Daedalus Park
Lee-on-Solent, Hampshire

Heritage Statement

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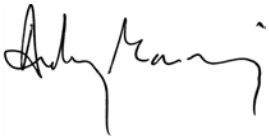
V02	F	*SLR*	*A.Manning*		08/05/2015
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1 INTRODUCTION AND SCOPE

1.1.1 Mildren Construction (the 'Client') has, in consultation with David Hopkins, the Principal Archaeologist for Hampshire County Council, commissioned Wessex Archaeology (WA) to produce a concise summary of recent fieldwork results and available historic environment data, in the environs of Daedalus Park (the 'Site').

1.1.2 It should be noted that the information contained in this document has been drawn from WA grey literature reports and limited, primarily online sources, including magic.defra.gov.uk, Heritage Gateway, Pastscape, old-maps.co.uk, Google Earth and the Archaeology Data Service (ADS), in addition to grey literature archaeological fieldwork reports in the area of the site. For the purposes of this document, historic mapping has been viewed but not reproduced. Caution should therefore be exercised in drawing any but the broadest of conclusions from the information contained herein.

1.1.3 In undertaking this assessment, no formal study area was considered, rather, professional judgement was used in establishing the potential for the survival of, and potential impact upon, as yet unidentified below ground archaeological remains within the Site.

1.1.4 This document is intended to provide information for the client's use only, and is not suitable to be submitted as support for any future planning application.

2 ARCHAEOLOGICAL POTENTIAL

2.1 Archaeological and Historical Background

2.1.1 The Site is located at a height of approximately 8m above Ordnance Datum (aOD). The underlying geology of the area is river terrace deposits of sand and gravel over sand of the Earnley and Marsh Farm Formations (British Geological Survey). The underlying gravel deposits are mapped as belonging to Terrace 2 of the Eastern Solent, dating from MIS 7, *c*. 200 kya (Briant *et al* 2009 p. 25-32) and have been identified as potentially containing Palaeolithic archaeological remains.

2.1.2 A 2013 trial trench evaluation followed by a programme of strip, map and record, carried out by Wessex Archaeology on the proposed site of Fareham College's Centre of Engineering, Manufacturing and Advanced Skills Technology (CEMAST), 500m north-east of the Site, identified the top of the gravel terrace deposits (potentially containing Palaeolithic archaeology) at a depth of between 1.75m to 1.80m below the present ground surface (Wessex Archaeology, 2013a).

2.1.3 The Site is situated on the Gosport and Fareham coastal plain and lies within Area 9f of the Hampshire County Integrated Character Assessment which demonstrates a wide range of Mesolithic material, including find spots of worked flint tools/flakes and occasional hand axes indicating that the area was utilised by early communities (Hampshire County Council, 2012).

2.1.4 Additional finds of Neolithic and Bronze Age date suggest that the coastal plain continued to be exploited in these periods. Confirmed settlements are as yet unknown, although their presence may be suggested by the occurrence of isolated midden sites. One such midden and associated hearth has been recorded to the east of Broom Way, believed to date from the early Bronze Age (AHBR 19656/19712).

2.1.5 The 2013 trial trench evaluation at the CEMAST site identified a number of small archaeological features which could not be securely dated, although a background presence of burnt flint and a few very fragmentary and badly abraded pottery sherds suggested a possible later prehistoric date for this activity. The subsequent excavation recorded a number of late Bronze Age pits and undated ditches possibly representing a prehistoric field system.

2.1.6 There is limited evidence of Iron Age and Romano-British settlement on the coastal plain and sites below Portsdown Hill, but this is largely absent on the peninsula. Portchester Roman fort and the Roman road joining it with the local population centres of Chichester, Winchester and Clausentum (Bitterne in Southampton) lies 7km north east of the Site, but the evidence does not suggest that the peninsula in general was intensively settled and farmed away from the major transport network.

2.1.7 Two possible Romano-British kilns are noted on the HAHBR to the west of Broom Way (AHBR 19714) and at Chark Common (AHBR 31010), although few details are known about them and there are no other finds or features of this period to suggest the location or character of any nearby settlements, which must have been associated with working kilns, even if only temporary in nature. The closest possible settlement of this period to the Site is located in Fareham, nearly 5km to the north by north-east.

2.1.8 A Saxon settlement occupied from the 8th to the 10th century has been excavated at Rowner, 2km east of the Site (AHBR 39282), and Rowner and Alverstoke are both recorded as relatively significant settlements by the 11th century Domesday survey. A possible medieval settlement (AHBR 39280) and associated chapel (AHBR 38748), is located at Cherque Farm 650m east of the Site.

2.1.9 In the medieval period the landscape in which the Site lies was farmed by open field systems of some size. It is likely that in this period the coastal activity of ports and military sites encouraged more intensive farming of this previously underexploited area (Hampshire County Council 2012).

2.1.10 This pattern seems to have continued relatively unchanged in the post-medieval and later periods, the 1803 Ordnance Surveyors drawings of the area showing an intensively farmed landscape of small enclosures and common fields with origins

from the late to post medieval period, which had been subject to informal enclosure. The intense residential and military development of the peninsula means that little of this landscape pattern can be seen today.

2.1.11 The Site is located to the south of HMS Daedalus (AHBR 39580), built in 1917 as a temporary satellite to the Royal Navy Sea Plane School at RNAS Calshot. It became a permanent RAF station in 1919, and in 1939, the site was formally commissioned as HMS Daedalus, with two main concrete runways being constructed and a third added in 1943. After the Second World War the Site continued as a training station until 1996. In 2006 the main airfield was transferred to the Maritime and Coastguard Agency who have continued to use it as a base for air sea rescue helicopters. The outer part of the Station has now been released for proposed development.

2.2 Summary of previous fieldwork

2.2.1 The 2013 evaluation of the CEMAST site identified a number of small archaeological features, at an average depth of approximately 0.40m below the present ground surface, across the proposed development area. The majority of the features could not be securely dated although the background presence of flint and the proximity to the known midden and hearth site to the west of Broom Way may suggest a prehistoric origin (Wessex Archaeology 2013a). The succeeding programme of strip, map and sample recorded a number of late Bronze Age pits and undated ditches interpreted as possibly representing a prehistoric field system (Wessex Archaeology, 2013b). A number of pits and postholes contained medieval pottery and worked stone.

2.2.2 A 2014 trial trench evaluation was carried out at Hangers East. The site had suffered from a high density of modern disturbance which may have obscured or destroyed archaeological features and deposits. Despite this, an undated pit, possible prehistoric ditch, and post-medieval pit were excavated and recorded (Wessex Archaeology, 2014a).

2.2.3 A further trial trench evaluation of two areas at Hangers West and Waterfront (Wessex Archaeology, 2014c) recorded heavy truncation from the construction of buildings associated with the airfield in the central part of the Waterfront, with lighter landscaping disturbance to the northern and southern peripheries and at Hangers West.

2.2.4 No archaeological features predating the modern period were recorded within these evaluation areas, although a small quantity of heavily abraded late Bronze Age pottery was recovered from the subsoil in the south of Hangers West.

2.2.5 A similar result was found within the MCA Coastal Safety Training Hub and Coastguard Rescue Station, which lies less than 600m to the south of the Hangers West area (Wessex Archaeology, 2014b). Here, the only evidence for earlier archaeological occupation was a single worked flint flake and a small number of residual pottery sherds of Late Bronze Age date from the interface between the subsoil and natural. No features were found within the evaluated area.

2.2.6 A programme of archaeological strip, map and record during the groundworks associated with the construction of the iESE New Innovation Centre on land at the south-eastern corner of the Daedalus Airfield was carried out in 2014 (Wessex Archaeology, 2014d). As was seen at the CEMAST site, a small number of archaeological features comprising a Late Bronze Age boundary ditch and pit, a ditch containing medieval material and a further ditch and pit of uncertain date, were recorded.

2.2.7 The density of features was relatively low and was noticeably far less within the western part of the site, suggesting that the main focus of archaeological activity was located at and beyond the eastern edge of the present airfield.

2.2.8 When viewed as a whole, the recent episodes of archaeological fieldwork indicate that there is a broad trend of late prehistoric agricultural activity, focussed on field systems and small, discrete features in the eastern part of the airfield. The excavated areas which contained these features all lie west of the late Bronze Age midden and hearth site at Broom Way and the sparsity of their distribution suggests that the focus of activity in this period lay to the east of the airfield.

2.2.9 The evaluated areas in the southern and western parts of the airfield recorded no features predating the modern period, prehistoric activity being represented by a small assemblage of heavily abraded late Bronze Age pottery and a single flint flake from the subsoil.

2.2.10 Evidence of later periods is restricted to low level medieval and post-medieval features of similar character and density to the prehistoric forerunners, again localised to the eastern part of the airfield.

3 PREVIOUS IMPACTS

3.1.1 A review of the historic mapping of the Site shows that the area has been subject to various phases of development from the early 20th century. The 1910 Ordnance Survey map depicts a complex of buildings in the northern part of the proposed development area, named *Kingslands*, south of the junction of Milvill Lane and Chark Lane, with indications of hard landscaping and internal divisions. This property remained in existence while the military site to the south expanded and the airfield to the north was formalised. In the mid 1960's tennis courts were constructed to the east of these buildings.

3.1.2 An area of hardstanding occupies the north-western part of the Site, while the southern section has almost completely been built upon or been levelled for hardstanding. An access road runs north-south through the centre of the Site.

3.1.3 Previous fieldwork within the airfield has shown that, where features survive, they are often shallow and poorly preserved. Where previous construction or landscaping has taken place they have been completely removed. Consequently, any features present within the Site will only have survived in isolated pockets that have not been subject to development, or have not been previously impacted.

4 CONCLUSION

4.1.1 This assessment has identified no overriding heritage constraints which are certain to prohibit development. A preliminary review of the available evidence indicates that there is low archaeological potential within the vicinity of the potential development site, the previously recorded prehistoric, medieval and post-medieval features being localised to the eastern part of the airfield, adjacent to Broom Way.

4.1.2 Fieldwork undertaken in the southern and western areas of the airfield has recorded an absence of archaeological features, even in areas where modern truncation associated with the construction of buildings and access roads has not been an issue.

4.1.3 Excavations in the area of the Site at the Waterfront and MCA site have recorded various levels of modern truncation, and a review of the known activity within the proposed development area suggests that this is likely to be reflected within the Site itself. Where present, archaeological features within the airfield are known to have been shallow and, as such, are likely to have been fully removed in areas that have suffered modern disturbance.

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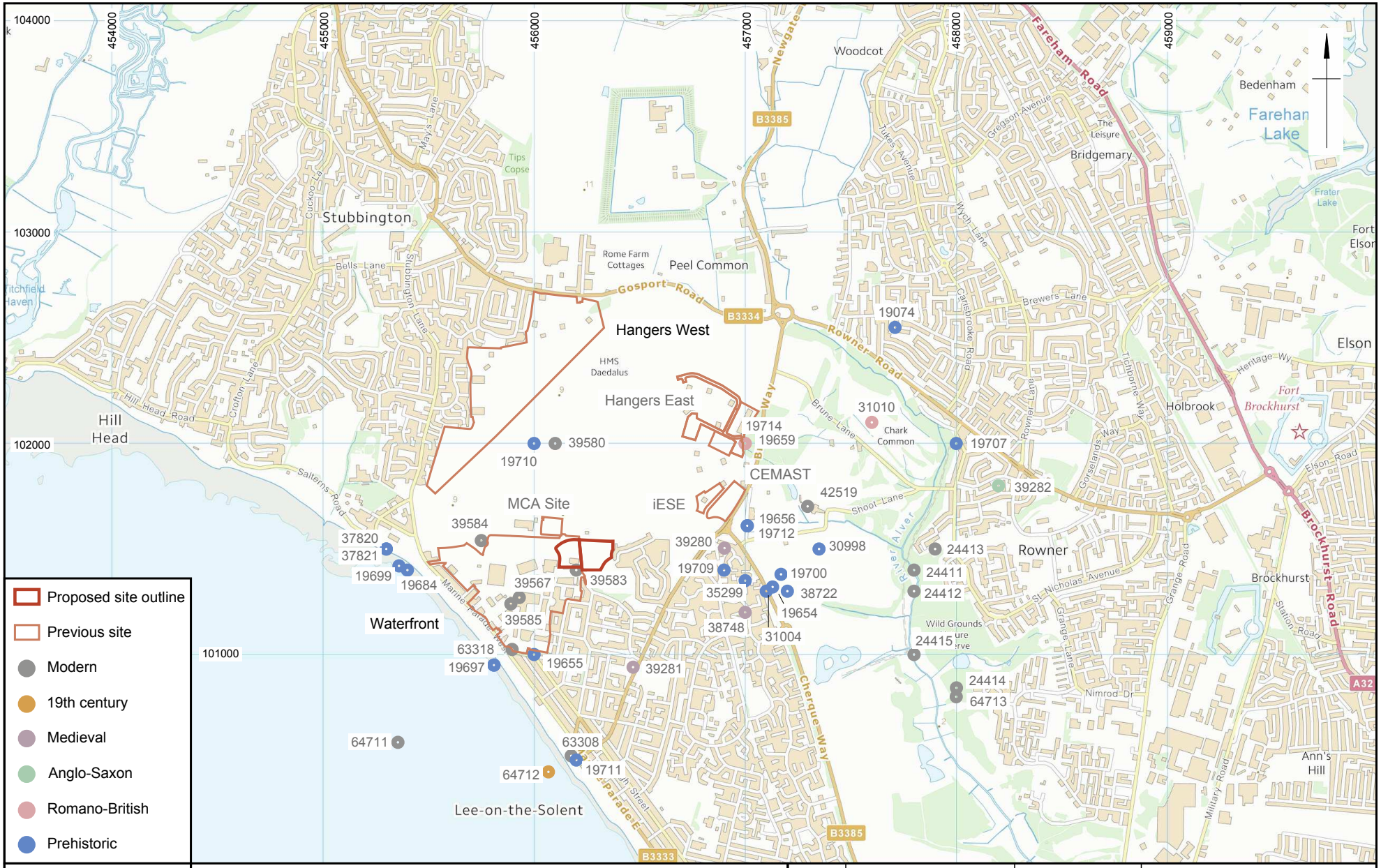

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Site location plan

Figure 1