, the Chiltern Historic Landscape Characterisation, covers the area of the Chilterns AONB. High Wycombe town centre itself is designated one of sixty Conservation Areas within the Wycombe District (Wycombe District Council, ref. 12227), for which a specific Character Survey has been carried out (Wycombe District Council 1995).

## 4.2 Prehistoric Period (c. 4000 BC – AD 43)

### 4.2.1 Prehistoric Period: Overview of the period and its relation to past human activity within the wider PDA environs

This section deals with sites which are clearly prehistoric in nature but which cannot be more closely dated. There are two main reasons for this loss of chronological resolution. Firstly, unexcavated cropmarks, as identified on maps, aerial photographs and through site visitation and field survey activity, are often not securely datable on the basis of their morphology alone. It is therefore more sensible to consider them prehistoric in this more general sense, than to hazard a narrower classification.

Secondly, besides cropmarks the other major body of evidence available for this period comes in the form of concentrated flint scatters, and there are significant difficulties in differentiating between the lithic technologies associated with certain prehistoric periods. In particular, early Neolithic flintwork can prove virtually indiscernible from that of the preceding late Mesolithic; so too that of the early Bronze Age from that of the preceding late Neolithic (Edmonds 1995).

### 4.2.2 Prehistoric Period: Known Sites from within the Inner Study Area

Two sites dating to this period are known within the Inner Study Area. These are:

- **Flint flake** (SMR 0611100000). A piece of worked flint found during an evaluation.
- **Antler pick** (SMR 0037700001). A stag antler pick was discovered near to the site of a Neolithic flint mine at High Wycombe railway station in 1902 and is almost certainly contemporary. The item constitutes a pick axe made out of stag antler, with the tip worn smooth through use. Such items are found commonly in association with Neolithic flint mines, e.g. at Grimes Graves (Clutton-Brock 1984).

#### **4.2.3 Prehistoric Period: Additional Information relating to past human activity within the Inner Study Area**

No additional information about sites of this period within the Inner Study Area has been produced by researching secondary sources.

### **4.3 Palaeolithic (c. 500 000 – 8300 BC)**

#### **4.3.1 The Palaeolithic Period: Overview of the period and its relation to past human activity within the wider PDA environs**

Palaeolithic culture flourished during a period of glaciation known as the Pleistocene (Imbrie & Imbrie 1979; Gamble 1999). At this time the climate consisted of cycles of intense cold associated with the advance of the glacial ice sheets, as far south as the Chilterns, their presence no doubt exacting a significant influence on indigenous social trajectories. Periods of glaciation were interspersed with periods of increased clemency and greater warmth as the ice sheets entered various phases of retreat (Barton 1997:25). The last major glaciation occurred c.25000 – 18000 years ago when the large volume of sea water locked up within the glaciers meant that Britain was still connected to north-west continental Europe (Barton 1999:15).

As it covers such a vast swathe of human prehistory, the Palaeolithic period is typically sub-divided into the Lower, Middle and Upper divisions, with ‘Upper’ being most recent (Bahn 2001:344). It is probable that the Palaeolithic economy was one of seasonal exploitation by largely mobile communities (Barton 1997), though some scavenging may have taken place, particularly during the Lower-Middle stages (Binford 1981 cf. Dominguez-Rodrigo 2002).

Stone tools were knapped for the purposes of hunting, gathering and fishing, as well as for a multitude of other functions such as food preparation, the working of hides and skins for clothing, and the manipulation of other organic materials such as wood, bone and antler into various objects of utility, decoration and expression (Klein 2005:112-114). It is a combination of these stone tools as well as the remains of prey animals that form the major evidence base for this period. More rarely the skeletal remains of the people themselves are recovered (Johanson & Edgar 1996).

Caddington Clay Pits, one of the earliest archaeological sites in the Chilterns, is located just to the south of Luton, approximately 34 km north-east of High Wycombe (Worthington 1908). This lower Palaeolithic site dates to between c.125,000 and 70,000 BC and is characterised by a distinct layer of flints sealed beneath a sequence of brickearth deposits. Pollen analysis indicates that the focus of the site was a shallow body of water in an area of rough grassland surrounded by dense woodland supporting such fauna as deer, elephant and rhinoceros.

Other early sites are known at Burnham, Farnham Royal and Harpsden, all located on the southern edge of the Chilterns, c.15km from High Wycombe (Stainton 1994:16). Two more recently examined sites in the nearby Colne Valley include the Denham mineral extraction area (Wessex Archaeology 2005) and the Sanderson factory site (Lakin 2006). Within High Wycombe itself, a Palaeolithic hand axe (MON 248799) was found in the back garden of a house in Rectory Avenue. Although the provenance of the axe is uncertain, it does suggest a level of activity in the area during the Palaeolithic period.

#### **4.3.2 The Palaeolithic Period: Known sites from within the Inner Study Area**

A single Palaeolithic site was identified within the Inner Study Area. This was:

- A Palaeolithic hand axe (SMR 0049100000) was recovered from High Wycombe Train Station in 1891 (Wessex Archaeology 1996:180). The piece has been kept at Aylesbury museum, but no further details have been recorded.

#### **4.3.3 The Palaeolithic Period: Additional information relating to past human activity within the Inner Study Area**

No additional information about sites of this period within the Inner Study Area has been produced by researching secondary sources.

### **4.4 Mesolithic (c. 8300 – 4000 BC)**

#### **4.4.1 The Mesolithic Period: Overview of the period and its relation to past human activity within the wider PDA environs**

Mesolithic culture developed in response to a dramatic environmental change brought about by the final retreat of the Pleistocene ice sheets and the onset of the current Holocene epoch (Smith 1992). The climate grew considerably warmer at this time and the huge volumes of water released by the resultant melting of the ice sheets contributed to a swelling of the oceans and an accompanying rise in sea level (Coles 1998). By c.5800BC, Britain had become an island isolated from the rest of Europe (Mithen 2006) and the insulating properties of the sea then caused a further rise in winter temperature, encouraging the spread of coniferous forest. Such a habitat was much more accommodating of woodland game than of the herds of macrofauna common during the previous Upper Palaeolithic (Bonsall 1989). As the climate continued to grow warmer and wetter there were still further environmental changes, until by around 6500BC the coniferous forest had finally given way to dense deciduous woodland (Mithen 1999:35-37).

The people of the British Mesolithic continued in a mobile hunter-gatherer lifestyle in kind with their Upper-Palaeolithic forebears (Darvill 1987), but developed novel subsistence strategies and tool types in order to exploit their wide new resource base (Bahn 2001:289). Tools were fashioned from stone, wood or bone amongst other workable materials. Given that organic artefacts are acutely perishable and rarely survive, it is again those chipped from stone that form the bulk of our evidence for this period (Myers 1989; Edmonds 1995).

Composite tools – flints hafted in wooden shafts – gained in popularity during the Mesolithic, as did the practice of producing characteristically small flint blades referred to as microliths and which are particularly diagnostic of this period (Radley et al. 1974; Tolan-Smith 2008:132). Projectiles are especially prominent in the archaeological record, while other contemporary stone object types include: tranchet axes – wherein the cutting edge is produced by a transverse blow – end-scrapers and micro-burins (Mithen 1999:49).

The manufacture of hafted flint axes and adzes suggests that some woodland clearance may have been taking place, likely on quite a small scale. Towards the end of the Mesolithic, it seems that fire was also being used to clear trees and to create scrub and grassland attractive to ungulates (Mellars 1976a; Green 2000:42).

Though it may have taken place, the impact of Mesolithic land management on the Chilterns landscape was evidently minimal, and is probably less visible than the climatic and vegetative changes which have since taken place (Hepple 1992:19).

Evidence for Mesolithic settlement is rare in Britain. Where it occurs it consists almost entirely of flint scatters (Mellars 1976b; Barrett et al. 1991), though there are a handful of sites which have provided firmer evidence (Woodman 1985; Waddington et al. 2003; Spikins 2002). The famous Magelmosian lacustrine site of Starr car in North Yorkshire (Clark 1954, 1972), for example, has produced evidence of repeated visits during the early Mesolithic, including: a brushwood platform used to consolidate the boggy surface at the edge of the lake, part of a wooden oar, bone and antler harpoons, a supposed ceremonial head-dress, and a number of decorative jet and amber beads amongst other items (Scarre 2006:396-7).

Mesolithic implements, principally axes and microliths, are found with increasing frequency across the Chilterns and it is thought that the area may once have been heavily exploited (Stainton 1994:16). A Mesolithic flint working/occupation site is known at Chesham, c.12 km to the north east of High Wycombe. The site lay beneath c.0.6m of hillwash, upon which stood a 17th century cottage. Associated faunal remains, including those of red deer, wild boar and aurochs, exhibit butchery marks indicative of hunting and carcass preparation activities. In greater proximity to High Wycombe, sites at Kimble Farm, Turville and Bolter End, Fingest have both yielded Mesolithic remains (Reed 1979), and the find of a flint axe with 'flaking of Mesolithic character' (SMR 0021800000), now lost, is recorded from within High Wycombe town centre.

#### **4.4.2 The Mesolithic Period: Known Sites from within the Inner Study Area**

No sites dating to this period are known within the Inner Study Area.

#### **4.4.3 The Mesolithic Period: Additional Information relating to human activity within the Inner Study Area**

No additional information about sites of this period within the Inner Study Area has been produced by researching secondary sources.

### **4.5 Neolithic (c. 4200 – 2500 BC)**

#### **4.5.1 The Neolithic Period: Overview of the period and its relation to past human activity within the wider PDA environs**

The Neolithic period saw the appearance of domesticated plants and animals, pottery and monuments as well as novel flint technologies and settlement patterns in Britain (Edmonds 1995:20; Whittle 1999:58-61). Where previously this was considered in terms of an abrupt change in culture associated with the arrival of continental migrants (Hawkes & Hawkes 1948; Clark 1952; Case 1969), more recently scholars have come to understand it as a gradual process wherein indigenous late Mesolithic peoples played a much more active role (Thorpe 1996; Bradley 2007; Thomas 2007). This would have entailed a critical change in ideology amongst transitional communities, involving the restructuring of relationships between people, animals, objects and the landscape (Jones & Richards 2003; Bradley 2004). Similarly, the use of novel material culture and monuments would have prompted, and allowed for, the re-negotiation of both indigenous and migrant group identities (Thomas 1999; Whittle 1996).

The period is typically sub-divided into 'earlier' and 'later', though it can also be useful to conceive of a dynamic 'middle' period at around 3400 to 3000 BC (Whittle 1999:59). Numerous rectangular posthole structures are dated to the early Neolithic (Garton 1987; Darvill 1996; Hey et al. 2003), yet their interpretation as 'houses' is hotly contested and they may as well have served as ritual structures or even communal stores (Thomas 2003; Richmond 1999). It is likely that most groups were still semi-nomadic at this time, combining hunting and fishing with the cultivation of small plots of land and small-scale, likely transhumant, animal husbandry (Bogaard & Jones 2007). Faunal assemblages comprise the remains of both domesticated and wild species, though the former are typically found in much the greater proportion (Richards 1990). Both cereals and wild plant foods are also in evidence (Wysocki & Whittle 2000 cf. Jones & Rowley-Conwy 2007), and some coastal communities are known to have exploited shellfish (Bell 2007).

Another development taking place at this time was the re-definition of the landscape through forest clearance and the construction of pathways (Coles & Coles 1986), mines (Barber et al. 1999) and monuments (Bradley 1993, 1998). Most conspicuous today are the great earthen long-barrows (Ashbee 1970; Kinnes 1992) thrown up over the sites of former wooden mortuary houses (e.g. Hodder & Shand 1988) and stone-chambered tombs (Darvill 2004); this was done in order to memorialise important communal ancestral burial sites while prohibiting further access to their interiors. The other major early Neolithic monument type comprised one or more sub-circular arrangements of discontinuous bank and ditch of uncertain function (Oswald et al. 2001). These 'causewayed enclosures' then went out of fashion during the middle Neolithic to be succeeded by an equally enigmatic new form of imposing rectilinear earthwork referred to as cursus monuments (Barclay & Harding 1999).

During the late Neolithic communal long barrows were replaced by single articulated burials often richly provided for and covered over with circular barrows (Bradley 1992), and the final major monument type attributable to the Neolithic also emerged at this time in the form of the henge. A roughly circular bank with a ditch (usually internal) and one or more entranceways (Harding 1987), some henges were endowed with internal settings in either stone or wood. Of course in some areas stone circles were erected as monuments in their own right (Burl 1979). It was also towards the end of the Neolithic that a new style of ceramic, known as 'Beaker' pottery, first appeared in Britain (Harrison 1980). Commonly associated with the eponymous beaker vessels themselves are other artefacts such as stone wrist-guards and barbed and tanged arrowheads (Clark 1970). This focus on the commemoration of the individual over the communal group suggests that descent from known people was becoming a significant principal of social ordering at this time (Barrett 1988, 1994).

The south of England is comparatively rich in Neolithic remains, boasting examples of all the major monument types mentioned above as well as a wealth of flint scatters and numerous pits containing potentially 'symbolic' domestic waste (Barrett et al. 1991; Green 2000). Systematic forest clearance in the Chilterns began at this time and continued on into the Middle Ages. The edge of the Chiltern escarpment was perfect for settlement. The light, well drained soils were more easily tilled than the heavier drift deposits covering much of the chalk, and sparse woodland increased the ease of clearance. The concentration of natural local springs provided a good water supply and the scarp itself provided an expedient cross country route in the form of the Ridgeway/Icknield Way (Stainton 1992:21), only c.5km from High Wycombe.



There appear to have been three main foci of contemporary occupation local to the area of the present town, these being: the Thames gravels on the southern edge of the Chilterns, the rounded hills around Luton and Dunstable in the north, and a broad, lowland area to the east of the Chiltern escarpment in the valley between Saunderton and Bradenham (Stainton 1992:22). In particular, the latter area is only a short distance to the north-west. Neolithic remains have been found locally at Saunderton, Gerrards Cross and Marlow (Reed 1979).

Other finds include an unpolished flint axe (SMR 0091) recovered from a field next to Cock Lane, a flint flake with secondary working from the town centre (SMR 0021803000), and a leaf-shaped arrowhead recovered in 1882 from a site in the Wye Valley (SMR 0021801000). Five flint implements, including a borer, a broken core and the butt end of a chipped axe, were also recovered from a garden in Daws Hill Lane, High Wycombe (MON 248815), and an assemblage of pottery and flint artefacts (SMR 248815) was recovered from the site of Rye Roman Villa at Great Penn Mead only c.0.5km south-east of the station.

#### **4.5.2 The Neolithic Period: Known Sites from within the Inner Study Area**

One Neolithic site was identified within the Inner Study Area. This was:

- *Neolithic flint mine* (SMR 0037700000). The site was discovered in 1902 during the excavation of the southern slope of Amersham hill as part of the construction of the GWR railway line through High Wycombe station. Though no effort was made to record the feature, it was noted at the time, that the site showed evidence of intensive, long-term industry.

#### **4.5.3 The Neolithic Period: Additional Information relating to past human activity within the Inner Study Area**

No additional information about sites of this period within the Inner Study Area has been produced by researching secondary sources.

### **4.6 Bronze Age (c. 2500 – 800 BC)**

#### **4.6.1 The Bronze Age: Overview of the period and its relation to past human activity within the wider PDA environs**

In Britain, society can be seen to have undergone massive changes between the Early Bronze Age (c.2500-1400 BC) and the Late Bronze Age (c.1400-800 BC). Just as with the Neolithic, it is also worth conceiving of a 'Middle' period with its own suite of characteristic developments. Despite the arrival of bronze items and bronze-working technology, Early Bronze Age (EBA) society was actually much the same as in the preceding Late Neolithic, so much so that some researchers reject either label and refer instead to Late Neolithic-Early Bronze Age society (LNEBA). At the other extreme, but for the availability of iron, Late Bronze Age (LBA) society was similar in many respects to that of the succeeding Early Iron Age.

The practice of burying the illustrious dead in well furnished graves beneath round mounds continued on into the early period, though with cremation rather than articulated inhumation becoming increasingly popular (Barrett 1988). Existing round-barrow cemeteries were extended, new ones constructed, and lengthy sequences of secondary cremations were inserted into both (e.g. at Duggleby Howe, Yorkshire). Secondary cremations were also placed in association with henge

monuments, standing stone and wooden post settings. This associative practice would have allowed for the formation of ongoing genealogical narratives, maintaining the memory of named ancestors and lineages in the landscape, and so legitimising and emphasising present lines of descent (Mizoguchi 1993; Thomas 1999:162). Beaker pottery, assemblages and burials are considered to represent a similar social strategy and this complex also remained current throughout the EBA.

The EBA landscape, then, seems to have remained one of monuments, mobility and mixed subsistence. There remains very little evidence of sedentism on any great scale and it is still the houses of the dead rather than the living that continue to dominate the archaeological record (Bradley 1998:9). As we enter the Middle Bronze Age (MBA), however, we see a dramatic change in many areas of Britain. Large funerary monuments cease to be built and, as well as continued associative secondary burial within earlier barrows, people start burying each other in flat grave cemeteries, often within urns (Ellison 1980). It is at this time that the LNEBA landscapes of the dead are replaced by landscapes of the living and we start to find the first convincing evidence for a fully sedentary, farming lifestyle in the form of roundhouses and field systems (Parker-Pearson 1993).

The first roundhouses were arranged into small nucleated settlements such as at Trethellan Farm in Cornwall (Nowakowski 1991). They were often enclosed by an earthwork of some kind and often with an accompanying flat grave cemetery. It is possible that the centralised control of activity, thought and movement that the great monuments had once exhibited over entire mobile landscapes, was now being invested within the layout and architecture of the MBA settlement (Brück 2001). Smaller, self-contained, sedentary familial units were assuming the mantle from larger mobile ancestral groups. Mixed farming was being adopted requiring systems of droeways and paddocks such as at Fengate (Pryor 1996) and large co-axial field systems such as the Dartmoor Reaves (Flemming 1988).

Food preparation seems to have assumed a new dimension (Barrett 1989) and so-called Food vessels and Collared Urns were all in use during the MBA (Parker-Pearson 1993:95). Deverel-Rimbury urns became especially characteristic of the period (Ellison 1980). Early bronze objects such as knives, which appear to have been items of prestige, and which were accordingly limited in their use and availability (Parker-Pearson 1999), were now replaced by new types of object, including 'palstave' axes, spearheads and longer-bladed rapiers, all arguably of greater everyday utility (Champion 1999). Wheeled vehicles appear for the first time (Piggott 1983) and we find ships laden with metal-work cargoes wrecked off the south coast, attesting to trade with the continent (Muckleroy 1981).

With the transition to the LBA (*c.*1100 BC), came socketed leaf-shaped spearheads, slashing swords, socketed axes and shields, implements suggesting a newly developed concern for warfare (Monks & Osgood 2000). Likewise, finds of cauldrons and flesh-hooks intimate the new-found importance of feasting during the LBA, and the mounds of burnt, fire-cracked stones common to the period may well have been used as pot-boilers in the food preparation process. LBA bronze items are often found in hoards considered to have been ritually deposited, particularly within watery places such as at Flag Fen where over 300 have been recovered (Pryor 2005; also Bradley 1998). Such conspicuous consumption tells us that certain individuals were attaining high levels of personal wealth and power, with trade and warfare being the likely major sources.

LBA settlements were similar in character to those of the MBA, with several wooden roundhouses set within an enclosure or associated field system. However, in central-southern England numerous larger roundhouse aggregations such as Ram's Hill in Berkshire (Needham & Ambers 1994) were sited on hilltops and surrounded by ditches of a more obviously defensive nature. Unlike for settlement, however, the burial record is conspicuously lacking for the LBA period. When recovered, disarticulated human remains are commonly located within settlements, particularly ditches and postholes, and a small quantity seems to have been deposited in watery places in kind with votive bronze work (Brück 1999). Very few articulated burials are known.

Bronze Age Hoards have been found at Slough, Aylesbury, Burnham, and Waddesdon (Reed 1979). Fragments of Bronze Age socketed axe and waste from bronze working suggest a possible occupation site (SMR 2286) in Keep Hill Woods, and a Bronze Age barbed and tanged arrowhead (MON 248775) was found on Keep Hill itself. Round barrows are relatively common in Buckinghamshire, with examples known from the south of the county at Ellesborough, Bledlow and Saunderton (Holgate 1994:43). Other known sites are located in Barrowcroft Field on Wycombe Marsh and possibly also Desborough Castle, High Wycombe, from where a sizeable assemblage of flintwork has been recovered. A contracted Bronze Age inhumation (MON 248779) was found between Gomm's Wood and Micklefield Lane, Wycombe.

#### **4.6.2 The Bronze Age: Known Sites from within the Inner Study Area**

A single site was identified within the Inner Study Area. This was:

- **Possible Scraper** (PA BUC09E655). A piece of worked flint recovered by a local metal detectorist.

#### **4.6.3 The Bronze Age: Additional Information relating to past human activity within the Inner Study Area**

No additional information about sites of this period within the Inner Study Area has been produced by researching secondary sources.

### **4.7 Iron Age (c. 800 BC – AD 43)**

#### **4.7.1 The Iron Age: Overview of the period and its relation to past human activity within the wider PDA environs**

Iron-working, coinage and the potter's wheel were among the new technologies introduced to Britain from the Continent during the Iron Age, which is again traditionally divided into early (EIA), middle (MIA) and late (LIA) phases (Haselgrove 1999:114). However, the adoption of iron technology was a protracted process and copper, bronze and gold continued to be used for utensils and decorative ware throughout. Escalating demands for agricultural land and fuel for iron smelting, meant that forest clearance continued apace. Many new fields were cut from the forest, whilst fields established in the Bronze Age continued on in use. Remnants of Iron Age field systems are often known as 'Celtic' fields.

As the population continued to grow, improved farming technology and the increasing scarcity of land led to the cultivation of heavier and poorer soils, and most of the suitable land in lowland Britain had been brought under the plough

before the Roman conquest. There is a relative wealth of rural settlement evidence throughout the Iron Age, with the majority of rural sites resembling the enclosed roundhouse clusters of the later Bronze Age. Similarly, mixed farming continued in vogue with various four and six post structures probably representing grain stores. Banks, ditches, storage pits, trackways and rectangular plots are other common features of Iron Age rural settlement (Short 2006:108).

With sustained population growth came competition for land and this in turn led to the development of an increasingly territorial society. EIA hillforts and defensive enclosures are considered by many to be manifestations of this social shift, constructed, in particular, in response to a posited increase in stock-raiding, (Cunliffe 1995). The excavation of Danebury in Hampshire has revealed, in considerable detail, the development of a hill fort from the eighth century BC until its abandonment in the first century BC. At about 450 BC, Danebury began to change into a major, planned settlement with zones for food storage, crop processing, domestic habitation and even religious buildings. The artefacts that have been recovered show the skill and diversity of Iron Age smiths, potters and other 'specialists' (Cunliffe 2004). In the LIA, larger fortified settlement sites developed in places of socio-political importance. Known as oppida, these sites such as at Silchester and St. Albans commonly developed into large Roman towns.

Unlike for settlements, there is a general lack of evidence for formal burial during the earlier Iron Age (Whimster 1981), perpetuating the preceding LBA situation. It is possible that the majority of the deceased were either excarnated or deposited in watery contexts. There are a few known cemetery sites in England, though these are exceedingly rare. Otherwise, what small quantity of human remains there is has been recovered from contexts such as grain storage pits, as at Danebury, as well as from peat bogs and other preservative contexts. Such finds are redolent of special treatment in death, however, and with the exception of the Arras culture burials of east Yorkshire the populace at large remain unrepresented. In the LIA burial rites become more visible, while no less complex in the form of the Aylesford-Swarling cremation complex as at King Harry Lane, St. Albans and at Westhampnett (Fitzpatrick 1997).

Samples of buried soil taken from the foot of the Chiltern scarp indicate that a high degree of woodland clearance and agricultural expansion was taking place during the Iron Age. Ploughwash, up to 3m deep in certain scarp coombes and c.0.6m deep in dip-slope valleys such as at Chesham, indicates that the sheer scale of land clearance at this time was causing significant erosion (Hepple 1992:31). A number of settlements lie close to High Wycombe, including at Ellesborough, Bledlow, Chinnor and Lewknor, all to the north-west. The emergence of a distinctive and sophisticated pottery type known as 'Chinnor Ware' may have been encouraged by the demands of an increasing population along the Chiltern scarp. With its flaring rims and shoulders, and strong geometric patterns, Chinnor Ware was probably the work of specialist, local potters (Hepple 1992:30).

There are numerous hillforts spread along the full length of the Chilterns (Bryant 1994:53). Most, such as Ivinghoe Beacon, one of Britain's earliest (800-700 BC.), looked towards the Icknield Way from the scarp. However, some were located on ridges deeper within the Chilterns. These forts may represent a later expansion of settlement (Hepple 1992:31). Examples include one at West Wycombe, and others at Cholebury (1st century BC.), Whelpley Hill and Gerrards Cross. Grim's Ditch, another territorial earthen structure crossing the Chilterns, is thought to take its origin in the Iron Age. The structure is represented by sequences of imposing

ditches and banks. Construction of the ditch represents a substantial co-operative undertaking, and implies the formation of inter-group treaties at different times.

Trade contacts alongside influxes of foreigners from Gaul during the Late Pre-Roman Iron Age, precipitated cultural change. New social groupings and political organisations emerged, and in the last century BC the Catuvellauni tribe is known to have controlled the Chilterns region (Bryant 1994:62). Archaeological evidence for such a change includes the inception of coinage, wheel thrown pottery, new burial practices and the appearance of larger settlement nucleations known as oppida, with systems of enclosing ditches. Considered by some to be 'proto-towns', oppida are found in the Chiltern valleys rather than along the scarp, though this pattern may result more from differential archaeological survival and fieldwork bias.

Evidence of Iron Age activity in proximity to High Wycombe includes the hillfort and possibly associated coin hoard at Keep Hill, two further finds of gold coins from Keep Hill, a single gold coin (SMR 0379) from the garden of Box Tree Hopus on Wycombe Marsh, a possible inhumation cemetery at Wycombe Rye (SMR 0614), a pit and a cremation burial from Wycombe Cemetery (SMR 0122), and a possible enclosure mentioned in documentary evidence to the west of Benjamins footpath, High Wycombe (SMR 0373).

#### 4.7.2 The Iron Age: Known Sites from within the Inner Study Area

Three Iron Age sites were identified within the Inner Study Area. These were:

- **Trackway** (SMR 0015400000). This trackway may possibly form an ancient short cut between the Thames at Hedsor and Icknield Way. It is considered the predecessor of the present Amersham Hill and may as well be Roman.
- **Storage pit** (SMR 0122100000). An excavation at High Wycombe Cemetery in 1863, revealed a pit or circular chamber that was seven feet deep and eight feet in diameter at the top, tapering to a diameter of six feet at the bottom. Layers of charred wood in the bottom were interpreted as the remains of a cremation, while animal bones, unburnt pot sherds and chalk rubble formed a second layer. A fragment of iron and some roughly shaped flint implements were also found, and the lower strata were then capped with a layer of large squared flints almost to the top.
- **Possible Settlement** (MON 248763). Perhaps associated with the aforementioned storage pit, a settlement is recorded in documentary sources as being approximately three hundred yards north of Castle Hill and bounded on the east by Crendon Lane. Today it is located within Wycombe Cemetery.

#### 4.7.3 The Iron Age: Additional Information relating to past human activity within the Inner Study Area

No additional information about sites of this period within the Inner Study Area has been produced by researching secondary sources.

## 4.8 Roman (AD 43 – 410)

### 4.8.1 The Roman Period: Overview of the period and its relation to past human activity within the wider PDA environs

The Roman invasion was followed by a rapid implementation of centralised administration based on towns and supported by a network of roads, previously little more than trackways. Roman army engineers built more substantial roads to expedite the movement of soldiers, food and equipment. Naturally these roads were also exploited as trade and communication routes. Britain became absorbed into the Roman Empire, and three centuries of new order, peace and prosperity followed (Esmonde Cleary 1999).

This changed the way of life for most indigenous Iron Age people; communities were less isolated, due to new networks of communication, exchange and trade (James & Millett 2001). Nevertheless, during the period of Roman rule most of the population lived on in continuity with their Iron Age past: in the countryside in small villages or native style farmsteads. This dispersed settlement pattern raises the potential for abandoned Romano-British sites in apparently blank areas, and still comparatively little is known about such rural settlements.

The prehistoric Icknield Way evolved into an important Roman road, linking the Wye Valley to the Thames. Many Roman settlements have been found alongside the route (Ashford 1960). Akeman Street and Watling Street, two other major Roman roads also cross through region, following a north-west to south-east orientation. Numerous minor routes linked with the more major roads.

A number of villa sites are known throughout the Chilterns, particularly around the Wye, Bulbourne, Chess and Misbourne valleys. Villas in the Chilterns were flint and brick built, and tended to incorporate large estates (*c.*450-500 acres) of meadow, arable, pasture and woodland. The nearest villa sites to High Wycombe are located at Mantles Green Farm near Amersham, Little Kimble, Saunderton Lee and Bledlow. Local villa sites appear to be very regularly spaced, suggesting that a planned, villa-based colonisation of the Chilterns took place, a theory supported by the discovery of few native sites to date and the probability that this raises of a general dearth of previous valley habitation (Hepple 1992:46).

The development of villas in the Chilterns does not appear to have kept pace with that in other areas. Regional and local economic and political shifts caused a downturn in the Chiltern's fortunes during the third century, and although there was some recovery during the fourth century, most Chiltern villas remained relatively small and simple in plan, with relatively modest estates. Around half of the excavated villas in the Chilterns are thought to have been abandoned, or severely reduced by the *c.*AD350.

Industrial evidence encountered in the Chilterns includes an iron-smelting and smithing site at the Mantles Green Villa near Amersham, and sites at Fulmer and Hedgerly. The Chiltern woodlands were an important source of building materials and fuel, which would have required careful management. Soil marling was probably done to improve the heavy clay soils of the valleys. This method involved mixing chalk extracted from pits, with the soil. Disused chalk pits are documented near Prestwood *c.*5 km north of High Wycombe (Victoria County History 1969:347). However, their date is unknown, and they may as well be Post-Medieval.

There is an abundance of settlement evidence close to the development site. The fort at Keep Hill may have begun in the late Iron Age or Roman period, and a bronze ornament (SMR 0601) of Roman Workmanship has been recovered from the site. The mound of a Roman camp (SMR 0607) is located towards the centre of High Wycombe, and Rye Roman Villa (SMR 0380) is on Great Penns Mead. Just to the north of this, in Holywell Mead, Roman remains have been dubiously interpreted as a fortress (SMR 0608).

Settlement remains have been excavated at nearby Micklefield (MON 641404), and a Roman or possibly Saxon cemetery (SMR 0061500000) is located towards the centre of High Wycombe. As mentioned previously, the trackway on Amersham Hill that serves to link the Icknield Way with the Thames at Hedsor, could be of Roman origin rather than Iron Age (SMR 0015400000). A hoard of 190 Roman coins was found on Keep Hill (SMR 5469), though these may have been buried there in modern times. Otherwise, numerous other find spots of coins, pottery and or building materials are known throughout High Wycombe, not least at The Priory, Castle Street, where there is plentiful evidence of Roman buildings (SMR 0060400000).

#### **4.8.2 The Roman Period: Known Sites from within the Inner Study Area**

Five Roman sites were identified within the Inner Study Area. These were:

- *Lower Winchendon to Staines Roman Road* (SMR 0439). Roman road passing within 30m of the PDA.
- *Allhallows Lane* (MON 248729). A Roman building with tessellated pavement and a well were discovered in the front garden of a house.
- *White Hart Street* (MON 248786). Several coins were found in 1901 during the rebuilding of an old house.
- *High Street* (SMR 0060500000). Coins, part of a vessel and metalwork were uncovered during the digging of a cellar.
- *High Street* (SMR 0801600000). A find of pottery, tile and a possible brick wall was made during trenching work in 1998.

#### **4.8.3 The Roman Period: Additional Information relating to past human activity within the Inner Study Area**

No additional information about sites of this period within the Inner Study Area has been produced by researching secondary sources.

### **4.9 The Anglo-Saxon Period (AD 410 – 1066)**

#### **4.9.1 The Anglo-Saxon Period: Overview of the period and its relation to past human activity within the wider PDA environs**

Roman authority in Britain had begun to disintegrate long before the departure of the Roman military in AD 410. The large commercial potteries seem to have closed about AD 400, and the last consignment of bronze coins from Rome was sent to Britain in AD 402. By AD 411, all supply of coinage had ceased and Britain was no longer part of the Roman Empire. The effects of the breakdown were exacerbated

by internecine fighting and Saxon raids from abroad. British leaders hired Saxon mercenaries to defend against the raids of their fellow countrymen. By the mid-fifth century, Saxon mercenaries and indigenous Britons had been joined by a large number of north European settlers (Hills 1999; Pryor 2004).

The early Anglo-Saxon period saw the break up of large Romano-British estates and the reallocation of land. Habitation sites likely moved with great frequency. Place names may refer to old estates, rather than actual settlements, although a number of settlements were probably located within each estate. Some Roman field and estate boundaries may have remained in use, but Saxon settlement tended to be based around villages, Roman towns and villas having been largely abandoned.

Nevertheless, some Saxon land divisions are preserved in present day parish boundaries. In the middle or late Saxon period, small fields were replaced by large 'open fields' divided into strips, in response to population growth and increasing arable land requirements (Short 2006). There were also many monasteries established at this time and monastic settlements probably acted as central places, some operating as mini wics with direct access to exchange networks. In addition to their religious role, monasteries at this time probably had advantageous legal status.

Until the spread of Christianity, inhumation and cremation were both practised, often with weapons, and personal ornaments and domestic utensils provided as grave goods for men and women respectively. Consequently, sites are often identified from concentrations of metalwork and increased use of metal detectors has been of great benefit in this regard. Pagan Saxon cemeteries often lie along natural ridges and may be located close to their associated settlements. The later Saxon phase then saw the introduction of Christianity. Churches flourished and church cemeteries comprised unfurnished east-west oriented Christian burials (Lucy 2001).

South and south-east Britain came under Anglo-Saxon control during the later fifth and sixth centuries, with the Chilterns being absorbed and settled after the states of Wessex and Mercia. However, Anglo-Saxon influence concentrated around the edge of the Chilterns, and few inroads were made into the hills until the end of the pagan period (c.AD650). Colonisation of the area took place gradually over the course of a century or more, and Wycombe was first recorded as Wicumun in the 9th century.

Ciltenssaete ('people of the Chiltern') colonised the headwater areas of the south east flowing streams such as the Misbourne and the Chess (Farley 1994:118). Initially, the land was divided into royal vills, essential administrative and economic units. In the eighth and ninth centuries, however, socio-political fragmentation and restructuring created territories which were more typically long and narrow, incorporating a share of the different soils and relief provided by the Chilterns landscape. Many of the present day regional land divisions date from this period of restructuring, although the hilly areas are thought to have experienced much less reorganisation than the lowlands.

In the uplands, farms are thought to have remained dispersed and open field agriculture is not thought to have been widely adopted. The steepness of the terrain and the poor soils of the higher ground around Wycombe, gave rise to an open field system with long, narrow plots extending along the valley sides. Nearby evidence of possible Saxon activity includes a pair of Lynchets (SMR 0374), and a possible cemetery at Loudwater (SMR 0624) both to the south-east of High Wycombe.



#### **4.9.2 The Anglo-Saxon Period: Known Sites from within the Inner Study Area**

A single Anglo-Saxon site was identified within the Inner Study Area. This was:

- ***Furnished inhumation burial*** (SMR 0060700001). The burial consisted of a skeleton complete with a necklace of glass beads, a gold pendant and a probable sword. It was discovered in 1901 on the site of the road which now separates Castle Hill from the railway line, north of the parish church. The gold pendant is now in the British Museum and is dated to c.600 AD.

#### **4.9.3 The Anglo-Saxon Period: Additional Information relating to past human activity within the Inner Study Area**

No additional information about sites of this period within the Inner Study Area has been produced by researching secondary sources.

### **4.10 Medieval (AD 1066 – 1540)**

#### **4.10.1 The Medieval Period: Overview of the period and its relation to past human activity within the wider PDA environs**

The period between the Norman Conquest in 1066 and the first appearance of the plague or Black Death in 1349, was a time of rapid population growth in much of Britain (Short 2006:67). The arrival of the Black Death, however, led to a dramatic reversal of fortunes and it has been estimated that the population of England probably fell by between a third and a half. Recovery would take 200 years (Schofield 1999:211).

One result of this population decline was that many farms and villages were left abandoned, particularly in the areas of poorer farming. Deserted medieval villages (DMVs) have been recorded in many areas of England. The earthwork remains of street layouts, building platforms and drainage can still be seen at some sites; others can be identified from documentary sources or from crop marks seen on aerial photographs (Beresford & Hurst 1991). Increasing urbanisation was also characteristic of the medieval period, with many new towns developing and large numbers of people abandoning a rural existence to move into the suburbs. It was during this period that London became the dominant English town. There was an increase in sea trade and southern port towns grew in importance.

The larger part of the medieval landscape, however, was one of small villages clustered around parish churches. Larger manor houses, often moated, were also common (Francis 2004:60). Intensive arable cultivation was practiced, with large open fields divided into numerous strips. Low-lying, flood-prone land was retained for meadow and pasture, and some areas of poor soils were left as open heaths. Each village was surrounded by its own fields, woods and pastures, some areas retaining evidence of the ridge and furrow earthworks that increased yield and resulted from strip-farming (Stamper 1999). In coastal areas salt production and fishing were important industries, alongside activities such as oyster farming, boat building and, of course, trade.

Medieval England was divided into tax paying districts, which the Domesday survey of 1086 refers to as ‘hundreds’. In the 11th century the central and northern parts of Buckinghamshire had small hundreds because they were relatively intensively settled. By contrast, the large southern hundreds of Chiltern and

Desborough had low population densities because they incorporated massive waterless expanses of chalk hill and dry valley.

Locally, settlement tended to concentrate near water. Most of the region's settlements listed in the Domesday Book lay close to either the Thames or the Wye. Besides Wycombe (Wicumbe) there were villages at Hughendon (Huchedene), Loudwater (Lede), Bradenham (Bradeham), and Saunderton (Santesdune) (Ashford 1960). In 1086 the Manor of Wycombe was the most populous manor in Buckinghamshire after Hambledon. It stretched for 4 km along the Wye and over 1.5 km up the valley sides. However, the only Buckinghamshire settlement substantial enough to warrant the term Borough at the time of writing of the Domesday Book was Buckingham itself. Wycombe was evidently no more than an unusually large agricultural vil.

A 10th century reference to “the Wycombes” indicates the multi-focal origins of the settlement. The Wycombe of Domesday is not thought to have been a single nucleated village, but rather a series of hamlets strung along the Wye valley (Ashford 1960). Robert Oilgi held the Manor of Wycombe in 1086, having inherited it from his father-in-law, the Saxon thegn Wigod of Wallingford. The manor was later part of the Honour of Wallingford - an estate held in chief from the crown. Stephen I lay siege to Wycombe as a result of Brian Fitzcount's (Robert's son-in-law), support of Henry I's daughter (Mathilda) who was making a claim to the throne. The castle mound in the town centre (MON 248758) is thought to date to this period.

Henry II founded a borough at Wycombe. The town lay a day's ride from London and therefore became an important halfway house for medieval kings on the way to Woodstock or to the Royal forest at Brill. A prosperous trade centre may already have existed when the borough was formed. The term burgus applied in the twelfth century but simply referred to a town where burgage tenure was established. As late as 1286, Wycombe was referred to as a vil, suggesting that it was a fairly small settlement (Ashford 1960). Burgesses, who held their hereditary position from 1185, owned much of central Wycombe, including the High Street where the market was held. Wycombe was the only town where the borough fully controlled and benefited from the profits of the market. The burgesses also held regular fairs from the 13th century, creating a thriving trade for the many inns.

The Domesday survey describes the Chilterns as one of the two great areas of woodland in south-east England. Buckinghamshire's woods were measured in terms of the numbers of pigs they could support. The manors of Chesham, Marlow, Hanslope and Wycombe each had a thousand swine, whilst Wendover had two thousand (Reed 1979). However, in spite of this, and the fact that wood products, particularly fuel, were crucial to the medieval economy, pastoralism and the woodland resource do not appear to have been the main economic focus of those inhabiting the Chilterns.

Domesday records indicate that there was actually a considerable amount of arable agriculture taking place across the region at this time, with the clay soils overlying chalk along the sides of the Wycombe Valley providing good conditions for growing of corn (Ashford 1960). The diverse nature of the Chilterns' terrain prevented the use of the classic open field system of the Midlands for arable agriculture, and local land use must have been considerably varied. Similarly, thirteenth century documents indicate that instead of the two or three field crop

rotation system employed in the Midlands, as many as twenty or thirty fields, often quite small, were used in rotation (Hepple 1992:82).

The twelfth and thirteenth centuries were a period of relative affluence and population growth. However, increasing stress was being placed upon the environment, and more marginal land was gradually being brought under the plough in order to cope with increasing demands for food. These soils were soon exhausted, and the early fourteenth century saw a series of failed harvests exacerbated by bad weather, and massive inflation and famine ensued. Different epidemics affecting both human and livestock populations, and high taxes compounded the crisis further. As elsewhere, significant amounts of land were abandoned in the Chilterns, with soil poverty frequently held culpable. In 1349, the Black Death caused even more extensive depopulation in the region.

In the wake of the Black Death, land was concentrated into fewer hands. Sheep farming on vast, consolidated and enclosed areas of land became prevalent on the lower ground, and there were numerous cases of forced abandonment of villages to make way for this type of agriculture. In contrast, the higher ground remained relatively unchanged, partly because the hills were not ideal for the large scale sheep grazier, and because the economic flexibility of the Chilterns' diverse landscape enabled it to survive the economic collapse better than other areas (Hepple 1992:102).

High Wycombe is relatively rich in medieval remains. Within the town itself numerous assemblages have been recovered during the course of construction, e.g. at Priory Road, where thirteenth century house platforms, pottery, tile and other artefacts have been recovered (SMR 0571000000, 0571000001, 0571000002, 0571000003 and 0571001000). Bassetsbury Manor House (SMR 1222) is believed to have Medieval origins, as does All Saints parish church (SMR 4493) and the ruins of St John's Baptist Hospital (SMR 0376), on the grounds of the grammar school. Numerous spot finds have been made in and around High Wycombe including a spearhead (SMR 0754) and a circular, lead seal (SMR 5535), and four watermills (SMR 2864, 2865, 2868 & 2881) with origins in the medieval period lie to the south of the town.

#### **4.10.2 The Medieval Period: Known Sites from within the Inner Study Area**

Six listed structures were identified within the Inner Study Area along with fifteen other sites. These are described below.

##### ***Listed Structures***

There are six listed Medieval structures within the Inner Study Area. These are: 7 Castle Street (LS 45974); 1-3 Church Street (LS 45998); The Little Market House, High Street (LS 46009); Priory House, 1 Castle Street (LS 45971); 13 Pauls Row (LS 46124); and Church of All Saints (LS 45992).

##### ***Other Sites***

- ***Castle Hill Motte*** (SM 19059). The scheduled monument is located in the garden of Castle Hill House, on the slope of a hill overlooking the town. In its present state it consists of only the crescent-shaped motte which has been partly destroyed. It is approximately 30 feet high and 128 feet in diameter at base. An ancient Heralds Book contained within the Bodleian

Library documents the return of all Royal Castles in England, including one at Wycombe. The earthwork probably represents a motte, and was likely an appurtenance of the Manor of Temple Wycombe, held by Robert de Vipont as lord of the manor during the reign of King John. The suggestion of an associated ringwork is probably confused with later landscaping of the area.

- **High Wycombe Town Borough** (SMR 0949400000). A Medieval and Post-Medieval Town, a borough existed here before 1185 and by the early 13th century the cloth industry was well established. A fair was granted in 1226 and further borough charters were granted in the post medieval period.
- **St. Mary's Chapel** (MON 248755). A Medieval chapel documented at Wycombe and possibly either located in the churchyard or incorporated into the present church. The chapel is first documented in 1273 and last documented in 1338-78.
- **Castle Street** (SMR 0610). Medieval pits and pottery were discovered during an evaluation in 1995.
- **Castle Street** (MON 657245). Rubbish pits were located during the course of a watching brief in 1964.
- **Castle Street** (SMR 0610). A Medieval pit was recorded during an evaluation in 1995.
- **Railway Place** (SMR 0598). A pit and a boundary ditch were revealed during an evaluation in 1994.
- **Railway Place** (SMR 0598). A Medieval ditch was identified during an evaluation in 1994.
- **Pann Watermill** (SMR 0227). The remains of a Medieval and Post-Medieval watermill and associated leat were excavated in 1993-1995.
- **Wycombe Abbey Registered Historic Park** (DBA:AB).
- **Union Baptist Church** (SMR 0549). Pits containing Medieval material including a salient quantity of cornices were discovered during the excavation of extension footings.
- **Conegra Road/Rectory Avenue** (SMR 0567). The site of a probable Medieval pillow mound that is no longer extant as an above-ground feature.
- **Priory Road** (SMR 0571). Thirteenth century features and artefacts were found during construction of new building next to the Methodist Church
- **Wycombe Chair Museum** (SMR 0060). The remains of a sixteenth/seventeenth century formal garden at Castle Hill House.
- **High Wycombe Medieval Market** (SMR 0985). The site of High Wycombe Medieval market and 3 fairs.

#### **4.10.3 The Medieval Period: Additional Information relating to past human activity within the Inner Study Area**

No additional information about sites of this period within the Inner Study Area has been produced by researching secondary sources.

### **4.11 Post-Medieval and Early Modern (AD 1540 – 1939)**

#### **4.11.1 Post-Medieval and Early Modern Period: Overview of the period and its relation to past human activity within the wider PDA environs**

The first part of the post-medieval period was characterised by sustained population growth, increased urbanisation, technological advance and the commercialisation of agriculture amongst other elements (Whyte 1999). Of course from the eighteenth century onwards the industrial revolution brought even more dramatic changes, all of which had a huge impact on Britain's landscapes. Industrial architecture, factories, mills and other production sites came into being and towns continued to expand until the majority rural population of the earlier post-medieval period had become a majority urban in the nineteenth century.

Economic revival in the early 16th century brought about significant social change. Population growth in London increased the demand for food and fuel, which reached into the Chilterns and resulted in a spate of enclosure activity. The pattern of enclosure in the hills was very different to that in the surrounding lowlands, being achieved through gradual, piecemeal agreement, and whilst the Medieval field patterns in the lowlands were virtually destroyed, those in the Chiltern Hills largely survived.

Transport routes saw rapid expansion throughout the eighteenth and nineteenth centuries. Initially, turnpikes were used to raise money to help improve the state of the roads. In the 1790s, the Grand Junction (now Union) Canal was constructed to encourage the transport of goods between London and Birmingham. The trade of coppiced wood for fuel in London proved very profitable for the Chilterns until, that is, improvements in transport allowed the supply of wood fuel to be out-competed by that of coal from Newcastle. The resulting collapse in the wood-fuel market and the growth of the Chiltern chair making industries were the principal catalysts in the cultivation of beech forest.

Railways, built during the 1830s, brought world-wide competition. This was devastating to the home-grown wheat market, leading to the extension of grass acreage, while the number of grazing animals declined. A lot of grassland reverted back to scrub and woodland during this period. By the mid 19th century the manufacture of beech wood chairs was Wycombe's main industry, with paper-making forming another substantial local enterprise. Farming incomes were supplemented by rural craft industries such as straw plait and bonnet making, lace making and woodland crafts. Straw plaiting was particularly profitable in the early nineteenth century as there was a fashion for straw hats. However, in the late nineteenth century, the competition brought by improving trade and transport links all but destroyed these industries.

Post medieval activity is abundant both in and around High Wycombe. Rye Mill, approximately 0.5km south-east of the PDA is the site of a former paper mill, and sites on Gordon Road (SMR 0844700000 and 0844900000) and at Temple End (SMR 0848400000) provide further evidence of local industry in the form of

previous furniture factories and workshops. Former watermills are known to the south of High Wycombe at Marshgreen Mill (SMR 2880), now a residence, and Beech Mill (SMR 2484), and the site of a hospital known as ‘the Pest House’ (SMR 0610) also lies south of the town. Otherwise, pubs dating to this period, either demolished or still standing, are common (e.g. SMR 0945200000, 0945300000 and 1350700000) and there are also numerous contemporary houses such as number 44, Oxford Street, dating to the seventeenth century (SMR 1349400000). The railway station itself (LS 486744) first opened in 1854 and is discussed in greater detail in the following section.

#### **4.11.2 Post-Medieval and Early Modern Period: Known Sites from within the Inner Study Area**

Seventy-three Post-medieval listed buildings were identified within the Inner Study Area along with fifteen other sites. These are described below under the headings ‘Listed Buildings’ and ‘Other Sites’. Given the heritage of the railway station itself, and its centrality to the proposed development, a third section, headed ‘High Wycombe Railway station’, is then devoted to a detailed physical description and account of the station’s history.

##### ***Listed Buildings***

There were Seventy-three listed structures identified within the Inner Study Area. These were: Priory House Annex (LS 45970); No.3 east of the priory (LS 45972); No. 4 (LS 46020); No. 11 (LS 46001); No.s 21 and 21A (LS 46046); No. 87 (LS 46030); No.s 4 and 5 (LS 46008); The Old Post Office (LS 46023); No.23 (LS 46027); No.s 20 and 22 (LS 46175); No 88 (LS 46031); No.s 9 and 10 (LS 46000); Red Lion Hotel (LS 46042); No. 6 (LS 45997); The Antelope Public House (LS 45995); No.1 (LS 46122); No.46 (LS 46128); The Bell Inn (LS 46038); No.2 (45994); No.s 89 and 90 (LS 46032); No.s 1-3 (LS 46007); Wycombe Abbey (LS 46111); No.s 9 and 10 (LS 46126); No.5 (LS 45996); No.8 (LS 45999); All Saints Churchyard Gates (LS 45993); No.s 3 and 4 (LS 46125); No.s 8-11 (LS 46022); No.5 (LS 46021); No.86 (LS 46029); No.33 (LS 46050); Premises occupied by Midland Bank (LS 46011); No.s 1-5 (LS 46100); Guildhall (LS 46010); No.18 (LS 46045); The Falcon Hotel (LS 46012); No. 30 (LS 46049); No. 34 (LS 46051); No. 25 (LS 46035); No.s 35 and 37 (LS 46036); No.20 (LS 46025); Railings to no.s 89 and 90 (LS 46033); Three Tuns Public House (LS 46052); No. 7 (LS 46101); No. 5 formerly Tower House (LS 45973); No.39 (LS 46037); No.3 (LS 46041); Wycombe Abbey former gates and railings (LS 454732); Castle Hill House (LS 46039); No.12 (LS 46043); The New Moon Café (LS 46034); No. 41 (LS 46054); No.20 (LS 46127); No. 2 (LS 46174); No.2 (LS 46123); Park House No. 31 (LS 46107); No.s 11-17 (LS 46103); No.s 21-23 (LS 46104); Friends house No. 25 (LS 46105); No.29 (LS 46048); No. 9 (LS 46102); Rye Cottage No. 29 (LS 46106); No.s 1 and 2 (LS 46040); No. 19 (LS 46024); Trinity Congregational church and Cemetery (LS 46099); No.s 21 and 22 (LS 46026); High Wycombe Railway Station (LS 486744); No. 17 (LS 46044); The Flint Cottage Inn No. 3 (LS 45956); No. 3 (LS 46019); Wycombe Abbey School Lodge (LS 46112); and No.s 24-27 (LS 46047).

##### ***Other sites***

- **No. 6** (MON 509835). Structure built around AD1600.

- **St Mary's Cottage** (MON 509834). Structure built during the early eighteenth century.
- **Rubbish Pit** (MON 657246). Found during a watching brief in 1985.
- **Well and Culvert** (MON 1096848). Features found during a watching brief in 1996-7.
- **House and pubs** (SMR 0598801000). Structures were recorded on nineteenth century maps but demolished in the twentieth century.
- **No. 83** (SMR 13481). A timber-framed structure dating to the seventeenth to eighteenth century.
- **The Irish Club** (SMR 13482). Structure is built in red brick and dates to the eighteenth century.
- **No. 6** (SMR 0962). A formally locally listed structure dating to the seventeenth to eighteenth century.
- **Great Western and Great Central Joint Railway** (MON 1378197). Railway line opened fully in 1910.
- **Wycombe Railway Bourne End to High Wycombe** (SMR 585500000). Railway line opened on 1<sup>st</sup> August 1854 and closed in 1972.
- **High Wycombe Cottage Hospital** (SMR 0940700000). Constructed in 1874-5, the hospital once included a convalescence room and an operating theatre. The building has now been demolished.
- **All Saints Churchyard** (SMR 0449302000). A churchyard involving vaults, walls and graves dating to the nineteenth century and earlier.
- **No. 10** (SMR 0846). A former nineteenth century chair making workshop.
- **Behind No. 37** (SMR 0848). A former nineteenth century chair workshop.
- **Rye Hotel No. 28** (SMR 1348). Originally an early nineteenth century house and now hotel.
- **Wooden post** (FSU 003). Identified during the course of the field reconnaissance survey, this wooden post stands by the south-western corner of the present goods shed to the south, next to what is currently a taxi waiting room. It is fastened vertically into the earth and is likely to have once had a wooden/cast iron notice board/sign attached to its upper extent. It is possible that the same feature is identifiable in the same position on photographs dating to the 1890's (Appendix F). The post in these photographs does indeed appear to carry a sign, though due to the age of the prints the writing is illegible.
- **Brick wall** (FSU 004). Brick wall demarcating the northern side of Birdcage Walk, dated c.1905 (*pers. comm.* David Lane).

#### 4.11.3 High Wycombe Railway Station

Constructed by the Wycombe Railway Station and leased to G.W.R, High Wycombe station was opened to the public on the 1st of August 1854 as the terminus station on the Maidenhead to Wycombe line (National Archive at Kew). Originally housing a single platform and two broad gauge tracks, the trainshed is flanked by the station building to the south, and by a single engine shed, fifty-six feet in length, to the north. The walls are constructed of coursed red brick

interspersed with panels of locally sourced knapped flint. The trainshed roof is a simple end-to-end gable with slate on boarding running perpendicular to the purlins; the two end trusses formed train entrance porticos with glazed screens (Lane 2009).

Original internal features of the station building included a booking hall and office, a waiting room, passenger facilities and the station master's office. The presence of a turntable is recorded in contemporary Board of Trade reports (National Archive at Kew), with a map of 1875 documenting its location. Other external features evident on the map include the original goods shed to the south east, cattle pens, water cranes, lamp-posts, a tank and a number of weighing machines and coaling facilities.

Isambard Kingdom Brunel is known to have engineered the original Maidenhead to Wycombe stretch of the Wycombe Railway. Correspondence between Brunel and the board of directors of the Wycombe railway from as early as 1851 document his active involvement in the project (National Archive at Kew). When Brunel died in September 1859, the Wycombe board appointed Murray, Brunel's resident engineer, in charge of the remaining program (Lane 2009). Brunel's actual involvement in the architectural design of the original High Wycombe station remains uncertain. However, there is mounting evidence in support of his personal involvement in the design. For one thing, there are numerous conspicuous similarities with other trainsheds on the Great Western system for which Brunel is known to have acted as architect e.g. Newham near Truro, Cornwall.

In 1862 the Wycombe line was extended on to Thame, the new alignment bypassing the station to the north and requiring all through trains to be reversed in/out of the old terminus. Needless to say, such an arrangement was rather awkward, though it persisted until, in 1864, a new passenger station opened on the site of the current station. The new station building mimicked the original, but with plain brick construction and a western elevation engineered to be slightly longer so as to accommodate a more spacious ladies waiting room (Lane 2009). In 1905, this building was then entirely replaced by the station of today.

When the new station opened the old terminus station was converted into a goods shed, which has been altered and extended considerably over the years. The earliest extensions were carried out in the late nineteenth century, when the original goods shed was dismantled and certain removed sections appended to the train shed. The latest alterations – the addition of a first floor extension to the offices of the old passenger facilities – were effected in the mid twentieth century. As a result of this process of extension and reuse, rather than abandonment or demolition, the original High Wycombe station building – unique among Britain's passenger stations in only ever having served broad gauge trains (Dave Lane pers. comm.) – still survives as a Grade II listed structure (Department of Culture, Media and Sport).

#### **4.11.4 Post-Medieval and Early Modern Period: Additional Information relating to past human activity within the Inner Study Area**

No additional information about sites of this period within the Inner Study Area has been produced by researching secondary sources. However, during the course of the field reconnaissance survey, three sections of Barlow Rail were observed to have been re-used as buffers on the lower brickwork of the goods shed. Two were positioned either side of an entrance way on the north face of the building towards the west. The other was arranged against the north-east corner of the building.



## 4.12 Modern (AD 1939 to present)

### 4.12.1 The Modern Period: Overview of the period and its relation to past human activity within the wider PDA environs

During the twentieth century, High Wycombe developed into the modern urban centre that it is today. Both the residential and the thriving commercial and industrial sectors are reflected in the mixture of new-build residential and business premises within the town centre. Though limited, there is evidence of activity related to the WWII war effort. An air raid shelter, constructed for use by furniture factory workers, is located at 8 Temple Square (SMR 23737). Other evidence for the modern period includes the likes of the twentieth century cess-pit revealed at Godstow School (SMR 0613).

### 4.12.2 The Modern Period: Known Sites from within the Inner Study Area

Though there are many modern features, buildings and structural elements present within both the PDA and the wider Inner Study Area, only six were NMR or SMR registered, the majority not warranting further consideration from an archaeological perspective. Those registered modern sites comprise:

- *The Former Town Hall* (LS 544784). Part of an entertainment centre built in 1903-4.
- *The site of the Christian Science Church* (SMR 0953). Church demolished in 2006.
- *St. Augustine's Church* (SMR 0689). Church built in 1900 and demolished in 1957.
- *Former Station Works* (SMR 0843). Originally an early twentieth century factory, the premises are now in use as offices.
- *Behind No. 24* (SMR 0847). The site of a furniture factory built c.1920.
- *Behind the Post Office* (SMR 0848). The site of a possible former late nineteenth to early twentieth century chair workshop.

### 4.12.3 The Modern Period: Additional Information relating to past human activity within the Inner Study Area

No additional information about sites of this period within the Inner Study Area has been produced by researching secondary sources.

## 4.13 Sites of Undetermined Date

The NMR contains detail relating to four undated sites within the Inner Study Area. These were:

- *No. 39 High Street* (SMR 46053). A substantial townhouse with lower storey now converted to premises of National Westminster Bank.
- *Wycombe Abbey Registered Park and garden* (DBA:AC).
- *Burial Ground* (SMR 0559). Noted on 1875 Ordnance Survey map.
- *Wheeler's Field* (SMR 0121). Find of a single coin.

## **5 HISTORICAL DEVELOPMENT OF THE PDA**

### **5.1 Map Evidence**

Maps showing the layout of the PDA, and changes to the layout, date from 1848 onwards. The information from all the available maps and plans has been assimilated and is presented as a map regression (Figures 4-6). The positions of field boundaries, structures, rail tracks, building extensions and other features within the PDA are shown on the map regression and are coloured according to the date at which they were first recorded. A gazetteer of the regression data is included in Appendix D. Overall, the site sees development from a system of fields in the early nineteenth century, to the broad gauge railway terminus complex of the mid nineteenth century, through to the modern station, commercial units and car parking facilities of today.

### **5.2 Historical developmental sequence within the PDA**

#### **5.2.1 High Wycombe Borough tithe map 1848 (1:4752)**

There is a single boundary ditch present within the PDA by 1848 (001), and the landscape of the PDA, whilst close to the centre of town, is open and undeveloped at this stage.

#### **5.2.2 Ordnance Survey 1st edition 1875 to 1876 (1:2500)**

By the mid nineteenth century a great deal has changed, with the construction of the original High Wycombe station having taken place in 1854, and its conversion into a goods shed/depot with the construction of the new through station to Thame in 1864. Besides these structures, the area of the PDA now also contains many other features and facilities related to the operation of the station. Principal amongst these are: a set of cattle pens (004); a crane (005); three lamp posts (012, 013 and 014); a mile post (015); a rail buffer (021); a whole series of railway tracks (022-034); a turntable (044); and two weighing machines (046 and 047).

#### **5.2.3 Ordnance Survey 2nd edition 1898 to 1899 (1:2500)**

By the very end of the nineteenth century, the major developments to have taken place are extensions to both the replacement station (060-064) and the depot (051 and 052). Other changes including the addition of another crane (050) and several new lengths of rail track (053, 054 and 055). The PDA continues in use as a through station.

#### **5.2.4 Ordnance Survey 3rd edition 1925 (1:2500)**

More lengths of rail track (073 and 074), another crane (066) and some further extensions to both the station building (078 and 079) and the depot (068-071) are the only major developments recorded during the early twentieth century, and the PDA continues in use as a through station.

#### **5.2.5 Ordnance Survey 1966 and 1967 (1:2500)**

The mid twentieth century saw the laying of more tracks (088-092) and the erection of five small new buildings (094-098). A weighbridge was also present (100) and

further extensions made to both the station building (099) and the depot (082 and 086). The PDA continues in use as a through station.

**5.2.6 Ordnance Survey 1975 (1:2500)**

By the 1970's, the car park is present across the east of the PDA, and another extension of the station building has taken place. Otherwise, the PDA continues in use as a through station, though now with adjacent car parking facilities.

**5.2.7 Ordnance Survey 2009 (1:2500)**

Most recently, a track boundary has been added to the PDA (109), a new platform (107) erected and a further extension to the station building made (108). Today the site remains in use as a railway station and associated car park, while the depot houses a number of commercial units.

## **6 ARCHAEOLOGICAL POTENTIAL OF THE LANDSCAPE WITHIN THE INNER STUDY AREA**

### **6.1 Archaeological Remains**

This chapter discusses the potential for encountering archaeological remains within the Inner Study Area. In the sections that follow, determination of potential is made specific to period and an overall assessment is expressed in terms of a 'high', 'moderate' or 'low' classification.

#### **6.1.1 Palaeolithic (c. 500 000 – 8300 BC)**

Palaeolithic finds are rare in Britain, partly because of their great antiquity and partly due to the low level of population and the sporadic and transitory nature of settlement at this time. The paucity of finds means that the Palaeolithic is the least understood period of human history and therefore always a research priority. Shallow excavations are unlikely to produce *in-situ* remains of Palaeolithic camps or activity areas, but unstratified flint or stone artefacts may occasionally be discovered, such as the single Palaeolithic hand axe recovered from within the Inner Study Area. Out of context and with no recorded detail, however, this item's archaeological value is limited, and overall the archaeological potential of the present Inner Study Area is considered low.

#### **6.1.2 Mesolithic (c. 8300 - 4000 BC)**

Mesolithic hunter-gatherers tended towards waterside locations such as rivers, lakes, estuaries and coastlines. Yet, even in such areas, the potential for encountering their settlement remains is still nationally very low. This is primarily due to the nomadic character of Mesolithic society. Concentrations of material are much more important than single finds. They suggest focused *in situ* activity and sometimes indicate locations where concerted tool production was taking place. However, no Mesolithic finds are recorded from within the Inner Study Area and there is considered to be a low potential of encounter.

#### **6.1.3 Neolithic (c. 4000 BC to 2350 BC)**

Though only weakly documented, the identification of a Neolithic Flint mine within the area of the station itself is potentially of great significance (SMR 0377). Such sites are exceedingly rare in Britain, comprising some of the earliest native prehistoric earthworks. The most comprehensive study to date was carried out by Barber et al. (1999), who listed sixty-four possible sites including that at High Wycombe station. The researchers comment that 'the available evidence, though brief and imprecise, certainly raises the possibility that flint mines existed'. At other confirmed mine sites, multiple shafts are common and if this side of Amersham Hill was indeed worked with 'great industry for a long period of years' as was recorded anonymously at the time of discovery, then other proximate shafts are entirely possible.

Other prehistoric evidence is relatively rare in an urban context, and while there is a scatter of known finds throughout the town centre, not least the assemblage from Rye Roman Villa c.0.5km south-east of the PDA, the only other evidence from within the Inner Study Area is the antler pick found in possible association with the mine. Ultimately, due to the extent of later development, there is only considered a

low-to-moderate potential of recording further evidence of Neolithic activity within the Inner Study Area.

#### **6.1.4 Bronze Age (c. 2500 - 800 BC)**

Only one site, comprising of a single piece of worked flint, are recorded for this period within the Inner Study Area, and overall the potential for encountering Bronze Age remains can only be considered low. Given that the practice of votive deposition is common to this period, any contemporary remains which are local to High Wycombe are perhaps more likely to lie in proximity to the river.

#### **6.1.5 Iron Age (c. 800 BC - 43 AD)**

The three Iron Age features identified within the Inner Study Area – the trackway (SMR 0015400000) which may of course be Roman, the storage pit (SMR 0122100000) containing a possible cremation capped with a layer of large squared flints, and the possible settlement (MON 248763) – inform that Iron Age occupation probably did occur in the High Wycombe area. Indeed, the possibility of settlement suggests that such occupation may at one time have been rather concerted, and potentially related to occupation of the suggested hillfort at nearby Keep Hill. Overall, however, there is considered to be a low potential of encountering further Iron Age remains within the Inner Study Area.

#### **6.1.6 Roman (AD 43 - 410)**

Roman features are fairly common in High Wycombe. In particular, the find of pottery, tile and a possible brick wall in High Street (SMR 0801) and the Roman building, tessellated pavement and well in Allhallows Lane (MON 248729) provide evidence of at least small-scale settlement within the Inner Study Area, as do other finds of coins, pottery and metalwork (e.g. MON 248733). Rye Roman Villa is only 0.5km south-east of the PDA and, significantly, one of two possible routes of the Lower Winchendon to Staines Roman Road (SMR 0439) passes just 0.3km to the south of the PDA. Overall the archaeological potential for this period is considered to be low-to-moderate.

#### **6.1.7 Anglo-Saxon (AD 410 - 1066)**

The apparent dearth of Anglo-Saxon remains may well be a poor reflection of the past reality. The archaeology of this era is often less apparent than that of most other periods, not least because the low-fired pottery disintegrates so readily within the earth. Equally, fifth century pottery types are sometimes indistinguishable from those of the mid fourth century, and later settlements were often subsumed by medieval villages, destroying any evidence of earlier occupation. This is particularly the case as vernacular buildings usually comprised of wood, making their below-ground remains difficult to identify.

Despite being documented as Wicumen, and so presumably settled to some extent, in the 9<sup>th</sup> century, the only evidence of Saxon activity within the Inner Study Area was the furnished inhumation burial (SMR 0060700001) consisting of a skeleton, glass bead necklace, gold pendant and sword at Castle Hill. Overall there is considered to be a low potential of encountering Anglo-Saxon remains.

### **6.1.8 Medieval (AD 1066 - 1540)**

As a Medieval town, High Wycombe is relatively rich in contemporary remains, with numerous assemblages having been recovered during the course of construction works. Examples include the thirteenth century house platforms, and other artefacts at Priory Road (SMR 0571), Bassetsbury Manor House (SMR 1222), All Saints parish church (SMR 4493) and the ruins of St John's Baptist Hospital (SMR 0376). The six listed structures and fifteen other sites recorded within the Inner Study Area attest to the local density of Medieval archaeology, both buried and still standing, and there is considered to be a moderate potential of encountering further Medieval material within the Inner Study Area.

### **6.1.9 Post medieval (AD 1540 to 1900)**

Perhaps unsurprisingly, evidence for Post-medieval activity within the Inner Study Area is fuller than for any other period, with no less than seventy-three listed structures and fifteen other sites recorded. Not least amongst these is the original High Wycombe railway station itself. Not only does this structure form the focus of the proposed development, but the programme of works is almost certain to also encounter subterranean Post-Medieval remains associated with the historical use of the site. These might include any of the features visible on the nineteenth century mapping, such as the original rails, the turntable, water pumps and perhaps even evidence of the original goods shed. For this reason, the archaeological potential for remains of this period in the Inner Study Area can only be considered high.

### **6.1.10 Modern (AD 1900 to present)**

Records for the developments of this period are sound by comparison with those of earlier periods and so it would be surprising to encounter modern remains that are unrecorded. That said, it is still possible that certain unknown sites, or parts of sites, do exist from this period, all of which would likely be associated with the evolving railway station. For this reason there is considered to be a low-to-moderate potential for encountering modern archaeological remains within the Inner Study Area.

## **6.2 Built Environment**

Being as the original station building is central to the proposed development, there is a high potential for encountering and recording the built environment.

## **6.3 Historic landscapes and boundaries**

High Wycombe is unparished and so there are no parish or other historical boundaries within the Inner Study Area. The site does fall within the High Wycombe Conservation Area, first designated in 1970, as one of thirteen contiguous 'character zones' (Wycombe District Council 1995).

## **6.4 Palaeo-environmental and organic remains**

### **6.4.1 Assessment of previous palaeo-environmental research**

There have been no palaeo-environmental studies carried out on the site of High Wycombe railway station.

### 6.4.2 General potential

Being on the side of a hill some distance from the river, the general potential for palaeo-environmental survival at High Wycombe railway station is low, though some localised organic preservation is never to be ruled out.

### 6.5 Summary of potential for encountering different classifications of Archaeological remains

Beyond determinations of potential for encountering period-specific archaeology, it is also possible to make an informed assessment of the likely nature of any archaeological remains in terms of their wider ‘functional classification’ or ‘type’. A better idea of the types of features likely to be encountered may inform the archaeological record, as well as aiding in the formulation of optimal mitigation strategies.

The following table (6.1) is an attempt to present the archaeological potential for each period relative to ten broad classifications of type, these being: agricultural, boundaries, ceremonial, communications, funerary, industrial, lithic scatters, maritime, military and settlement. It should be noted that a fully comprehensive suite of categories is not presented, only those deemed most relevant to the present Inner Study Area.

**Table 6.1 Potential encounter rate for different feature classifications by period**

	Agricultural	Boundaries	Ceremonial	Communications	Funerary	Industrial	Lithic scatters	Maritime	Military	Settlement
<b>Prehistoric</b>										
<b>Palaeolithic</b>										
<b>Mesolithic</b>										
<b>Neolithic</b>						●				
<b>Bronze Age</b>										
<b>Iron Age</b>										●
<b>Roman</b>				●		●				●
<b>Anglo-Saxon</b>										
<b>Medieval</b>						●				●
<b>Post-Medieval</b>						●				●
<b>Modern</b>						●				
<b>Undetermined</b>										

Blank = negligible potential    ● = moderate to high potential    ● = low to moderate potential

## 7 ASSESSMENT OF IMPACT

### 7.1 Impact types of the proposed scheme

Archaeological remains could be subject to short-term, medium-term and/or long-term impacts. In this case, the affects of redevelopment are considered to be both short-term (i.e. during demolition and construction) and long-term, resulting from design construction. The following construction activities will have direct and indirect impacts on known and potential archaeological remains:

- Security fencing
- Demolition works
- Grubbing building foundations and site preparations
- Construction of building piles
- Soft landscaping

These activities could have direct and/or indirect impacts on known and potential archaeological remains within the PDA.

Internal detail of the PDA is presented on Figures 7-9 in relation to known historic components.

*The assessment of impacts reported in this section considered the combined impact on both the western and eastern portions of the proposed development (see section 1.3).*

### 7.2 Summary of Impacts

183 sites have been identified by the assessment. Of these sites, 19 are subject to impact, as summarised in Table 7.1.

**Table 7.1 Summary of nature of impacts**

<b>Impact type</b>	<b>Number of Impacts</b>
Beneficial Impacts	1
Neutral Impacts	4
Adverse Impacts	14

The type and magnitude of each impact is discussed in the following sections, 'Beneficial', 'Neutral' and 'Adverse' (sections 7.3 to 7.5).

### 7.3 Beneficial impacts

The proposed development is considered to have an overall beneficial impact on 1 site: High Wycombe Railway Station. The grade of this site and level of impact are summarised below in Table 7.2 and Table 7.3.



**Table 7.2 Summary of beneficial impacts of the scheme by grade**

Grade	Description	Total no. sites collated	No. sites within Proposed Development Area		
			Uncertain impacts	Indirect impacts	Direct impacts
<b>A</b>	Statutory protected	83	0	0	1
<b>B</b>	Nationally important	7	0	0	0
<b>C</b>	Regionally important	4	0	0	0
<b>D</b>	Locally important	89	12	2	0
<b>U</b>	Ungraded	0	0	0	0
<b>TOTALS</b>		<b>183</b>	<b>12</b>	<b>2</b>	<b>0</b>

**Table 7.3 Summary of significance of beneficial impacts**

Significance of impact	Count
N/A	0
Unknown	0
Low	1
Low or Medium	0
Medium	0
Medium or high	0
High	0
<b>Total</b>	<b>1</b>

The following sections deal in category order with those sites that are ‘directly’, ‘indirectly’ or ‘uncertainly’ beneficially affected by the proposed development area.

### 7.3.1 Category A sites – neutral impacts

83 sites benefiting from statutory protection are located within the Inner Study Area. Of these, 1 is considered to be beneficially impacted by the proposed development. This is: High Wycombe Railway Station (LS 486744).

As the focus of the western portion of the proposed development, the original mid-nineteenth century station complex is subject to direct impact resulting from the removal of later extensions and the restoration of the structure itself. Not only will this have a physical structural affect, but it will also result in a change to the views of and from this building and its wider setting.

The focused heritage statement prepared in advance of the proposed development observes that the original station currently makes ‘very little contribution to the town, either as a notable building, or as a public space and it has no visual impact on its surroundings to signal its importance’ (Kemp Muir Wealleans 2009). The overall intention of the proposed works is to improve this situation and to preserve the station and its heritage by bringing it into 21<sup>st</sup> century use. If this is achieved, then the outcome for the site itself can only be considered to be of great benefit.

This being the case, however, there will also be a permanent less beneficial affect on the station’s setting resulting from the eastern portion of the development. The proximity of a conspicuous, modern multi-storey car park a short distance to the east of the station building will add little to the historic scope or intended heritage of the scene. It is for this reason that the significance of impact of the overall

proposed development on the original station building, while still considered beneficial, has been designated as minor.

### 7.3.2 Category B Sites – neutral impacts

7 nationally important sites are located within the Inner Study Area. Of these, none are considered to be beneficially impacted by the proposed development.

### 7.3.3 Category C Sites – neutral impacts

4 regionally important sites are located within the Inner Study Area. Of these, none are considered to be beneficially impacted by the proposed development.

### 7.3.4 Category D Sites – neutral impacts

89 locally important sites are located within the Inner Study Area. Of these, none are considered to be beneficially impacted by the proposed development.

## 7.4 Neutral impacts

The proposed development is considered to have a neutral impact on 4 sites (i.e. where a combination of beneficial and adverse impacts will balance out). The grade of each site and level of impact are summarised below in Table 7.4 and Table 7.5.

**Table 7.4 Summary of neutral impacts of the scheme by grade**

Grade	Description	Total no. sites collated	No. sites within Proposed Development Area		
			Uncertain impacts	Indirect impacts	Direct impacts
<b>A</b>	Statutory protected	83	0	1	1
<b>B</b>	Nationally important	7	0	0	0
<b>C</b>	Regionally important	4	0	1	0
<b>D</b>	Locally important	89	0	1	0
<b>U</b>	Ungraded	0	0	0	0
<b>TOTALS</b>		<b>183</b>	<b>0</b>	<b>3</b>	<b>1</b>

**Table 7.5 Summary of significance of neutral impacts**

Significance of impact	Count
N/A	4
Unknown	0
Low	0
Low or Medium	0
Medium	0
Medium or high	0
High	0
<b>Total</b>	<b>4</b>

The following sections deal in category order with those sites that are ‘directly’, ‘indirectly’ or ‘uncertainly’ neutrally affected by the proposed development area.

#### **7.4.1 Category A sites – neutral impacts**

83 sites benefiting from statutory protection are located within the Inner Study Area. Of these, 2 are considered to be neutrally impacted by the proposed development, one indirectly, the other directly. These are: The Flint Cottage Inn (LS 45956) and the High Wycombe Conservation Area (DBA:AA) respectively. In the case of the former, line of site exists with the PDA, while in the case of the latter the PDA falls directly within ‘the site’ of the conservation area and so directly affects its character and setting.

The major benefit of the proposed development will be the removal of the modern goods shed, which is considered to be of negligible aesthetic value and the restoration of the original station building. This aspect of the development should greatly improve the character of a currently rather austere modern industrial landscape. Conversely, the major detractor will be the erection of a conspicuous three-tier multi-storey car park adjacent to the re-instated 1854 station. Any decision as to whether the development will have an overall beneficial or adverse affect upon either the views of and from the Flint Cottage Inn and the Conservation Area itself will be ultimately entirely subjective. For the purposes of this report then, both the positive and negative factors discussed are considered to carry an equal weight and so to invite a neutral designation.

#### **7.4.2 Category B Sites – neutral impacts**

7 nationally important sites are located within the Inner Study Area. Of these, none are considered to be neutrally impacted by the proposed development.

#### **7.4.3 Category C Sites – neutral impacts**

4 regionally important sites are located within the Inner Study Area. Of these, 1 is considered to be neutrally impacted by the proposed development. This is the Great Western and Great Central joint railway (MON 1378197).

#### **7.4.4 Category D Sites – neutral impacts**

89 locally important sites are located within the Inner Study Area. Of these, 1 is considered to be neutrally impacted by the proposed development. This is the Station Works furniture factory (SMR 0843). As with the Flint Cottage Inn and the Conservation Area discussed in 7.4.1, the reason for the neutral impact designation in the case of this feature is that it is located within line of sight of the PDA. It is therefore possible that the development may prove either detrimental or beneficial to the views of and from this structure. Such a determination will remain subjective and the overall impact is therefore considered neutral.

### **7.5 Adverse impacts**

The proposed development is considered to have an adverse impact on 14 sites. The grade of each site and the level of impact are summarised below in Table 7.6 and Table 7.7.

**Table 7.6 Summary of adverse impacts of the scheme by grade**

Grade	Description	Total no. sites collated	No. sites within Proposed Development Area		
			Uncertain impacts	Indirect impacts	Direct impacts
<b>A</b>	Statutory protected	83	0	0	0
<b>B</b>	Nationally important	7	0	0	0
<b>C</b>	Regionally important	4	0	0	0
<b>D</b>	Locally important	89	12	2	0
<b>U</b>	Ungraded	0	0	0	0
<b>TOTALS</b>		<b>183</b>	<b>12</b>	<b>2</b>	<b>0</b>

**Table 7.7 Summary of significance of adverse impacts**

Significance of impact	Count
N/A	12
Unknown	0
Low	1
Low or Medium	0
Medium	1
Medium or high	0
High	0
<b>Total</b>	<b>14</b>

The following sections deal in category order with those sites that are ‘directly’, ‘indirectly’ or ‘uncertainly’ adversely affected by the proposed development area.

#### **7.5.1 Category A Sites – adverse impacts**

83 sites benefiting from statutory protection are located within the Inner Study Area. Of these, none are considered vulnerable to adverse impact resulting from the proposed development.

#### **7.5.2 Category B Sites – adverse impacts**

7 nationally important sites are located within the Inner Study Area. Of these, none are considered vulnerable to adverse impact resulting from the proposed development.

#### **7.5.3 Category C Sites – adverse impacts**

4 regionally important sites are located within the Inner Study Area. Of these, none are considered vulnerable to adverse impact.

#### **7.5.4 Category D Sites – adverse impacts**

89 locally important sites are located within the Inner Study Area. Of these, 14 are considered vulnerable to adverse impact. These are: a weighbridge to the south of the original station (FSU 002); the Irish Club (SMR 1348200000); 6 field boundaries (DBA:AG, AH, AI, AJ, AK, AL); railway tracks servicing the original station (DBA:AM); awning over a length of railway track (DBA:AN); a wooden post (FSU 003); a brick wall running south of the PDA (FSU:004); the projected

route of Lower Winchendon to Staines Roman road (MON 1004328a); and a trackway (DBA:AF).

The level of impact on 12 of these sites is uncertain. However, in two cases – the weighbridge and the Irish Club – the level of impact can be better defined. No more than five metres from the station building itself, the weighbridge (FSU 002) is to be removed ahead of road construction and, as such, is subject to severe impact with a medium level of significance. The Irish Club is also impacted to a definable extent. However, in this instance the level of impact is considered to be minimal and the significance low.

## **8 RECOMMENDATIONS**

### **8.1 Liaison with statutory consultees**

Liaison should be maintained with Buckinghamshire County Archaeological Service and Wycombe District Council, in order to agree future archaeological investigation, approve and monitor the implementation of any archaeological Written Scheme of Investigation (WSI), review reports, monitor fieldwork in progress, and also to visit the construction site.

### **8.2 Written Schemes of Investigation**

An archaeological WSI should be produced for each stage of any future archaeological work.

### **8.3 General recommendations**

This report represents Stages 2 and 3 of this archaeological approach to investigation and mitigation (Table 8.1). The following general recommendations are made:

1. The eastern component of the proposed redevelopment should be excluded from further investigation and mitigation on the basis that such work is considered permitted development (section 1.3).
2. Consideration should be given to undertaking building recording during demolition/ redevelopment of the station building, supplementary to David Lane's pre-existing drawings. The primary focus of any building recording should be those aspects of Brunel's original 1854 station architecture. Overall, building recording should investigate the chronology, construction and development of the station building and any directly-related structures and record any evidence which is relevant to their function and relationship to the station building. Any elements relating to the late 20<sup>th</sup> century commercial use of the building should be excluded from consideration.
3. Consideration should be given to undertaking an archaeological watching brief during construction of the western component of the PDA (Table 8.1, Stage 6). The overall strategy for the watching brief should be focussed on the Early Modern industrial heritage of the PDA so as to gain understanding of the development of the railway station complex prior to commercial redevelopment in the late 20<sup>th</sup> century.

The nature, frequency and resource levels of the postulated watching brief should be agreed with Buckinghamshire County Archaeological Service and Wycombe District Council. A targeted approach is recommended, with an option to increase or decrease the frequency of visits as necessary. Close liaison between the archaeological contractor and civil contractor should be maintained throughout redevelopment.

4. Future archaeological investigation and mitigation should consider:
  - The nature and distribution and predicted survival of known and potential archaeology within the PDA;

- Eliminating areas of no archaeological potential: Areas of made-ground, previous ground disturbance (unless related to structures of archaeological significance) and ground contamination should be excluded from further archaeological investigation as they become known.
  - All future archaeological work on this project should be conceived, where possible, within the context of the Regional Research Frameworks, including those existing and developing archaeological frameworks from the immediate and surrounding regions (BCAS 2008).
5. The Historic Towns Project is currently underway across Buckinghamshire. The characterisation phase of the project was consulted as part of this assessment but the report for High Wycombe was not yet available. The report should be consulted if it becomes available during later stages of the High Wycombe station redevelopment.

#### **8.4 Site-specific recommendations**

Two listed buildings, the railway station (LS 486744) situated within the PDA and the inn (LS 45956) situated outside the PDA are both located within the Wycombe Conservation Area and benefit from statutory protection (Figure 3).

Recommendations for these sites are as follows:

- The status of the Conservation Area and listed buildings should be flagged to all parties to be involved on the project;
- The redevelopment should be designed so as to respect the fabric of the original station building;
- The redevelopment should be designed sympathetically to the setting of the Conservation Area and listed buildings, and
- Close liaison with the local Conservation Officer is highly recommended throughout the entire project.

Several structures were identified within the PDA during the site survey. These include a weighbridge (FSU 002), brick wall (FSU 004) and wooden post (FSU 003) (figure 3). Recommendations for these sites are as follows:

- A photographic record; and
- A description of the form and fabric.

## 9 ACKNOWLEDGMENTS

Network Archaeology Ltd would like to thank the following for their contribution to the project:

**Table 9.1 Acknowledgements**

<b>Organisation</b>	<b>Name</b>	<b>Position</b>	<b>Contribution</b>
Buckinghamshire County Council Archaeological Service	Julia Wise	SMR Officer	Provision of SMR data
	Ruth Beckley	SMR Officer	Provision of SMR data
Chiltern Railways	Loraine Organ	Head of Procurement and Development	Commissioning
	Rob Cronk	Consultant	Provision of scheme information
English Heritage	Kirsty Tuthill	Enquiry and Research Services Officer	Provision of NMR data
	Nigel Wilkins	Enquiry and Research Services Officer	
David Lane	David Lane	Independent Historic Railways Consultant	Provision of personal research material and review of industrial heritage report text
Network Archaeology Ltd	David Bonner	Company Director and Project Manager	Project management
	Christopher Morley	Project Supervisor	Research, field reconnaissance and report writing
	Susan Freebrey	GIS Officer	Report location and constraint figures
	Adam Holman	IT/GIS Manager	Report figures and map regression
	Jacqueline Harding	GIS Officer	Report location and constraint figures
	Sarah Ralph	Reports Officer	Preparation of Appendices



## 10 BIBLIOGRAPHY

### 10.1 Primary sources

**Table 9.10.1: Pre-OS maps**

<b>PRO reference</b>	<b>document title</b>	<b>document type</b>	<b>year</b>	<b>scale</b>
IR30/3/128	High Wycombe Borough tithe map	Tithe	1848	1:4752
IR29/3/128	tithe apportionment	Tithe	1848	n/a
IR30/3/129	High Wycombe Parish tithe map	Tithe	1848	1:792
IR29/3/129	High Wycombe Parish tithe apportionment	Tithe	1848	n/a

**Table 910.2: OS maps**

<b>County</b>	<b>Sheet</b>	<b>Year</b>	<b>Scale</b>
Buckinghamshire	047_01	1876	1:2500
Buckinghamshire	047_02	1875	1:2500
Buckinghamshire	042_00	1883	1:10560
Buckinghamshire	047_00	1883	1:10560
Buckinghamshire	047_01	1899	1:2500
Buckinghamshire	047_02	1898	1:2500
Buckinghamshire	042_SW	1900	1:10560
Buckinghamshire	047_NW	1900	1:10560
Buckinghamshire	047_01	1925	1:2500
Buckinghamshire	047_02	1925	1:2500
Buckinghamshire	042_SW	1926	1:10560
Buckinghamshire	047_NW	1926	1:10560
Buckinghamshire	042_SW	1938	1:10560
Buckinghamshire	047_NW	1938	1:10560
Buckinghamshire	SU89SE	1961	1:19560
Buckinghamshire	SU8693SE	1966	1:1250
Buckinghamshire	SU8692NE	1966	1:1250
Buckinghamshire	SU8793SW	1967	1:1250
Buckinghamshire	SU8792NW	1967	1:1250
Buckinghamshire	SU8693	1968	1:2500
Buckinghamshire	SU8692	1968	1:2500
Buckinghamshire	SU8793	1968	1:2500
Buckinghamshire	SU8792	1968	1:2500
Buckinghamshire	SU89SE	1970	1:10560
Buckinghamshire	SU8693SE	1975	1:1250
Buckinghamshire	SU8692NE	1975	1:1250
Buckinghamshire	SU8793SW	1975	1:1250
Buckinghamshire	SU8792NW	1975	1:1250
Buckinghamshire	SU89SE	1977	1:10000
Buckinghamshire	SU8693SE	1978	1:1250
Buckinghamshire	SU8692NE	1977	1:1250
Buckinghamshire	SU8793SW	1979	1:1250

County	Sheet	Year	Scale
Buckinghamshire	SU8792NW	1979	1:1250
Buckinghamshire	SU8693SE	1980	1:1250
Buckinghamshire	SU8692NE	1979	1:1250
Buckinghamshire	SU8792NW	1986	1:1250
Buckinghamshire	SU8693SE	1989	1:1250
Buckinghamshire	SU8692NE	1989	1:1250
Buckinghamshire	SU8793SW	1989	1:1250
Buckinghamshire	SU89SE	1991	1:10000
Buckinghamshire	SU8693SE	1993	1:1250
Buckinghamshire	SU8692NE	1993	1:1250
Buckinghamshire	SU8793SW	1993	1:1250
Buckinghamshire	SU8792NW	1993	1:1250
Buckinghamshire	SU89SE	1999	1:10000
Buckinghamshire	SU89SE	2003	1:10000

**Table 910.3: Oblique aerial photographs**

Source	Sortie number	Frame number	Centre point
SMR	A.160192	BC21664	486950E 193000N
SMR	A.160190	BC21673	486950E 193000N
SMR	A.160191	BC21675	486950E 193000N
SMR	A.160197	BC21670	486950E 193000N
SMR	A.163391	BC21666	486950E 193000N
SMR	A.163392	BC21668	486950E 193000N
SMR	A.160202	BC21663	486950E 193000N
SMR	A.163370	BC21671	486950E 193000N

**Table 910.4: Vertical aerial photographs**

Source	Sortie number	Frame number	Centre point	Date
SMR	CPE/CK/1965	4143	486950E 193000N	1947
SMR	HSL/UK/7431	6508	486950E 193000N	1974
SMR	Fairey Surveys	7941	486950E 193000N	1979
SMR	RC8-HE 64	64?	486950E 193000N	1985
SMR	JAS Air	62/89/015	486950E 193000N	1989

## 10.2 Secondary Sources

**Table 910.5: Published and unpublished sources**

<b>Author</b>	<b>Year</b>	<b>Title</b>	<b>Journal/ Publishers</b>
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<b>Author</b>	<b>Year</b>	<b>Title</b>	<b>Journal/ Publishers</b>
Bradley, R.	1998	Passage of Arms. An Archaeological Analysis of Prehistoric Hoard and Votive Deposits.	Oxford: Oxbow Books
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