



# New Forest Remembers: untold stories of WWII Final Project Report



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## **i. Acknowledgements**

The project team would like to express their gratitude to all those individuals, groups and societies who made the New Forest Remembers Project such a success. The list of individual names involved is immense, but is testament to the interest and demand for knowledge and information on this defining period of New Forest history. In no particular order thank you are owed to the funders who made the project possible; the Heritage Lottery Fund (HLF), New Forest National Park Authority (NFNPA), Higher Level Stewardship Scheme (HLS) distributed through the New Forest Verderers, ExxonMobil at Fawley and the New Forest Centre. Thank you to the wide range of project partners and stakeholders for their advice, support and continued engagement with the project. Thank you to the large number of landowners who allowed our volunteer teams to walk their property recording and assessing the extant archaeology. The project is hugely in debt to its dedicated team of volunteers; without who the following project report would look very different. Our volunteer teams have been involved with all aspects of the project; field survey, research, educational work, recording and transcribing memories and sharing their knowledge with both the project and the wider community. Directly linked to the volunteer work on the oral histories is a big thank you to the community of contributors who happily shared their memories and personal archives and allowed the project to add levels of detail and illumination to the surviving WWII archaeology on the New Forest and reveal information about sites that have long since disappeared. These memories allow the entire New Forest community to find something to relate to and engage with and ensure we don't forget this important period in our shared history. We would also like to express our gratitude to the all the NFNPA staff who have helped with various elements of the project since its conception and the team at Maritime Archaeology Ltd for their well informed and wide-ranging input into the project. Finally, the New Forest Remembers intends to continue to support and champion the work of the individuals and groups who have contributed to the project in their ongoing work, research and engagement with the New Forest community as their work is essential in preserving our history for future generations.

James Brown MSc PCifA and Gareth Owen BSc (Hons) ACIfA – New Forest  
Remembers Project Officers

## **ii. Abbreviations**

Abbreviations used in this desk based assessment include:

AA – Anti-Aircraft

ADS – Archaeological Data Service

AHBR – Archaeology & Historic Buildings Record

ARP – Air Raid Precaution

CIfA – Chartered Institute for Archaeologist (formally IfA - Institute for Archaeologist)

EH – English Heritage

FOBA – Festival of British Archaeology

FONFA – Friends Of New Forest Airfields

GIS – Geographic Information System

GPS – Global Positioning System

HCC – Hampshire County Council

HER – Historic Environment Record

HLF – Heritage Lottery Fund

HLS – Higher Level Stewardship

HMS – His Majesty's Ship

Lidar – Light Detection and Ranging

MA Ltd – Maritime Archaeology Limited

NFDC – New Forest District Council

NFNPA – New Forest National Park Authority

NMP – National Mapping Programme

NRHE – National Record of the Historic Environment

NT – National Trust

OSGB – Ordnance Survey Great Britain

PLUTO – Pipe Line Under The Ocean

RAF – Royal Air Force

RCZA – Rapid Coastal Zone Assessment

RNAS – Royal Navy Air Service

SMR – Scheduled Monument Record

SOE – Special Operations Executive

UKHO – United Kingdom Hydrographic Office

USAAF – United States Army Air Force

WO – War Office



### iii. Summary

*This enhanced archaeological assessment for the New Forest Remembers – Untold Stories of WWII project is a combination of an original Desk Based Assessment (DBA) (**Appendix 1**) commissioned by the New Forest National Park Authority (NFNPA) and undertaken by Maritime Archaeology Ltd (MA Ltd), interrogation of War Diary Records for the area again carried out by MA Ltd on data acquired by Richard Reeves, collation of oral histories, cataloguing of private archives and a process of fieldwork and verification undertaken by NFNPA volunteers led and trained by the NFNPA and ultimately site improvement work undertaken on a site by site basis.*

*The Heritage Lottery Funded ‘New Forest Remembers – Untold Stories of WWII’ archaeology project was established by the NFNPA in 2012 in order to address the current lack of knowledge and understanding of the New Forest’s Second World War structures and features. It was felt that a detailed investigation and an adequate assessment of this period were urgently required before individual memories of the war are lost, and a large resource becomes unavailable.*

*The project area included the land covered by the New Forest District Council and the New Forest National Park. The park alone covers an area of approximately 220 square miles and sits to the west of Southampton on the south coast of England. It comprises of open forest, heathland and coastline with much of area being Crown Lands. The New Forest is used by 1000s of tourists, the commoners and is a working landscape for much of the year. It is this landscape, ease of access and strategic location that made it so important during the Second World War.*

*The project was broadly divided into four phases. The first phase (data collection and assessment) was used to inform and enhance the following three phases (phase 2: field surveys and dissemination; phase 3: memories; and phase 4: understanding and learning about wartime New Forest) over the course of the project.*

*The first phase resulted in detailed reports, which drew together information about WWII installations all over the New Forest area from a wide range of sources. This information was collated into a database that listed approximately 40,000 individual records for structures and sites. The significance of these sites was assessed relative to national and local examples and based on their frequency and state of survival. Phase two involved visiting the sites identified in the DBA and via the National Mapping Programme (NMP) (**Appendix 5**) to confirm, assess, identify and record visible features.*

*From an early stage the project team (including volunteers) attended public events to promote the project and engage with the general public about the area’s war time*

*history. Additional promotion was also done via radio and press. The Education and Outreach Officer also delivered talks and lectures to a variety of local and regional groups. By the end of July 2012 alone 20 talks had been given and nine events held/attended both reaching approximately 13,050 people.*

*This resulted in an influx of new volunteers registering to take part as well as a wide range of information, artefacts, WWII documents being offered and those with WWII memories to share coming forward. Initial hopes were that 75 people would be interviewed; the initial 'expression of interest' data base listed over 220 potential oral history contributors and this would eventually result in over 140 people being interviewed as part of phase three.*

*With the National Curriculum undergoing a full 'revamp' most local schools were reluctant to engage with the project, there were only a few exceptions. For these onsite 'out of the classroom' visits were delivered with students visiting two contrasting sites, one with limited visible remains but a wealth of primary source documents and the other with a wealth of visible remains but no documentation as to its purpose. Other bespoke classroom visits were also arranged and delivered.*

*New onsite interpretation proved to be a challenge due to the restrictions placed on the project team by land owners/managers. This was overcome by replacing old existing information panels at Lymington and Needs Ore ALGs and sympathetically attaching new panels to surviving WWII structures across the New Forest National Park including Ibsley Common, Beaulieu and Ashley Walk. All panels link, via QR codes, back to the online archive for more details and images etc.*

*This enhanced archaeological assessment is an update of the original DBA following a period of fieldwork, acquisition of oral histories and identifying additional archive material. Sections: 1 – 3.3 are mostly the original work produced by MA Ltd though additional new Sections: 2.5 – 2.11 have been added regarding the fieldwork and oral history phases as well as archiving and dissemination. The Assessment of Records: Detailed Review Based on Sub-Units (Section 3.4) has been updated with mini 'Field Survey', 'Site Improvement' and 'Further Work Required' reports. If this has resulted in an updated significance this is clearly identified in the tables. The final section of recommendations and conclusions has also been updated with reference to the newly acquired information and data.*

# 1 Introduction

The New Forest National Park covers an area of approximately 220 square miles and sits to the west of Southampton on the south coast of England. It comprises of open forest, heathland and coastline with much of the area being Crown Lands. The New Forest is used by 1000s of tourists, the commoners and is a working landscape for much of the year. It is this landscape, ease of access and strategic location that made it so important during the Second World War.

In 2012 the New Forest National Park Authority embarked on a grand project to, in short, record all the archaeology, history and living memories of the New Forest area during the Second World War. And to make these findings freely available to the public via talks and lectures, onsite interpretation, educational visits and workshops and via an online archive.

During WWII the New Forest played a vital role, particularly in the preparation and execution of D-Day. The Forest was used for a wide range of tasks from accommodating thousands of troops to storing their supplies and equipment. Some training of the troops was also conducted here as well as areas being used for top secret weapons tests and experiments.

With the ease of access into covered wooded areas by train, road and established forest tracks; troops and equipment could be easily camouflaged from enemy reconnaissance planes. With its close proximity to Southampton and other coastal establishments the New Forest was a prime location for the preparation and launch of the D-Day invasion.

After the war landowners were given a choice of whether they wanted the war built installations cleared off their land and the site “returned to its pre-war state” or the structures left and financial compensation. This resulted in many structures and sites being demolished and cleared, to a point. Some 70 years later the only remaining evidence, on the ground, of the role the Forest played are piles of bricks and broken concrete, scars of old runways and perimeter roads, concrete building platforms, semi demolished buried bunkers and bomb shelters, bomb craters and the occasional un-exploded British or German ordnance. In rare circumstances some military buildings survived and can still be found dotted around, namely RAF Ibsley Control Tower, Ibsley Battle Command Headquarters, Ashurst public Air-raid Shelter, Ashley Walk Bombing Range Fragmentation Target Zone C Observation Shelter and the Ministry of Home Security Target, also on the Ashley Walk Bombing Range.

However, through public involvement in the project it has come to light that there is still a wealth of knowledge and information that can still be gained from those living

and working in the New Forest today. Thousands of pages of documents and photographs were donated for scanning and adding to the online archive before being returned. It was hoped that we might be able to record oral histories and a bold aim of interviewing 75 people was set. At the end of the project a total of 147 interviews had been conducted totalling 89 hours of oral history.

The project started with the recruitment of staff and volunteers, commissioning an aerial Lidar survey, preliminary interpretation via the National Mapping Program, desk based assessment and initial field surveying.

Maritime Archaeology Ltd (MA Ltd) was commissioned by the NFNPA in 2012 to conduct an archaeological desk based assessment for the New Forest Remembers – Untold Stories of WWII archaeology project.

This project has been formulated to address the need for enhanced understanding of the impact of WWII within the New Forest. Such information is urgently required at this time before individual memories and knowledge is lost. It has also generated data for other periods in the history of the New Forest that do not form part of this study. The resulting information will feed into future land management, interpretation and access schemes.

Following the NFNPA specification for the New Forest Remembers – Untold Stories of WWII project, which successfully went through the Heritage Lottery Fund bidding process, four phases of work have been proposed and were separately undertaken:

- Phase 1: Data Collection and Assessment
- Phase 2: Field Surveys and Dissemination
- Phase 3: Memories
- Phase 4: Understanding and Learning About Wartime New Forest

Elements of the desk based assessment (phase 1) included:

- A preliminary baseline assessment of the regional significance of sites recorded, and their vulnerability to erosion and decay;
- Identification of areas meriting further survey and recording and the identification of sites, structures or buildings potentially meriting protective legislation, geophysical data assessment; and
- A broad classification of WWII features and structures and considering them in relation to existing land management agreements.

This report sets out the process followed during the archaeological desk based assessment and the sources consulted. It includes an account of the background and history of the New Forest for the period under analysis and the methodology used during this phase, before presenting the results and the assessment of the regional significance of sites recorded in the study area and their vulnerability. The report has been amended and updated to cover the Oral History, field survey, site improvement and volunteer involvement with the entire project. This report now covers all areas of research, assessment, improvement and identification of additional works required. This report provides a fixed point in time and the NFNPA would like to see this detailed look at WWII in the New Forest become a starting point or tool for further research, discovery and dissemination.

## 1.1 Project Study Area

In general terms, the project study area extends from the historical county boundary between Hampshire and Dorset in the west, and the boundary with Southampton in the east (**Figure 1**). It encompasses the entire area of the New Forest District of Hampshire as well as parts of Wiltshire within the National Park Boundary. For the purposes of this project it also includes areas now within Dorset that were within the Historic County of Hampshire during WWII prior to the local government boundary change of 1974. This includes Christchurch and the Avon Valley, but excludes Bournemouth. This identifies an area of around 657km<sup>2</sup>.

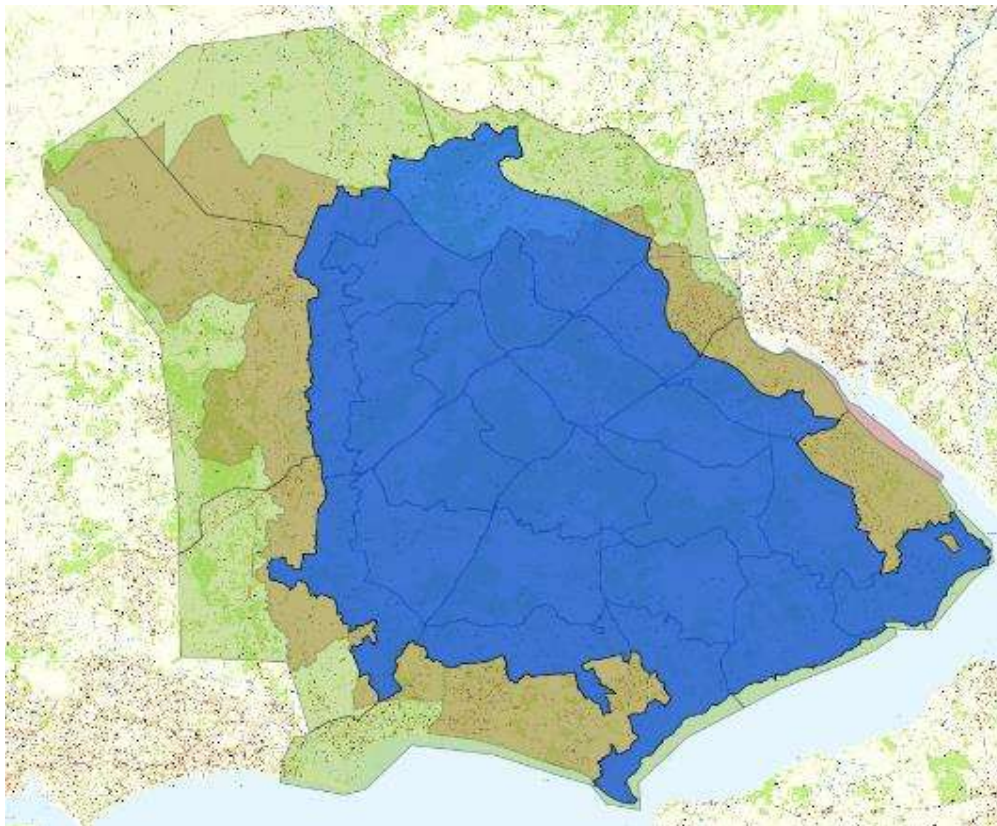


Figure 1 - The New Forest National Park (blue), the New Forest District (pink) and the agreed study area (green). Contains Ordnance Survey data © Crown copyright and database right 2013.

This extensive study area was used for the interrogation of datasets during the phase 1 desk based assessment.

### 1.1.1 Project Study Area Sub-units

Based on discussions with the NFNPA and guided by the Crown Land Higher Level Stewardship (HLS) zones (**Figure 2**), 30 management sub units were identified.

These sub units are based on the HLS zones but have been extended to incorporate surrounding areas. Each HLS zone still covers its original land area (Zones 1-14). Further zones (Zones A-P) have been created to incorporate the rest of the study area. These zones use the boundary of the New Forest National Park in the first instance and the boundary of the study area in the second instance. A detailed baseline review of records within these sub-units is presented in **Section 3.4**.

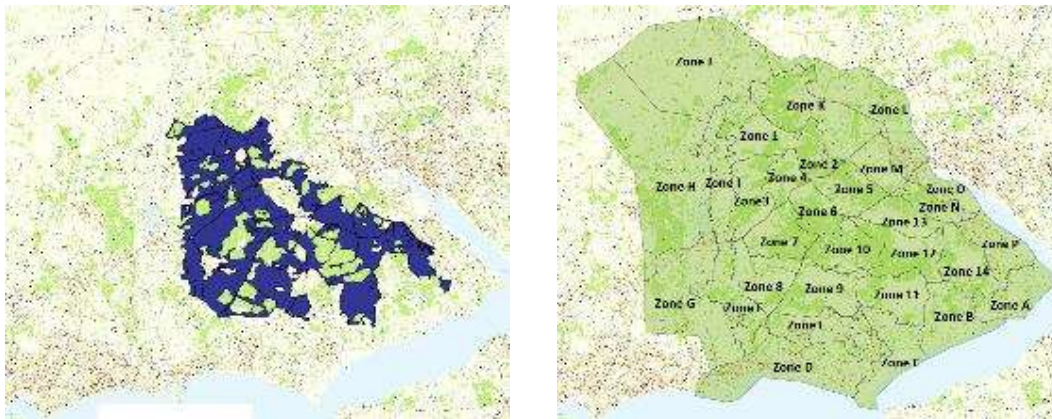


Figure 2 – The Existing Crown Land HLS zones and the agreed sub unit zones created for the project study area.  
Contains Ordnance Survey data © Crown copyright and database right 2013.

## 1.2 Aims and Objectives

The New Forest Remembers project has been established in order to address the current lack of understanding of the potential of the WWII structures and features in and around the New Forest National Park. The project also aims to improve the current lack of available interpretation, displays and information for the public and the need to inform appropriate responses to the management of the surviving information and remains.

### 1.2.1 Phase 1 – Desk Based Assessment: Aims and Objectives

The data collection phase (phase 1) will:

- Provide enhanced archaeological records for the New Forest and the National Park, which will enable improved curatorial responses to strategic planning and land management initiatives at a local and regional level and will provide a factual basis for responses to applications, schemes or developments.
- Provide National Mapping Program data, informed by the Lidar survey, relevant to all periods of history, which is compatible with the needs of other land managers, industry, researchers, the public, schools and education groups.
- Develop an overview of the range of surviving WWII features. This data is relevant for management and research, but also importantly for public interpretation and display.
- Provide an assessment of the degree and nature of threat to the identified historic assets with regard to current land management requirements such as Higher Level Stewardship Schemes (HLS), public access, the Forest Design Plan and the emerging Open Forest Design Plan (Forestry Commission) and similar land management planning documents.
- Provide a sound basis for developing management and research priorities in respect of WWII sites and to define areas of high potential with different levels of importance and under different levels of threat, based on:
  - The identification of areas or sites meriting further survey or evaluation;
  - The identification of areas or sites requiring positive management action;
  - The identification of significant historic WWII assets meriting consideration for protection by means of statutory designation (listing or scheduling);
  - The identification of areas where heritage assets may be at high risk of damage or destruction;
  - The establishment of future research priorities for the resource.

### **1.2.2 Phase 2 – Field Survey and Dissemination: Aims and Objectives**

The field survey and dissemination phase (phase 2) will:

- Work with landowners to undertake a complete survey of WWII sites across the New Forest



- Train volunteers to undertake field survey and condition assessment and develop supporting skills such as photography and identification
- Verify, survey and assess as many of the sites identified in phase 1 as possible within the project timeframe
- Use the survey data to update the records
- Identify and record new sites from ongoing war diary research, memory collection, Lidar investigation or on the ground identification
- Through condition assessment identify potential sites for clearance and improvement works that can be undertaken through the project with volunteers, contractors or through further funding grants
- Undertake agreed and practical site clearance and improvement works
- Ensure that all data generated and recorded is publically available
- Update phase 1 report following survey and research; identifying further survey potential and research opportunities
- Deposit all results with relevant county HERs

### **1.2.3 Phase 3 – Memories: Aims and Objectives**

The Oral History element of the project will:

- Promote the project within the New Forest National Park and further afield.
- Request individuals that lived, visited or were stationed in the New Forest area just before, during and/or just after the Second World War years (1937-1947) to get in touch if they have memories and/or recollections they would be willing to share.
- Aim to record 75 oral history interviews.
- Meet and exceed current standards with regard to oral history interviewing and processing.
- Train a team of volunteers to conduct oral history interviews, transcribe interview recordings and edit those recordings for long term archive and upload to an online archive for ongoing public access.



- Use oral history material to produce online audio programs (podcasts) of specific topics.
- Produce a high quality oral history collection of memories relating to the New Forest during the Second World War.

#### **1.2.4 Phase 4 - Understanding and Learning About Wartime New Forest: Aims and Objectives**

- Develop and deliver project publicity i.e. leaflets, press, radio, web and social media
- Deliver project talks to a range of groups and societies
- Improve the lack of available interpretation
- Produce and deliver a temporary and then a traveling exhibition/display
- Produce and deliver a permanent WWII display in the New Forest Centre
- Produce and deliver a project website, online archive and a mobile App
- Produce and deliver educational materials and conduct school visits exploring WWII

## 2 Methodology

The overall approach for the project was to assess current known information, search local, regional and national archives for information, conduct remote survey work of the project area and compile this information for further investigation.

Volunteers were recruited and trained, guided and supported in a wide range of roles by NFNPA staff. Information, sites and features were then assessed and ground truthed by volunteers, interviews conducted all being managed by project staff.

Project staff and volunteers attended numerous public events with project display material and almost weekly public talks were given. All project findings are publicly available via the project online archive the, Interactive Portal.

### 2.1 DBA by MA Ltd

MA Ltd is a Registered Organisation with the Chartered Institute for Archaeologists (CIfA). MA Ltd conducts all projects and negotiations in accordance with the guidance and principles established in the CIfA's *Code of Conduct* (2010) and *Code of approved practice for the regulation of contractual arrangements in archaeology* (2008). This project has been formulated according to the approach and best-practice contained in CIfA *Standard and Guidance for historic environment desk-based assessment* (2011).

### 2.2 Sources

Primary data sources were reviewed to produce the project database of sites, features and areas of high potential that relate to a 12 year historical window: AD 1935 – 1947. These results were further analysed in order to identify areas to be investigated during phase 2 of the project.

As the majority of work was terrestrial or potentially within the intertidal zone it was suggested that the OSGB 36 datum is used for horizontal and vertical positioning. Where data received from the marine zone is recorded in WGS84 datum, as part of the desk based assessment, this will be transformed on the fly using ArcGIS inbuilt functionality. Where possible, the conversion of data between coordinate systems was minimised.

#### 2.2.1 Archaeological Databases Consulted

The study area outlined above served to define the areas that were used to conduct searches for archaeological data. The following primary sources were consulted for information and data relating to the proposed development area. The nature of data

held by these sources and its relevance to the present assessment is summarised in **Table 1**.

Table 1 – Records received from existing data sets.

Data set	Date assessed	Format received	Records
National Record of the Historic Environment (NRHE)	May 2012	GIS .shp file	77 records related to study area and period
Hampshire Archaeological & Historic Buildings Record (AHBR)	September 2012	PDF document	310 records related to study area and period. 81 records not duplicated by other databases
Wiltshire Historic Environment Record (Wiltshire HER)	May 2012	Excel Spreadsheet	No record related to study area and period
Dorset Historic Environment Record (Dorset HER)	May 2012	GIS .shp file	122 records related to study area and period
Portable Antiquities Scheme Database (PAS)	April 2012	Online database	No records related to study area and period
Defence of Britain Database (DoB)	March 2012	Online database	49 records related to study area and period not duplicated in other databases
National Heritage List for England (NHLE)	May 2012	Online Database	1 record related to study area and period not duplicated in other databases

All records were cross-referenced to ensure duplication was eliminated. Where multiple entries exist they were interrogated for maximum information. All records were compiled into the project database. All original source reference numbers were maintained with each record for ease of re-integration of data.

The Hampshire AHBR contained data drawn from the Defence of Britain Database, the Cadland Estate Woodland Survey, and 'Ashley Walk, its bombing range, landscape and history' (see **Section 2.2.5**). These resources were cross referenced to ensure their accuracy and coverage. Several other reports were also listed as sources and were consulted for further information where applicable (see **Section 2.2.5**).

### 2.2.2 Lidar Data and National Mapping Programme

One of the most important and substantial data sets available to facilitate this desk based assessment was Lidar and National Mapping Programme (NMP) data, which has been collected by the National Park Authority before and during the early phases of the project.

The project area has complete Lidar coverage through two datasets; one captured in 2011 by the University of Cambridge covers the Crown Land areas in the centre of the New Forest and another survey in early 2012 by Geomatics covered the extreme western, eastern and southern parts of the New Forest. These datasets were interpreted archaeologically through the National Mapping Programme (NMP). In the Crown Land areas, data was gathered throughout 2012. This data along with previously captured NMP data for zones within the project area was then made available for the assessment and analysis aspect of this desk based assessment. The breakdown of areas for which NMP data was collected is shown in **Figure 3**. The NMP datasets made available are shown in **Table 2**.

MA Ltd did not review or analyse Lidar data directly (as these were acquired as a separate piece of tendered work) but worked with the interpreted results of the surveys. As such, MA Ltd received the interpreted results in a format that was easily integrated within an ESRI ArcGIS platform.

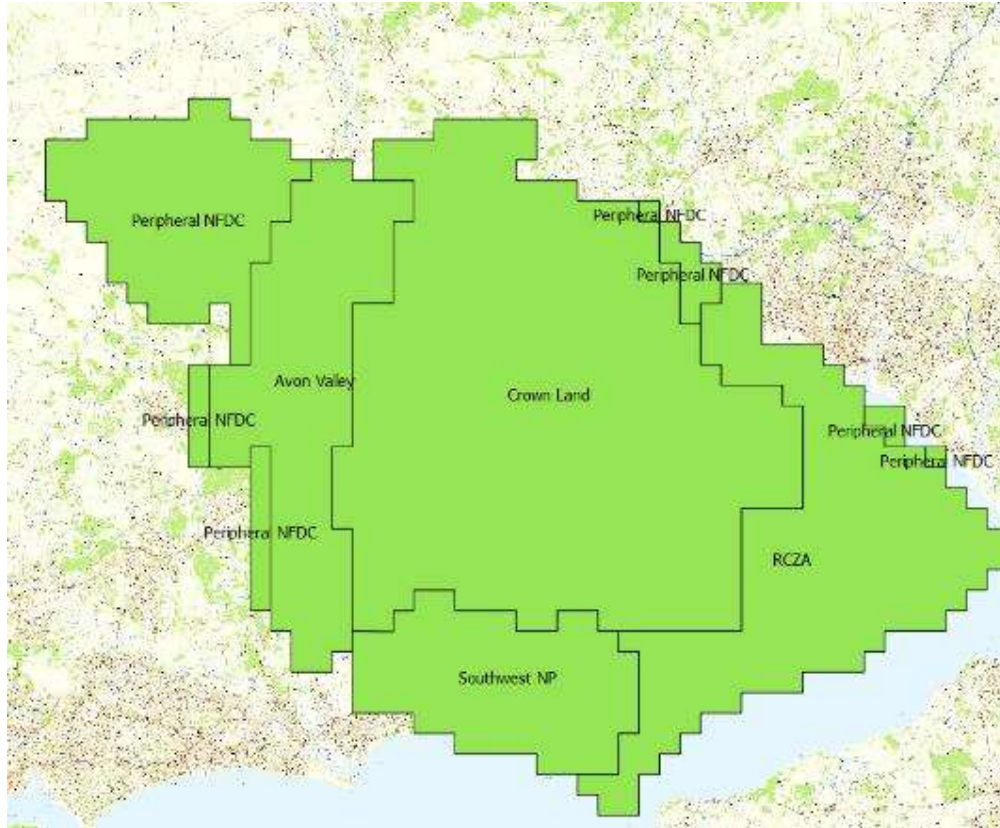


Figure 3 – Breakdown of areas for which NMP data has been gathered. Contains Ordnance Survey data © Crown copyright and database right 2013.

Table 2 - NMP Datasets used in the Desk Based Assessment

Dataset	Date made available
Hampshire Assessment of Archaeological Resource: Avon Valley	February 2012
Hampshire Assessment of Archaeological Resource: New Forest Coastal Plain	February 2012
New Forest and North West Solent Coastal Plain (incorporated into the Rapid Coastal Zone Assessment)	February 2012
New Forest Remembers: Untold Stories of WWII	April – November 2012

### 2.2.3 Maps and Charts

Reviews of historic maps (such as the Ordnance Survey County Series) was undertaken in the NMP. In agreement with the NFNPA, MA Ltd would undertake an additional review of a maximum of two sets of maps if they became available.

Two sets of maps were identified that would complement the NMP data. The first set comprised of RAF site maps of ten of the twelve airfields within the study area (Beaulieu, Bisterne, Calshot, Christchurch, Holmsley South, Hurn, Ibsley, Lymington, Needs Ore and Stoney Cross), obtained from the RAF Museum in London. The second was a 1943 New Forest Training Area Map provided by Richard Reeves at the New Forest Centre that identified various ranges and firing areas.

Maps provided as hard copies were digitised, generating a raster image, which was then georeferenced within GIS. This enabled the incorporation of these maps within the project GIS platform.

The level of analysis of historic map and chart data included:

- Digitisation/georeferencing in GIS of selected maps;
- Assessment of accuracy and version (a number of maps are often copies of previous surveys);
- Location of any features, sites or anomalies of WWII potential that have left physical evidence.

### 2.2.4 Aerial Photographs

The review of aerial photographs concentrated on collections which have not been used to inform the NMP. This included the following collections listed in **Table 3**. Initial work to determine potential access to these has been identified where possible.

After discussions with the NFNPA it was agreed that information about any collections of aerial photographs identified by the project would be passed straight to the National Park Authority so that they could obtain the images themselves and consider the viability of creating an extensive layer of imagery to serve as an extra data source.

One set of aerial photos came to light during the field survey phase. These were low level images of Park Farm Anti-Aircraft Battery and Needs Ore Advanced Landing Ground. These are covered in more detail under the relevant section in the 3.4 section and in (**Appendix 8**) which is the Festival of British Archaeology 2013 report.

Table 3 – Known sources of aerial photography relevant to study area and period.

Source	Notes	Work Undertaken
Forestry Commission	Known to have access to Luftwaffe Images of New Forest area.	Large number of Luftwaffe and RAF photographs obtained (but not complete coverage) and scanned to a high resolution by the NFNPA.
Imperial War Museum	The IWM hold many un-digitised photographs which are only searchable by visiting.	Luftwaffe images acquired by the NFNPA, but not complete coverage.
British Library		Availability checked through <a href="http://www.envirocheck.co.uk">http://www.envirocheck.co.uk</a> . No images of study period available.
Channel Coastal Observatory	Known to hold extensive aerial photographic collection related to the coast including digitised historic images (NRHE).	Online review of collection revealed no wartime photography.
National Archives & Records Administration (U.S.)	Believed to hold original and entire collection of New Forest Luftwaffe imagery.	Initial enquiries have suggested that they do not hold complete coverage. Requires visit in person (abroad).
Private Collections  Several estates within the New Forest are known to keep aerial images in their collections. These include:	Pylewell Estate	No response to requests.
	Hampshire Fire Services Archive	No response to requests.
	Solent Sky	No aerial photographs in collection.
	Beaulieu Estate / Beaulieu Enterprise	Oblique photography obtained by NFNPA.

### 2.2.5 Research Results, Grey Literature and Publications

Other sources were used to identify sites and features of interest and to enable the WWII remains to be analysed in their full context. The primary documents reviewed for specific sites are listed in **Table 4**. Further sources referred to throughout the project are also listed in **Section 6**.

Table 4 – Grey literature and publication reviewed.

Document Name	Author	Type of document	Type of site	Document Obtained
A Recording Survey in the Woodland on the Cadland Estate, Fawley, Hampshire	Berkshire Archaeological Services	Report	Cadland Estate	MA Ltd. Library
Air Raid Shelter, Old School House	Terrain Archaeology	Building Recording	Air raid shelter	Loaned by NFNPA Feb 2012
Ashley Walk	Pasmore & Parker	Book	Test range	Project Officer's library
Ashley Walk Trials	War Office	Report	Test range	Loaned by NFNPA June 2012
BBC 'The People's War' (online)	Various	Personal Testimony		<a href="http://www.bbc.co.uk/history/w/w2peopleswar/">www.bbc.co.uk/history/w/w2peopleswar/</a>
CSRD Experimental Station, Millersford	War Office	Report	Test range	Loaned by NFNPA June 2012
D-Day at Lepe	Hampshire County Council	Pamphlet	Coastal site	Project Officer's library. Most content available at: <a href="http://www3.hants.gov.uk/countyside/lepe/lepe-history/d-day-lepe.htm">www3.hants.gov.uk/countyside/lepe/lepe-history/d-day-lepe.htm</a>
Defence Areas Project	CBA	Report	Anti-invasion defence	<a href="http://archaeologydataservice.ac.uk/archives/view/defended_cba_2005/downloads.cfm">http://archaeologydataservice.ac.uk/archives/view/defended_cba_2005/downloads.cfm</a>
Dorset Airfields in the Second World War	Graham Smith	Book	Airfields	Project Officer's library
Hampshire Aggregate Resource Assessment: Aerial Photography Enhancement	Cornwall Council	Report	Coast	<a href="http://www.english-heritage.org.uk/content/publications/publicationsNew/rczas-reports/hampshire-aggregate-resource-assessment-nmp/NF_NMP_Report_Final_2010.pdf">www.english-heritage.org.uk/content/publications/publicationsNew/rczas-reports/hampshire-aggregate-resource-assessment-nmp/NF_NMP_Report_Final_2010.pdf</a>
Hampshire Airfields in the Second World War	Robin Brooks	Book	Airfields	Project Officer's library
Lymington Harbour Protection Project	Wessex Archaeology	Walkover Survey	Coast	Loaned by NFNPA Feb 2012



Document Name	Author	Type of document	Type of site	Document Obtained
New Forest Explosives	Anthony Pasmore (ed)	Booklet	Test range	Loaned by NFNPA June 2012
New Forest Rapid Coastal Zone Archaeological Assessment (RCZA).	Wessex Archaeology	Report	Coast	<a href="http://www.newforestnpa.gov.uk/downloads/file/270/coastal_heritage_project_final_report">www.newforestnpa.gov.uk/downloads/file/270/coastal_heritage_project_final_report</a>
The Holmsley Story	Leslie R White	Book	Airfield	Project Officer's library
The New Forest at War	John Leete	Book	General	Project Officer's library
UK Airfields of the Ninth: Then & Now	Roger Freeman	Book	Airfields	Project Officer's library

## 2.2.6 Museums and Collections

Further artefacts and information were held within Museums and Collections. Each of the following were contacted via email and/or phone to review collections. Additional internet research was undertaken if data was available online.

Table 5 - Museums and archives contacted and researched.

Museums and Collections	Assessment
Beaulieu Archive	Have provided oral history tapes for digitization and documents for scanning by NFNPA volunteers.
Daily Echo	Archives investigated by NFNPA volunteer.
Red House Museum, Christchurch	Have some information related to RAF Sopley.
Ringwood Meeting House	Information regarding Auxiliary Units provided. Also St Leonards Hospital Plan.
Salisbury and South Wiltshire Museum collections and archives	No collections related to study area and period.
Solent Sky Museum	Visit made to assess archive. Several collections of draft texts related to New Forest airfields researched.
St Barbe Museum, Lymington	Numerous collections and artefacts related to study period in local area.
The D-Day Museum, Portsmouth	Visit made, new records related to American camps incorporated into database. Charts of Solent Berthing Plan offered.
The Imperial War Museum	Images obtained by NFNPA.
The New Forest Centre	Project partners. Have provided access to their archives, maps and images.
The New Milton & Lymington Times archive	Directed to microfiche collection at Lymington Library. Details passed to NFNPA.
Wessex Film and Sound Archive (HRO)	Limited resources. Details passed to NFNPA.
National Newspapers (online collections)	Came to light after phase 1 and will be investigated by NFNPA.

### 2.2.7 Assessment of War Diaries

The review of relevant information from unit war diaries and other military documents was undertaken by MA Ltd and subcontractor Richard Reeves. Richard Reeves was commissioned to gather copies of the relevant material from the National Archives and much of the analysis was carried out by MA Ltd. Richard Reeves also undertook reviews of other material from the National Archives, including relevant information held by the Local Planning or Building Control Authority's and any Ministry of Housing and similar government files from the wartime period relevant to this study.

War diaries were assessed by the MA Ltd Project Officer, who recorded references to sites within the study area where a named location or a grid reference was given. Relevant information on the site (e.g. type, units in occupation, period of use and a short description) were recorded, as were any notable events that were identified. During WWII, Britain's Armed Forces used a mapping system known as the British Modified Military (Cassini) Grid. The six figure grid references used in the war diaries were therefore totally different to modern OSGB 36 and needed to be converted in order to incorporate them into the project database. Using a formula developed by the Royal Engineers' Mapping and Charting Establishment, these six figure grid references were converted to Eastings and Northings with an accuracy level of + or – 200 metres (Penny, 2000). The war diary records could therefore be plotted with a reasonable level of accuracy – although they are only as accurate as the grid reference supplied in the war diary itself.

In total, 595 locations were identified in the war diaries that were researched before this desk based assessment was produced. A further 131 locations were identified as this work continued during the Field Survey phase of the project. Their locations are shown in **Figure 4**. Where possible these locations have been attached to existing monument records. Where no suitable record exists, locations have been classed as research records in the project database. The war diaries records are referred to throughout this report especially in (**Section 3.4**) as a code: (XX YYY/ZZZ). All the relevant pages and records relating to the New Forest were photographed and are stored as images in the NFNPA offline archive. A GIS shape file was created (**Figure 4**) with the National Archive number included. A list of the war diaries held is available electronically and can be found in **Appendix 22**.



Figure 4 – Map of locations plotted from war diary research. Contains Ordnance Survey data © Crown copyright and database right 2013.

### 2.2.8 Assessment of Oral History Archives and Documents

After discussions with the NFNPA, MA Ltd was not responsible for this element of the project. However, on-going communication was maintained between MA Ltd and the NFNPA to ensure an inclusive outcome as part of the proposed desk based assessment. A full report on the Oral History element of the New Forest Remembers Project can be read in Section 2.8 Oral History Phase.

### 2.2.9 Contact with Individuals, Groups and Societies

During the project a range of organisations, societies and individuals with local knowledge of WWII were contacted. If needed, a meeting was arranged. Contributions are summarised in **Table 6**.

MA Ltd set up an online response form that would allow those with internet access to send information in a format directly compatible with the database. This was achieved using SurveyMonkey online software and a set of questions directly related

to the fields of the database (see [www.surveymonkey.com/s/2HLJBCD](http://www.surveymonkey.com/s/2HLJBCD)). Alternatively, groups were offered the opportunity to supply information directly to the project officer by email or, if more convenient, as a hard copy. Information gained was used to inform the desk based assessment through the addition of any new sites or features, or pertinent information regarding existing sites, to the database.

In total 67 individual records were uploaded via the SurveyMonkey online submission form and were added to the database as appropriate. After discussions with the NFNPA it was agreed to keep the submission form available for use until the close of the project.

Other organisations, societies and individuals' were contacted including; Avon Valley Archaeological Society, Fordingbridge Historical Society, Friends of St. Barbe Musuem, Hampshire Field Club and Archaeological Society, Hampshire Field Club and Archaeological Society: Archaeology Section, Hampshire Fire Service Archives, Hampshire Industrial Archaeology Society, Lymington & District Historical Society, Minstead Local History Group, New Forest Association, New Forest Aviation group, New Forest Centre (Lyndhurst) volunteers, Southampton City Museum Archaeological Society, The National Trust, The New Forest History and Archaeology Group and Waterside Heritage. This also resulted in a range of contribution.

Table 6 – Details of organisations, societies and individuals' contributions

Organisation / Society / Individual	Contribution
Beaulieu History Society	Are undertaking oral history training and interviews.
Christchurch History Society	Provided information on sites by email.
Friends of Hurst Castle	Contributed personal records and letters.
Friends of New Forest Airfields (FONFA)	Identified 61 sites using SurveyMonkey.
Hampshire & Isle of Wight Wildlife Trust	Information about archaeological survey work in Roydon woods by Berkshire Archaeological Services.
Lower Test Valley Archaeological Study Group	Some sites identified by email, also provided a book of sketches of New Forest airfields.
RAF Ibsley Airfield Heritage Trust	Provided information by email.
RAF Ibsley Historical Group	Provided information by email.
John Leete (author)	Information about military sites.
Henry Cole (local historian)	Information about Ashley Walk bombing range and Ministry of Home Security target.
Roly Errington (local historian)	Information about Ibsley airfield.
Phoebe Merrick	Information about Setley POW camp.
Michael Mueller	Donated father's scrapbook, photo album, Newsletters and wood carvings from Setley POW Camp for scanning, before being returned
Edward Crofton	Gave access to father's Home Guard diaries.

## 2.3 Production of Project Database

The project database underpins all aspects of the project and is established to be able to integrate all relevant data from multiple sources provided in various formats and levels of information into a single repository. The primary aims of the project database design were as follows:

- Assimilation of varied and broad data sources into a single assessment spatially-enabled repository, and;
- Disseminating of collated records back to primary sources for reintegration to enable updates and maintenance of HER/NMR records.

### 2.3.1 Database Development and GIS

Concordance between the Scheduled Monument Record (SMR) / Historic Environment Records (HER) and the National Record for the Historic Environment (NRHE) was ensured from the beginning of the project. Close and continuous contact was established with the NRHE from the earliest stages of the project. The database is, where possible, compliant with the MIDAS Heritage, and the standard word-lists included in INSCRIPTION were employed. The monument categories were drawn from the English Heritage NMR Defence of Britain Thesaurus, adapted to form a three level hierarchical version (see **Appendix 2**).

To ensure the creation of a central data repository for spatial data storage and management, a PostGIS spatially enabled geodatabase was created to:

- Store a rich collection of spatial data in a centralised location;
- Apply sophisticated rules and relationships to the data;
- Define advanced geospatial relational models. This is applicable when working with the interpreted results of the Lidar survey data;
- Maintain integrity of spatial data with a consistent, accurate database;
- Work within a multi-user access and editing environment;
- Integrate spatial data with other platforms (e.g. by opening and editing the geodatabase in PostgreSQL, QGIS, ArcGIS);
- Allow easy rebuilding of project GIS from a SQL spatially-enabled database.

Furthermore, the use of geodatabase has enabled the integration of elements such as attribute data, geographic features, satellite and aerial imagery (raster data), CAD data, surface modelling or 3D data, GPS coordinates and survey measurements, amongst others.

The initial data gathering exercise resulted in basic site data (a monument record), derived from NMP, SMR/HER, RCZA data (provided by NFNPA), documentary research by MA Ltd, or through reports as a result of stakeholder engagement. The fields required for this data include:

#### 2.3.1.1 Monument Records

- Unique ID number;

- External ID numbers: existing HER/ NRHE/ UKHO reference numbers and SM numbers;
- Monument name (Site/type);
- Source date;
- Date from (or year);
- Date to (or year);
- Monument category concatenated from three-level hierarchical relationship (using Inscription (MIDAS) values);
  - Class name;
  - Broad term;
  - Narrow term;
- Description;
- Position (British National Grid, easting/northings);
- Copyright;
- Geometry.

#### *2.3.1.2 Research Events (linked to monument records)*

- Monument name (creates link to monument table);
- Date identified;
- Military ID;
- Source ID;
- Monument category;
- Date from;
- Date to;
- Position (British National Grid, easting/northings);
- Military grid reference;
- Description;
- Research theme;
- Research category;
- Geometry.

#### *2.3.1.3 Field Survey Events*

- Monument name (creates link to monument table);
- Name;



- Site form;
- Period;
- Monument category;
- Description;
- Photo;
- Additional photos;
- Other media;
- Condition;
- Extant issues;
- Issue level;
- Notes;
- Remarks;
- Position (British National Grid, easting/northings);
- Geometry.

#### 2.3.1.4 *Monument Assessment Events*

- Aspects:
  - Extent of current records
  - State of survival
  - Fragility/vulnerability (based on an index from low to high)
  - Archaeological potential
  - Significance

## 2.4 **Assessment and Analysis of Sites**

The following elements were included within the assessment and analysis of the accumulated data.

### 2.4.1 **Risk Assessment**

In order to aid prioritising future surveys for phase 2, a risk assessment on WWII sites was undertaken. All archaeological sites and monuments are at risk from a wide range of factors; both natural and human. Up to a certain extent, the degree of risk to individual sites can be predicted or modelled. The *Monuments at Risk Survey* concluded that 'risk can broadly be equated with the concept of 'vulnerability' included in the criteria for the selection of nationally important monuments for scheduling' (Darvill & Fulton 1998: 218). For the purposes of this document,

vulnerability is defined as a damaging process either already occurring or likely to occur.

The principal vulnerability or damaging process was identified by using a system adapted from the existing English Heritage Monument Protection Programme system (see [www.eng-h.gov.uk/mpp/mppa.htm](http://www.eng-h.gov.uk/mpp/mppa.htm)). Five generic categories were taken into account:

- Natural processes;
- Developments;
- Socio-economic activity;
- Other causes of damage, and;
- Unknown threat.

By using these categories, an assessment of the vulnerability of the WWII historic environment sites and features was obtained through a systematic approach which enabled setting benchmarks for future monitoring of change.

Furthermore, the proposed work provided an assessment of the vulnerability of WWII sites by reference to current heritage protection and policies including the National Planning Policy Framework (NPPF) (2012), the regional research strategy, local plan processes, landscape management plans and strategies, Coastal Management Plans, the Forest Design Plan (2007) and Higher Level Stewardship Environmental Stewardship Handbooks (Natural England, 2013).

An assessment of vulnerability was developed specifically for the New Forest Remembers – Untold Stories of WWII project, based on English Heritage's condition assessment model for protected wrecks (Dunkley, 2008) and modified to emphasise and reflect WWII built heritage in the New Forest area. This table can be found in **Appendix 3**.

#### **2.4.2 Research Potential**

Work identified particular WWII research topics to which future work in the study area can be directed to best effect, where possible data has met the needs identified in the Solent Thames Research Framework, mainly:

##### *Operational structures*

- Airfields;
- Army buildings;
- Maritime structures;

- Prisoner of war camps;

#### *Military structures*

- Early warning systems;
- Anti-Aircraft batteries;
- Bombing decoys;
- Pillboxes;
- Operation *Overlord*;
- Coastal defences;
- Training areas;
- Special Forces;
- Experimental work;
- Building requisition;

#### *The Home Front: Civilian structures*

- Air raid shelters;
- Air Raid Precaution (ARP) centres;
- Evacuation camps;
- Bomb damage;
- Sites of commemoration;
- Trade and industry;
- Emergency services;

### **2.4.3 Assessment of Significance**

To assess the significance of sites and monuments identified in the database, an amended version of the 'Criteria for the assessment of archaeological significance, as set out by Scheduled Monuments, the Department for Culture Media and Sport (DCMS, 2010)' was created. Although originally written for wreck sites, this criterion is applicable to all heritage assets. The same criteria were utilised in the amended version, but the considerations in each criteria were made broader and more relevant to terrestrial sites. Reference was also made to the English Heritage Designation Guide to Military Structures (2011). The amended criteria are reproduced in **Appendix 2**.

#### **2.4.4 Identify Sites for Fieldwork Validation and Survey**

After the basic data was formatted, further assessment was required to help determine the level of survey and investigation required for phase 2 of the project for sites already recorded within the historic environment databases or newly identified through the data made available for this desk based assessment.

Prior to the full assessment some sites within the database were discounted if they were known to be unsuitable for survey. These sites would include:

- Those lost through post war quarrying;
- Bomb Craters (unless associated with another monument);
- Those lost through landscape change, coastal erosion;
- Isolated single find spots (although where clusters of these exist; areas will be highlighted as of 'higher potential' for investigation during walk-over surveys).

The database has fields to record this assessment (see **Section 2.3.1**), which include:

- Extent of current records;
- State of survival;
- Fragility/vulnerability (based on an index from low to high);
- Archaeological potential;
- Significance.

The levels of priority for recording as based on **Section 2.5.1** below will then take place.

### **2.5 Field Survey**

Based on the Desk Based Assessment project database produced by MA Ltd a detailed programme for field survey was developed following close liaison between MA Ltd and the NFNPA. This programme was a guide and allowed for flexibility when high priority targets were identified through war diary research, oral history or public contact.

#### **2.5.1 Prioritisation of Survey Areas**

Prioritisation of survey areas was recommended based on the following considerations:

- Highest priority to be given to those locations that are both at risk from landscape and habitat restoration schemes, planned development and locations identified at greatest risk from natural erosion;
- Sites that are unique to the New Forest;
- Previously recorded or reported sites or features;
- Features located by aerial photographic sources;
- Potential sites located through documentary research;
- Potential sites and locations located through existing and readily available memories and oral accounts.

### **2.5.2 Permission and Access**

Permissions for access for survey and verification (ground-truthing) in particular from the Forestry Commission and other major landowners were acquired during phase 1 to enable the full planning of phase 2 fieldwork. Once these were established a programme was developed around other constraints. The NFNPA provided contact details for landowners where available. Others were sourced by the MA Ltd Project Officer. A detailed list of known landowners for each site identified for further study was provided to the NFNPA separately from this report.

Much of the New Forest enclosed landscape has been entered into HLS agreements and thus access for monitoring can potentially take place. Some 45% of the National Park area is managed by the Forestry Commission and routine access can be arranged. Over and above this, a high percentage of the landscape, including private open common areas, belongs to public bodies such as Hampshire County Council (HCC) and the National Trust (NT). Much of the enclosed landscape is managed by large estates to which access requests were made. The response to our requests were varied with some not responding resulting in the area not being surveyed. Some of the estates that were not surveyed have been highlighted and are recommended for further work. Outside of the National Park boundary, much of the landscape is occupied by farms. Relatively little of the landscape has been taken over by urban areas, beyond what was already in existence during the study period.

Fieldwork on open areas of commonage and within commercial forestry areas have taken account of:

- Nature conservation designations and considerations;
- Vegetation cover;
- Forestry and other commercial operations such as felling;
- Weather and survey condition.

Having already established the 30 distinct Study Areas (1-14 and A - P), preliminary research of each target area were carried out to establish points of access; the availability of toilet facilities; the proximity of emergency services; the logistics of parking; and the feasibility of field-walking in each area. Each target area was then allocated a number of survey days and volunteer spaces depending on the archaeology and considerations discussed above. Following this research the available days were uploaded to 'Find My Shift', a shift scheduling website and released to the volunteers to fill. Trained volunteers were invited to sign up to any shift available, new volunteers were required to attend at least two days with trained volunteers before being allowed to book any shift.

### 2.5.3 Survey Methods

The role of the field survey was to achieve the following objectives:

- To verify identifications made during the phase 1 DBA
- To locate and characterise sites and features undetected by the phase 1 DBA
- To make a preliminary assessment and classify the features;
- To assess the condition of the feature and note any issues that were impacting the condition of the feature
- To assess issues to help Identify possible conservation requirements
- To facilitate volunteer participation and encourage wider appreciation of the New Forest's military heritage
- To have a visual presence out on the New Forest and inform residents or visitors of the work being undertaken by the NFNPA.

The key aim of the fieldwork was to identify and clarify the nature of the archaeological resource within the Study Area. Survey comprised walkover to confirm the existence of known sites and to identify new ones. In many instances, ground truthing known sites allowed the verification and an assessment of the extent of remains, which provided valuable information to feed back into the enhanced dataset.

All fieldwork was directed by the NFNPA Project manager and was undertaken by volunteer teams in the field.

OS MasterMap and filtered NMP Data for the relevant survey areas were loaded onto Topcon GRS-1 handheld units running customised eGIS software. The unit's built-in dual constellation antenna to track GPS and GLONASS satellites and the ability to track SBAS differential correction signals such as EGNOS allowed for sub-meter accuracy. The surveyors were able to easily navigate towards target areas identified through the NMP data. Any extant or visible features on the ground linked to the NMP data and any new sites identified during the survey were recorded either as a single location **WW2 Point**. In instances where a feature was in an elongated

form (e.g. a road or a truncated path), the feature was recorded as a **WW2 Line**. Similarly, where a feature was a large shape (e.g. an earthwork or building base); it was recorded as a **WW2 Polygon**. These were recorded with variable accuracy of approximately <1m – 4m.

Upon creating a new point in the eGIS software, a feature recording sheet was presented to the recorder to complete, which included a mix of selection from drop down menus and free text boxes for descriptions and suggestions (**Table 7**).

Table 7 – Feature recording sheet presented to volunteers on capturing point, line or polygon

Question	Options	Notes
<b>Author Name</b>	Free text entry of volunteer recorder name	
<b>Site Form</b>	Drop down menu.	Most common selections were: <ul style="list-style-type: none"> <li>• Cropmarks, parchmarks, soilmarks</li> <li>• Earthworks</li> <li>• Buildings and Structures</li> <li>• Findspot</li> <li>• Twentieth century military features</li> </ul>
<b>Period</b>	Drop down menu based on INSCRIPTION word list. <a href="http://www.fish-forum.info/i_apl_e.htm">http://www.fish-forum.info/i_apl_e.htm</a>	As focus was on modern, Prehistoric was grouped with all lithic periods and Bronze Age was also grouped as one
<b>Class Type</b>	Drop down menu	The monument categories are drawn from the English Heritage NMR Defence of Britain Thesaurus, adapted to form a three level hierarchical version (see <b>Appendix 1</b> ).
<b>Broad Term</b>	Drop down menu	
<b>Narrow Term</b>	Drop down menu	
<b>Site Description</b>	Free text entry	Most common selections were: <ul style="list-style-type: none"> <li>• Vegetation</li> <li>• Water Action</li> <li>• Recreation</li> <li>• Livestock</li> </ul>
<b>Photos</b>	Free text entry	Prefix of survey camera and then photo number
<b>Condition</b>	Drop down menu based on INSCRIPTION word list. <a href="http://www.fish-">http://www.fish-</a>	Selecting one of these options automatically populated a hidden field with a score

	<a href="http://forum.info/i_c_e.htm">forum.info/i_c_e.htm</a>	
<b>Issues</b>	Selection of tick boxes to be checked if issues were present.	
<b>Issue Level</b>	Drop down menu	Selecting one of these options automatically populated a hidden field with a score that was then multiplied with condition to give rough grading and allow targeting of priority sites to be improved.
<b>Notes</b>	Free text entry on how site can be improved.	Commonly remove vegetation
<b>Location</b>	Drop down menu of installations and locations. i.e. Beaulieu Airfield, YewTree Heath AA.	Selected from a list compiled using NMP and DBA
<b>Project</b>	Locked Field – Always returns NF Remembers	

It was possible to take photos using the built in camera on the Topcon GRS-1 handheld unit, but as this was limited to one per feature additional Fugifilm Finepix XP30 survey cameras were purchased. These were each assigned a prefix of S1-4 and volunteers were asked to record the prefix and photo numbers of all photos taken on the feature sheet. Whilst a large number of photos were taken, not every feature was recorded in this way. There were several reasons for this. Most commonly it was simply that the site or feature could not be adequately captured from the surveyor's vantage point due to the site's proximity, poor lighting, or a lack of contrast with the surrounding landscape.

Each day's data was subsequently downloaded into a central GIS project in Quantum GIS, which contained all the NMP, DBA, HER and other archaeological data collected under previous projects such as the New Forest Rapid Coastal Zone Assessment or data being collected at the same time such as the New Forest HLS Heritage Mapping Project. All the records captured by the volunteers have been compiled into a New Forest Remembers WWII layer, which has been passed to the HER and is available from the NFNPA. The information has also been used to update the relevant sections in 3.4 'Assessment of records: Detailed Review Based on Sub-Units' and add in new significant monuments if warranted.

#### 2.5.4 Site Improvements

An additional element of the New Forest Remembers fieldwork phase was to assess identified and recorded features and sites for potential improvement works. This



requirement was in line with the aims and objectives of the Higher Level Stewardship scheme that funded a percentage of the project.

When recording sites volunteers noted any local issues and potential damage being done to the sites and the percentage of these issues across the feature as a whole. The issues included:

- Recreation
- Vegetation
- Livestock & Poaching
- Water Action
- Burrowing
- Fencing
- Material Extraction
- Vandalism

These issues were looked at in partnership with the significance of the recorded feature and several were selected for works to be undertaken to improve the condition and long term protection of the site in line with English Heritage guidance. Any sites selected were mainly due to practicality, perceived importance and the assessment undertaken during field survey, but project partners and land managers also had the chance to input into the site selection.

Potential sites were discussed and agreed with Natural England and the Landowner. Most of the work undertaken was the removal of vegetation by volunteers. Contractors were employed to clear larger trees and vegetation that couldn't be cleared by volunteers. A number of sites were improved through a partnership between New Forest Remembers volunteers and volunteers from the Forestry Commission or the National Trust as land owners. In total 10 days of volunteer led site improvements was completed on 7 sites and an additional 10 individual sites were improved by contractors.

All improvement works undertaken are detailed in **Section 3.4 'Assessment of records: Detailed Review Based on Sub-Units'**.

### **2.5.5 Fieldwork Archiving and Dissemination**

Archiving follows best practice as laid out within:

- Brown, D., 2007, *Archaeological Archives: A guide to best practice in creation, compilation, transfer and curation*. Archaeological Archives Forum.
- IfA, 2009, *Standard and Guidance for the Creation, Compilation, Transfer and Deposition of Archaeological Archives*.

It is intended that the Archaeological Data Service (ADS) will be the body responsible for maintenance of the digital archive. The NFNPA hold the project archive who will then liaise with the ADS. This work is currently ongoing

Written copies of this enhanced report will be made available by the NFNPA on its websites and will be provided to ADS and local HERs. The relevant HERs will also be supplied with GIS files of the data collected.

A standalone website or portal was built for the project ([www.newforestheritage.org](http://www.newforestheritage.org)) as an additional dissemination tool allowing the general public to engage with the archaeology, upload their own stories and images and comment on material uploaded by others. As well as disseminating the data this also has resulted in some additional previously unseen material coming to light. This material has been dealt with on a case by case basis and either handed to the Hampshire Archives or local museums.

## **2.6 Volunteers**

In line with New Forest National Park Objectives and those set out in the original project proposal and Heritage Lottery Fund bid; the New Forest Remembers fieldwork methodology also adopted the following objectives:

- To provide volunteers with the opportunity to participate in archaeological fieldwork alongside professional archaeologists, on all feasible sites;
- To provide training for volunteers to enable them to work effectively and safely on the site;
- To motivate and encourage the volunteers to develop and sustain a long term interest in archaeology and their local history.

In the first instance, a volunteer database was established by the Education and Outreach Office of NFNPA. This consisted of volunteers who had previously volunteered for NFNPA archaeology projects as well as new volunteers gathered with a specific interest in WWII archaeology and history. Advertisements were placed in local facilities and through associated websites and forums seeking interested parties to help with the fieldwork component of phase 2 as well as research.

Additional volunteering opportunities were also advertised:

- To provide volunteers with the training and to participate in all aspects of oral history interviewing
- To provide volunteers with the training and to participate at public event and educational visits.

The initial response was good, and a list of 200 interested volunteers was created with varying skills and interests.

### **2.6.1 Induction Days**

All volunteers were invited to one of four volunteer induction sessions two were held on the 28 March 2012, one on 18 May 2012 and a final one on 16 October 2012 at different locations around the New Forest. These sessions were run to give interested volunteers a background on the project, information on expenses and expectations and explain what we were aiming to achieve during the fixed term project. At the first three sessions six official volunteer roles were established.

- Field Survey
- Field Survey Team Leader
- Oral History Team
- Researcher
- Education Team
- Tech Team

Each role had a two page sheet detailing the role, estimated hours per week, responsibilities and other information such as CRB checks required for the Oral History Team. These sheets can be found in **Appendix 6**. Volunteers were invited to express an interest in one or all roles, these were marked in the database and then opportunities were emailed to the interested parties. The Field Survey Team Leader role was dropped early on as all survey days would involve the Project Manager or other archaeologists from the National Park who would then deal with equipment, First Aid, access or any other issues.

### **2.6.2 Field Survey Training Days**

Two initial training days were set up and conducted by the project officer, in order to provide the volunteers with the following:

- An introduction to the New Forest Remembers project
- An overview of the WWII archaeology of the New Forest
- An introduction to condition assessment in line with English Heritage guidance
- An introduction to classification using the Defence of Britain Thesauri
- An overview of the phase 2 fieldwork component
- An introduction to field survey and the equipment they would be using
- A workshop on archaeological recording
- Afternoon session of testing and experimenting with the equipment on the ground

The training days were held in East Boldre Village hall on Friday 31 August and Saturday 1 September 2012. 40 volunteers attended over the two days. Four further

days of testing the equipment and techniques were open to these 40 volunteers at Roundhill Campsite, Beaulieu; the ancillary accommodation for Beaulieu Airfield on 27-28 September 2012 and 4/5 October 2012.

No further pure training days were held and all future survey days focused on capturing live data. Volunteers who had not attended official days were welcome to join the teams on live survey days and were teamed with volunteers who had attended training. This worked very well and provided quick, efficient and productive training on the ground, whilst continuing to achieve results for phase 2.

### **2.6.3 Field Survey Days**

Using the detailed programme for field survey drawn up during the DBA by MA Ltd. Survey areas were identified and suitable days identified through research in the office and consideration of other surveys and activities happening across the New Forest either led by the NFNPA or partner organisations. These were then uploaded to 'Find My Shift' an online staff rota system along with details on number of volunteers required and the location of the meeting point car park. All the volunteers who had expressed an interest in field survey were given an account with login details. Survey days generated an email to all volunteers when published and the system operated on a first come first served basis. If situations changed volunteers would drop out and their places were filled by other volunteers. A couple of days before the survey day, emails would be sent to the registered volunteers to remind them of timings, requirements and to give more details on the location, sometimes with historic aerial photos or Lidar images so volunteers could further research the area beforehand if they wanted.

Feedback from this process was overwhelmingly positive and initial concerns of volunteers being unable to work the system or some volunteers filling up all the days so that others didn't get the opportunity was unfounded. Care was taken to vary the survey days to provide a wide spread of weekdays and weekends and all users quickly learnt how to book themselves on to shifts. All shifts made available had a full complement of volunteers attend. The levels of volunteer participation on each survey day varied, but the amount of volunteer spaces offered was calculated by the Project Manager in the office and depended on the location and the amount of potential archaeology. The average number of volunteers on a survey day was six.

The surveys days started with a morning briefing on arrival, which included a brief health and safety chat and then a look at the targets for the day with reference to the NMP data, any historical aerial photos and the modern aerial and Lidar images. The survey took the form of small walkover survey zones within the main survey area. Volunteers would normally split into two groups and spread out to walk in loops from the starting point to an agreed point and then back before and after a lunch break. Depending on the area a possible car park move might occur during the lunch break

to set up the afternoon survey. This approach resulted in four zones being completed a day, meaning large areas of heathland could be covered in two – three days.

The volunteers were guided by the NMP data and would move in a spread out line from target to target to assess the areas and identify any unrecorded archaeology. Upon discovery of a site, the volunteer would signal their group and the designated recorder would walk over to the site and “mark” the position on the Topcon handheld unit and fill out a digital recording sheet generated. Where possible, photographs of each site were also taken, and tagged appropriately on the recording sheet.

On each of the survey days, volunteers were encouraged to take the opportunity to be the designated recorder, allowing them to record features as and when they were identified. Basic refresher training in the utilisation of Topcon GRS-1 was provided at the start of each survey, and most of the volunteers were able to use the device to a high standard throughout the day. Volunteers were fully aware of the types of information they were being asked to record, and the project officer checked regularly to make sure that points were being recorded in the correct manner. Volunteers were asked to request help with their descriptions if they were at all unsure what it was they were trying to assess.

Volunteers were asked to incorporate their own experience and knowledge when identifying features and landscapes, and in many instances, this turned out to be very beneficial to the identification of features, and particularly with respect to interpretation of the recorded features.

On completion of the survey days all of the data was downloaded to the Project GIS in the NFNPA office and quick quality checks on the data was undertaken as the survey data was combined into the master survey layer. The master survey data was held as a polyline layer so all points were buffered into polygons and then all polygons were converted to polylines. This simple process could be done quickly and efficiently and allowed for further quality checks during the various stages. More detailed random quality checks on the volunteer data was undertaken, when requests for information on specific areas came into the office. Overall the level and quality of the data was very good, with only minimal text or classification corrections needed. Most of the corrections undertaken related to the accuracy of the points recorded by the devices. Though most points were reasonably accurate the availability of complete Lidar and recent high resolution aerial photography coverage for the project area allowed for small changes to achieve a very high level of location accuracy.

In total over 2000 records of surviving visible archaeology have been recorded during 95 field survey days, made up of 577 individual volunteer days.

#### **2.6.4 Limitations, Constraints and Lessons Learnt**

Though a large amount of survey days were undertaken by volunteers and the project team, not every site has been visited. This could be the result of a range of factors including access permissions, work undertaken on previous archaeological projects or some of the sites disparate nature.

All visited sites are indicated in **Section 3.4 'Assessment of records: Detailed Review Based on Sub-Units'**, whether they resulted in records created or not. Areas of interest not visited are detailed in **Section 4.1 'Future Survey Recommendations'**.

Regular feedback was sought from the volunteers on a variety of subjects relating to the field survey element as well as information provided and the online sign up system.

Two areas of feedback that were followed up on was the introduction of regular small refresher sessions on using the handheld recording units at the beginning of the first field survey day of each calendar month and the running of an archaeological photography training session. The potential need for photographic training was further supported by the quality checks undertaken on the recorded data in the office.

Two optional day courses on archaeological recording photography open to all volunteers were run by Aerial-Cam on 2 and 3 August 2013. The format comprised of a morning classroom session followed by an afternoon on Ashley Walk testing cameras and different approaches and adaptation to environment.

### **2.7 Festival of British Archaeology Community Digs**

The main focus of the New Forest Remembers project was research and non-intrusive field survey; however it was decided to use the National Festival of British Archaeology (FOBA) to run community digs. This meant we could provide further opportunities and skill development for our volunteers and engage local residents and schools in line with our education and outreach goals. During the project, two FOBA community digs were held.

#### **2.7.1 Bucklers Hard FOBA 2012**

The 2012 community dig undertaken between the 12 and 23 July 2012 focused on the WWII riverfront activity at Buckler's Hard, Beaulieu, in advance of proposed development of the site for a new traditional boat house. Three trenches were opened, along with two further test pits and five other excavation areas in order to investigate areas of interest that were visible in historic aerial photos and had been highlighted from a geophysical survey of the site by Wessex Archaeology in 2012.

The dig was managed on site by Wessex Archaeology, who provided onsite training and skill development through lunchtime workshops. In total 9 days of volunteer excavation was undertaken by 90 volunteers. The site was also used to host a discovery day for two local primary schools; South Baddesley and Beaulieu, giving the children the chance to have a go at archaeology.

The complete excavation report and results can be found in **Appendix 7**.

### **2.7.2 Park Farm 2013**

The 2013 community dig undertaken between the 12 July and 1 August 2013 focused on a field at Park Farm, Beaulieu. Five trenches were opened to investigate and evaluate any remains from a WWII Diver Battery (**MA1441**) located in the field and identified through low level aerial photographs and war diary entries that came to light during the DBA. The investigative excavation also focused on an unknown feature tentatively identified as a Roman site by a member of the public spotting a crop mark on modern aerial photographs and a follow up geophysical survey undertaken by a Bournemouth University Student in 2013. The dig was managed on site by Bournemouth Archaeology, who provided onsite training and workshops and ran a metal detecting and geophysical survey alongside the excavation for the volunteers. In total 12 days of volunteer excavation and survey was undertaken by 74 volunteers. The site was also used to host a discovery day for local Young Archaeologist Clubs to come and try their hand at archaeology.

The complete report and results can be found in **Appendix 8**

## **2.8 Memories**

This element of the project was overseen by the Education and Outreach Officer for the project. Initially the proposal was that the oral history would guide the field survey element. However, it was quickly realised that the strength of the oral history was adding data and personal stories to the archaeology recorded and in many cases expanding our knowledge of sites. The initial aim of the project was to record 75 oral histories but it was recognised that this high number may not be possible.

### **2.8.1 Oral History Methods**

The oral history element of the project was conducted to meet and exceed the standards set by the Oral History Society and aimed to produce a high quality digital collection of memories and recollections from individuals that lived, visited or were stationed in the New Forest area just before, during and/or just after the Second World War years 1937-1947.

The Oral History Team was divided into three main sections with some volunteers taking on a number of roles. Team sections were Interviewers, Transcribers and

Editors. The aim was to work with trained volunteers to conduct as much of the oral history process as possible with training, guidance and support by the Education and Outreach Officer. Full training and clear guidance on ethics, copyright and confidentiality relating to the process of oral histories was given to all volunteers and volunteers were required to sign our Volunteer Agreement (**Appendix 21**) before becoming part of the team.

Interviews were recorded using a Tascam DR-100MKII digital recorder with an AT803 mono lavalier microphone on 2GB SD memory cards in .WAV format at 24bit @ 96kHz and conducted, in most cases, in the contributor's home. Interviewers were trained and CRB checked prior to being introduced to new contributors and from this point the interviewer took the lead with regard to arranging and conducting the interviews, explaining and completing of photographic permission (**Appendix 13**) and Assignment of Copyright (**Appendix 15**) paperwork. Interviewers were also asked to produce an interview report briefly summarising the topics visited, spelling of names/uncommon words etc. and if photographs were discussed identifying the ones being spoken about.

Full copyright of the recordings were transferred from the contributor to the New Forest National Park Authority via the Assignment of Copyright form with the contributor retaining their Moral Rights arising under the Copyright, Design and Patents Act 1988. This puts the long term care, use and control of the recordings to the Authority and adds some additional ethical responsibilities to the Authority and how the recordings can be used, subject to the terms of the Assignment of Copyright.

Editing of the interview recordings and the creation of .MP3 format files was done via Audacity, a free open source digital audio editor and recording program.

Once the oral history process (interview and full transcription) was completed a digital copy of the material was archived and Open Access editions created for public access via the project's online archive, the Interactive Portal [www.nfknolwedge.org/subjects/oral-history/](http://www.nfknolwedge.org/subjects/oral-history/) and/or by requesting access to the offline oral history archive.

To speed up the transference of digital data Dropbox ([www.dropbox.com](http://www.dropbox.com)) was used. An Oral History Team folder was created, open to all members, and contained equipment manuals, program software, template documents, 'How To' and introduction documents. Each team member then had their own personal folder for the transferring of contributor's details, for interview and the final recordings back to the office after interview. This enabled interviewers to book out equipment and conduct a block of interviews without the need to return to the office after each interview to download the recordings.



Four recording equipment packs were created and these were booked out by the interviewer via Find My Shift ([www.findmyshift.co.uk](http://www.findmyshift.co.uk)) an online staff rota software that was used to also plan survey/field days, training sessions and volunteer socials as described above 2.6.3. This online 'rota / calendar' system empowered our volunteers enabling them to manage their own volunteer time and booking of equipment.

### **2.8.2 Oral History Training**

After initial volunteer induction sessions, open to all volunteer applicants, volunteers were asked to 'apply' for one (or more) roles (**Appendix 6**) that interested them. For the initial run of interviewer applicants we held informal interviews for each volunteer. Successful volunteers were then invited to attend a training day in oral history interviewing.

A day long training session was held, accommodating eight volunteers, at the Authority's head office and conducted by the Education and Outreach Officer. The training covered equipment, interview techniques, ethics, Health and Safety and the proposed process for getting the recordings, paperwork and any loaned documents back to the office for processing and archive. A 'user guide' (**Appendix 19**) was produced by the Education and Outreach Officer for the interviewers and was handed out. This guide was designed to be amended and added to by the volunteers as the project progressed to reflect how we actually conducted the oral history process.

After a second and third round of general volunteer inductions more volunteers came forward wanting to join the oral history team as interviewers and transcriptionists. It was felt that the initial interview process was not needed and a second interviewer training day was held for all those interested. A number of the applicants wanted to be involved in the transcription of oral histories and training for this part of the process was conducted over the phone, by email, one to one sessions and through the use of transcription template and guide document (**Appendix 20**).

At the beginning of the project only one volunteer came forward interested in editing of oral histories and training was given one to one. At the end of the project a number of the oral history team members (now with no interviewing to do) came forward interested in learning more about the editing process. Training was given to those interested with a rough manual being created from a podcasting training session guide that had previously been offered, but not taken up (**Appendix 17**).

### 2.8.3 Oral History Procedure

To gain contributors happy to talk about their WWII memories initial adverts were placed in local and NFNPA newspapers. A leaflet (Do you remember?) was designed and circulated widely including at public event, shows, talks and lectures. A full database was created holding contributors contact details and brief information about what WWII memories they wanted to share. The Education and Outreach Officer then called all those that had come forward to confirm their details, briefly talk about what memories they wanted to talk about and to introduce the interviewer that would be getting in touch with them to conduct the interview.

The contributor's details and brief outline of the memories they wanted to share were added to an interview report document and this was sent to the interviewer via Dropbox for them to make the next step. The interviewer would then contact the contributor to introduce themselves and arrange an interview date.

Once the interview was completed the .WAV recording/s and annotated interview report were digitally sent back to the office via personal Dropbox folders. Any original documents loaned by the contributor were handed over at the office for scanning prior to being returned. Recordings were then logged in the Oral History Index (**Appendix 18**) and the master recordings, digital copies of paperwork and scanned documents and photos are saved in a specific area of the Authorities servers which are regularly backed up.

An .MP3 file format version of the original .WAV recording/s is then made using Audacity and these .MP3 files and the interview report were sent digitally to a transcriber, again using personal Dropbox folders. Using a template document (**Appendix 20**) volunteer transcribers were asked to produce a word for word transcription of the interview, including keywords, time clock and a short biography of the contributor. Transcribers were also asked to highlight (via colour of font) sections of audio they couldn't understand, were unclear or were not confident of the correct spelling in red font and for passages which might be considered offensive, derogatory, slanderous, e.g. anybody referred to in derogatory, way in blue font.

On receipt of a completed transcription the details (keywords, track length etc.) were added to the Oral History Index and the transcription added to the archive. The transcription is then reviewed and checked, following a guidance note (**Appendix 16**) by another member of the transcription team and any corrections made, the aim being to remove all 'red font'. 'Blue font' text was also reviewed at this point and may remain blue if considered to be offensive, derogatory and or slanderous. This could result in that section of the interview being closed for a period of time or in extreme cases removed from the master recording completely.

At this stage the interview was ready for archiving and further editing with the aim being the production of a publicly accessible (Open Access) edition. An Open Access edition of the interview is created in .MP3 format and identified as such by the track files name 'A0' ('A1' if edited). In most cases this Open Access edition is exactly the same as the original .WAV file but for some recordings, sections of the interviews may need to be closed e.g. personal data and 'blue' sections, and so an edited version of the recording is the edition that is made publicly accessible.

#### **2.8.4 Permissions**

It was agreed at an early stage that the NFNPA would seek to gain the full copyright for all oral histories conducted. To meet this aim our Oral History Recording Agreement (Copyright Agreement) was drafted (**Appendix 15**). This contract transfers the contributor's copyright of the recorded material to the Authority for agreed uses. The contributor is able to impose a number of restrictions, the closing of sections of the interview or the closing of the entire interview for an agreed time period. The contributor was also able to be anonymised if they wished. The contributor's Moral Rights arising under the Copyright, Design and Patents Act 1988 and any subsequent legislation were maintained.

#### **2.8.5 Dissemination and Archiving**

The NFNPA will hold the master recordings and material as a permanent offline collection with public access to the Open Access editions of the recordings by appointment. Copies of Open Access editions may be deposited in such places as the Wessex Film and Sound Archive, a specialist regional repository based at Hampshire Record Office in Winchester.

Open Access editions of the transcription will be available via the projects Interactive Portal; the online archive. This archive also holds edited sections (Quick Clips) of the interviews for easy access to by the public via the web site and/or the Mobile App.

The oral histories have been used in the permanent WWII display at the New Forest Centre where a number of interviews were used as primary source material when scripting and later for producing the audio commentary that can be heard in the display. This source material has also contributed to the traveling exhibition, an eight panel display.

Oral Histories have also been provided at a number of public events either by way of a fixed (eight track) sound player focusing on sections of one interview or via mini iPads.

### 2.8.6 Oral History summaries

For each interview transcribed the volunteer was asked to draft a short biography or introduction to be used on that contributor's web page on the Interactive Portal. These have been included here. Out of 147 interviews only five wished to be anonymous (ANO001 to 005) and only one, of these, closed their interview (until 2020).

ANO001

ANO001 recalls her summer visits as a child to East Boldre. Her mother who came from the East Boldre area had a holiday home that they frequented during weekends and summer holidays away from Epsom, Surrey. She also spent a few weeks at Woodfalls near Salisbury on a cousin's farm at the start of the war.

Two shops in East Boldre are mentioned – Symes (A general store which sold sweets) and Mathews Bakery. At the outbreak of War ANO001 remembers her father burying fuel cans in the gardens at Epsom and East Boldre for use in their car. Bomb shelters, RAF Beaulieu, and rationing are briefly mentioned.

ANO001 remembers a huge camp (possibly Territorial Army) in front of the house at East Boldre but this disappeared around 1939. Apart from the distant bombing sounds in Southampton, life in East Boldre seemed to carry on as normal with cycle trips past Bulls Wood D-Day camp to Park and Lymington. Some of the American troops at Bulls Wood were 'dark' and there were some 'dark' babies in the village which caused a bit of a furore.

ANO001 remembers a trip to Southampton via the Hythe Ferry. Bomb damage in the lower part of Southampton was extensive and there were newspaper boards mentioning a Russian/German pact.

Steve Antczak      S-A

Steve was born in the New Forest but his father was born in Germany and known locally as 'Klaus'. Klaus was captured by American troops and taken prisoner of war. Although he didn't like to talk about his experiences, Steve says that his father found his way somehow to the POW camp in Setley. He met Steve's mother on a bus and was able to stay in England by becoming a volunteer with bomb disposal. He remembers his mother telling some humorous stories about her work in the Transport Corps.

Charles John Arnold      CJA

John was three at the start of the war and lived at Thorney Hill (near Holmsley). John remembers Canadians at Homsley, collecting items from the airfield, bombing of Southampton and Americans/Canadians burying equipment when they left.

Roy Arnold    R-A

Roy Arnold born 1926 in Cadnam, New Forest. Roy was still at school in Totton at the outbreak of WWII. After schooling he went to work at Hampshire Carbodies in Totton where he worked in the sawmills, specifically on the Dovetail machines making ammunition boxes and working on wooden aircraft. His job was classified as a reserved occupation. In 1943 aged 17, Roy volunteered for the Air Training Corps and was trained as a Pilot Navigator / Bomb aimer (PNB). He joined up in 1944.

Jill Avon      J-A

'I was only seven weeks old, and on the evening of 5 September my father posted a letter to my mother to say he had found someone who might help find a place locally for my mother and me to come and stay in order to be near him.'

Jill's father, Staff Sgt Stanley Henry Avon and three of his comrades, billeted at Allum Green House, near Lyndhurst, were killed in an air raid on 5 September 1940.

After returning from Dunkirk in May 1940 and being sent initially to Aldershot, the Recovery Sections of No. 8 Army Field Workshop, RAOC, were despatched to various locations around Burley, including the Village Hall and Woods Corner, then to Testwood School in Totton. After each group was reassembled correctly, No. 2 Section was billeted at Allum Green House. They used the Imperial Garage (now the Meridien Modena Ferrari showroom) in Lyndhurst as their work base repairing and refurbishing damaged vehicles. No. 1 Section moved to Petersfield and No. 3 to Bishops Waltham.

At about 11.15pm on 5 September 1940 there was an air raid, during which many large bombs fell around the house - the craters are still visible - and one went through the roof and the upper floor, where the officers were sleeping, and detonated in the cellar which was the Sergeants' Mess. Jill's father, Staff Sgt Stanley Henry Avon, and three others were killed. They were Sgt Alfred W. Blunn, Staff Sgt Edgar W.E. Gifford and WOII (SQMS) Harry S. Tyler.

David Bayliss        D-B

David Bayliss was a school boy during the war, living in Woodside, Lymington at that time. He recounts his school days, the games they played and tricks that they used to get up to. He also recalls food rationing, his mother's ingenuity and going collecting gulls' eggs, which he doesn't fancy eating today, and having meals with the troops at Alder Cliff, Milford-On-Sea. They used to collect the scrap wing tanks to make canoes. He remembers the American troops, the sky full of Horsa gliders on D-Day and VE Day celebrations.

Douglas George Beasley   DGB

Doug was a flight engineer in Halifax bombers stationed in North Yorkshire. Though he didn't visit the Forest during the war years, in 1946 he came to the New Forest to do an Air Sea Rescue course at Calshot. Doug recollects becoming an instructor after the war, his training at Calshot and some of the sights of post war Britain.

Fred Norman Bennett        FNB

Fred Bennett was born in New Milton and moved in 1942 to Ashurst Lodge. He later worked for Kroll in a factory making pieces for Merlin aero engines. His fondest memories, though, are interactions as a youngster with the American Troops who would give gifts, food, sweets etc. and take the children on trips to the cinema in Southampton.

Mr Edward (Ted) Bentley   T-B

Ted Bentley was conscripted into the Navy. He eventually joined LCT 629 (Landing Craft Tank 629) for the D-Day operations. During the interview he reads extracts from the log book and he provides a detailed description of the vessel and its crew.

LCT 629 was berthed in Southampton Water during the build-up to D-Day and conducted several exercises in the Solent. During exercises, they practiced collecting tanks from the Royal Canadian Artillery from Lepe Hard. They also undertook firing practice in Studland Bay.

Mr Bentley gives a detailed description of his experiences on D-Day. Having collected the Canadian tanks from Lepe, the flotilla crossed to Juno beach. He describes how a wave damaged their landing equipment, how an adjacent LCT was destroyed by explosives on the beach defences and how they were bombed by a German plane. During the events on the Normandy beaches, a mine was inadvertently trapped underneath the craft. As they returned to Portsmouth this exploded, severely damaging the vessel but not causing any injuries. LCT 629

subsequently made a number of other crossings to Normandy to deliver personnel and supplies.

Mr Bentley has provided The New Forest Remembers project with various documents, copies of log books and photographs. He has also been able to identify several crew members on photographs of LCT 629. As the only surviving crew member from LCT 629, the information he has provided has answered a number of questions raised by other contributors to the interactive portal – in particular those raised by the son of another crew member.

Miss Anne Biffin     A-B

Anne Biffin was born in 1934 and living in the Totton area at the outbreak of the war. Her father was a steel erector, a reserved occupation, and worked on aircraft hangars, the Mulberry Harbours and occasionally in the docks area. She recalls food rationing and what they had for Christmas and her school days, including carrying her gasmask, writing to the soldiers and the disruption caused by air raids. Anne remembers the bombing raids over Southampton and going into the air raid shelters. Also the Italian POWs working in the area. She also provides a description of the build-up to D-Day and the Americans they encountered.

Doreen Biles D-B

Doreen lived in Ringwood during the war years and remembers the business of lots of convoys of troops and tanks. As a child, she remembers being given a gas mask at school and being made to have gas mask drills, recalling the awful rubber smell. She also remembers the school railings being taken away for war use.

Donald William Bond     DWB

Donald Bond was born in 1928 in Lyndhurst. He recalls being at school during the early years of the war, rationing, evacuees and air raids. He went on to work at Denny Saw Mill, now a camp site. Denny sawmill operated during the Second World War and is said to have been the only one in the Forest capable of dealing with large diameter timber. Mr Bond has a number of photographs of the mill in operation and group staff photos that include some of the Italian PoWs from Setley Camp 65.

Pamela Borthwick     P-B

Pamela was born in India in 1921 and when she moved to England, she desperately wanted to join the WRENS during the war but had to become a driver and then make friends with the boat crews in the minesweeper base in order to get in. She vividly

remembers the King visiting to inspect the troops, arriving at Exbury pier. She also remembers trucks and troops packing up and departing for D-Day.

Lynden Bowen                      L-B

Lynden Bowen retells stories from her Father and Aunt. Lynden recounts how her family moved from Bermondsey to the site at Sandy Balls for safety, just before the start of the war. Lynden recalls how the Holiday Park at Sandy Balls developed over time. During the war it was a thriving farm and market garden, keeping the local population well fed, as well as becoming home to many bombed out and evacuated families.

Joanne Vera Bowman              JVB

Joanne Bowman was born in 1927 and was initially living in Coventry at the start of the war. As a consequence of the bombing of that city, they first moved to London only to experience yet more bombing, and so Joanne was evacuated down to Foxlease, the Girl Guides house in Lyndhurst. She was on a one year course to learn something about gardening and remembers the Dig for Victory campaign and the enjoyable time she had at Foxlease. She describes her daily routine, the effects of rationing and the social life at the time, including what Lyndhurst was like then. She also recalls the American troops camped out in the area who threw them sweets and gum.

Wilfred Briggs                  W-B

Wilf Briggs served in the 8th Army Field Workshop, RAOC, in the No 3 Recovery Section. At the time he was 20 years of age and they were stationed in Burley in June 1940. The army needed to rebuild its forces following the withdrawal at Dunkirk. Their main task whilst at Burley was to man slit trenches guarding the village. Wilf describes one or two incidents during their stay there before moving to Testwood, and mentions the German bomb that dropped on Allum Green.

Edwina Bright                  E-B

Edwina Bright was born in 1935 and brought up in Fritham, living on their family farm throughout the war. She describes the daily routine of rounding up the cows that were allowed to roam out on the Forest and selling and distributing the milk. They kept pigs and chickens and ran ponies on the open Forest. They also grew their own vegetables, so the family did not go short of food during the war. Edwina goes on to recall the siting of ack-ack guns and searchlights in the area and the Canadian lumberjacks that came over to build the log cabins and other accommodation for personnel on Stoney Cross airfield. They had evacuees from Southampton staying



with them during the war and she remembers the children attending school with her in Bramshaw, where they observed tanks and lorries passing the school. She describes what school was like in those days and seeing the Italian POWs going to the sawmill at Sloden and recalls the Ashley Walk bombing range and Millersford. A stray bomb was dropped not far from their farm and caused considerable damage to properties in Fritham. Edwina remembers the build-up of troops prior to D-Day. As children they found the activities on Stoney Cross airfield quite fascinating and recalls much of what she saw at the time. She gives a good description of local life during that period and how they dealt with rationing and the black market.

Margaret Broomfield            M-B

Margaret Broomfield was born towards the end of the war and when her father returned from serving in the army during the war, the family were first settled in the temporary accommodation on the disused airfield at Beaulieu, and then moved to the old POW camp at Setley. She describes what it was like growing up as a child in that area and going to school in Brockenhurst. Using a diagram of the POW camp, she gives details of what some of the old buildings were used for and describes the accommodation in the Nissan huts.

Margaret also describes the accommodation and what it was like living with her grandparents who were gypsies living in a traditional tent at the Longdown gypsy encampment before they moved to one of the huts at Setley. Margaret describes how they made pegs and paper flowers to sell for income along with a detailed account of gypsy daily life and traditions.

Barbara Brown                    B1B

Barbara Brown was a young teenager during the first years of the war and was still at school. She remembers the air raids and seeing a dogfight and plane shot down. A bomb also fell close to their home. She goes on to relate some of the things that she remembers about life during those war years.

Brian Brown B-B

To Follow

ANO002

ANO002 was about 11 years of age when war broke out and was living in the family home in Frogham near Fordingbridge. As a school boy he remembers watching the dogfights overhead whilst they were in the playground and the tank corp stationed nearby with their manoeuvres on the local common. After leaving school he initially

became a gardener before joining his father felling trees in the Forest for the Ministry of Supply. He recalls the Italian POWs working alongside them. The Americans were stationed at Ibsley airfield and he recalls a plane crashing on a local farmhouse. He gives a detailed description of his daily life as a forester and how rationing affected them. Also local matters such as shopping, entertainment, transport and the Home Guard. He mentions the experimental bombs dropped at Hampton Ridge (part of Ashley Walk bombing range) and a visit by VIPs. He remembers seeing the aircraft flying overhead on D-Day. At the age of 18 he was drafted into the army and then demobbed in 1948, at which point he re-joined his father working for the Forestry Commission. Brown, Daniels & Daniels BDD

A group interview with three ladies, also interviewed separately, who were school children at the beginning of the war living in the Holbury area and recount their experiences as teenagers during the war years and soon after. They recall going to the cinema and later on to the various dance halls they attended and dancing with the troops. They recount the effects of rationing not only on food but also the materials available for making dresses to go to the dances, and life in general just after the war.

Derick A Browning DAB

Derick Browning was at school at the start of the war and recalls bombing raids causing disruption to their education as a result of having to regularly take shelter. Whilst he was there, a Spitfire shot down a German bomber over the school. The Royal Engineers set up a searchlight installation in the field next to his home. He saw the bomber that bombed the New Milton crossroads where many Royal Fusiliers were killed. As lads, they used to cycle over to Holmsley air field to watch the bombers and gliders taking off. Two large bombs were dropped close to their house. He mentions the build-up of tanks in the Lymington area prior to D-Day, and also witnessed a couple of crashed aircraft.

Kay Browning K-B

Kay Browning was born in 1938 and was brought up in Lymington. Her father had a reserved occupation, because he was a carpenter and for some of the time he worked in the shipyard, by the marina, and he worked on Motor Torpedo Boats. Later on he worked at Beaulieu when they were laying the track and the airstrip for the airfield there. Her father probably cycled to the shipyard, but she remembers that they had a little Austin 7 car and that at weekends they would drive out to East Boldre. Also on Sundays, he would drive them to Hythe or Calshot to watch the flying boats coming and going. Being so young at the time she has little memory of rationing, but does remember her mother preserving eggs in galvanised buckets full of a jelly like substance. As for war activities, she remembers the search lights, the

air raid siren and witnessing an aerial dogfight. She was staying down in Paignton for the VE Day celebrations.

Denis Bush D1B

Denis Bush was five years of age at the start of the war and was living in Fritham close to the Stoney Cross aerodrome. Needless to say this was a great attraction to young boys and Denis describes some of the military activities there, including the crash of a Lightning aircraft. They observed the paratroopers practicing for D-Day. As boys, they also made contact with the American troops and also the Italian and German prisoners-of-war. On Battle of Britain Day (15th of September 1945) they attended an exhibition on the aerodrome.

Geoff Carpenter G-C

Geoffrey Carpenter was born in 1937 and was a young lad living in Burley during the war. He recalls the shops in Burley at that time and then the build-up of British and American troops in preparation for D-Day, including where they were billeted around the area. He also mentions the tanks lined up in Beechwood, and the Canadians who gave all the children in the village a Christmas party. That was a treat as he recalls how as a result of rationing his father had to grow vegetables and that they kept a couple of pigs. They had a couple of landgirls staying with them, working on the farm. He also mentions places where the Forest was ploughed up to grow wheat, barley and potatoes. They could hear the aircraft coming and going from Holmsley airfield and paid a visit there after the war. His father worked at Linford House which was converted into a Military hospital for the duration of the war. During the school holidays, Geoffrey used to go with his uncle who had a lorry, delivering pitprops to the railway station at Holmsley. Most local men that weren't in the forces either worked in forestry or had to go into Lymington, working at Wellworthy.

Cynthia E Carter CEC

Cynthia Carter was 11 years of age in 1939 and was living on a farm at Ellingham. The family had to evacuate the farm during the harvest in 1940 when much of the land was used to construct Ibsley aerodrome. The family moved to Dorset and she then went to school in Bournemouth. She remembers the buses towing a gas generator behind them and how underpowered they were.

She describes the construction of Ibsley aerodrome, the constant noise of aircraft coming and going and some of the incidents that took place there. Cynthia describes what it was like to work on a farm during the war and the effect of food rationing. She also observed military activities during the build-up to D-Day, was horrified by the piles of rubble on a visit to London, and saw the bombing damage in Bournemouth.

After the aerodrome was demolished and the concrete runways removed, her father found a Stone Age axe head whilst deep ploughing the land.

Dennis Carvell                      D-C

Born in 1939 Dennis was very young during the war (6 when it ended) but does have some good early memories of his own, but many are of his father, Leonard Cavell, who was in the Home Guard and employed at Redbridge Railway Works.

Some of Den's recollections include AA guns firing, home-made bomb shelter at the bottom of the garden and during the raids his dad would give a running commentary.

Madeleine Ruth Clark (Nee Giddings)    MRC

Madeleine Ruth Clark was 16 years of age at the start of the war and living in Ashurst, but her sister's husband was called up for the army and so Ruth moved to Brockenhurst to help her sister continue to run a pub that also offered bed and breakfast. She acted as the local air raid warden as there was nobody else to do it. At the age of 18 she was called up and worked in a factory preparing fuel tanks. She remembers the American soldiers that came to the local dances.

Barry Clarke B-C

Barry Clarke lived with his parents originally in London, but just before the war started they moved down to a 'holiday cottage' in Linwood. When war was declared, his father who was an army doctor was posted to Palestine and Barry's parents thought that it would be better to stay in Linwood rather than go back to London. Their cottage was very isolated and had no facilities and they had to depend on wells to obtain their water. Barry describes what it was like living in Linwood at that time and the various social activities. Due to their location, his mother had a car and could get petrol to take his sister to school, attend church and do the shopping in Ringwood. He recalls food rationing and what they had to do to supplement their rations. When the Americans occupied nearby Ibsley airfield, some of them paid visits on occasions. They were mainly from the southern States and felt very lonely in a strange land. His mother was a physiotherapist treating military personnel as well as working in a local hospital and that was how they kept themselves informed about what was going on. When he was old enough, Barry was sent to boarding school, but he remembers wonderful holidays riding his pony across the Forest and the country shows at Burley and Ellingham held just after the war. He also recalls visiting the Ashley Walk bombing range, the Italian POWs working on the local farms, and describes what Ringwood was like in those days and the other local villages he visited.

Charlie Cooper     C-C

Charlie lives in Marchwood and was fourteen years old at the outbreak of the war. He remembers the start of the war as 'pretty dull' whilst the country was waiting for something to happen! He remembers being in the air raid shelter listening to the bombing raids in Southampton and beyond. Later, Charlie joined the RAD as a navigator and was posted to Italy.

Iris Cooper     I-C

At the start of the war, Iris Cooper was seven years of age and living in Blackfield. She attended the school in Fawley and remembers well the horrible gas masks they had to take with them and air raid drill and the shelters. She recalls rationing and that her mother used all sorts of materials to make clothes and barter these for extra rations. Iris witnessed bombs dropping and incendiary bombs dropped in their garden. They got on well with the Americans that moved into the area and Iris remembers the preparations for D-Day and when the troops left, the Americans throwing them sweets and money as they passed by. Like all the other kids, they were fascinated by any bombs or aircraft crashes and jumped on their bikes and peddled like mad just to find out what had happened.

Ann Croker     A-C

Ann grew up in Bransgore where her father was the Master baker, owning the bakery and grocery shop (therefore exempt from joining up). Ann tells some wonderful detailed stories of day-to-day life including making lovely Christmases.

Jean Crow     J-C

Jean Crow left school when she was sixteen at the end of 1942 and following a 3 months training course in physics and radio, she was sent to the Millersford explosives research unit to work as a laboratory assistant. She describes her role as such and the daily routine and operations carried out there. She mentions the limited choice of entertainment at the time and going to the 'War Workers Club' in Salisbury. Along with others on the site, Jean also attended part-time education courses at Southampton University on Sundays and half days during the week. She describes her digs in Downton, but admits that in many instances the war did not affect their lives all that much and that working at Millersford had isolated them from some of the wartime shortages and experiences of those elsewhere.

Donald Cutts            D-C

Donald was born in Birmingham in 1924. He was called up on his eighteenth birthday and served at St Lawrence Radar Station on the Isle of Wight. He remembers the large build up of air and sea traffic on the build up to D-Day. Donald gives a fascinating account of how the radar system worked by 'foursquare' and how messages were relayed.

Edith Daniels            E1D

Edith Daniels was born in London, but moved down to Holbury in 1937, followed by the whole family in 1938. She was a young teenager at the beginning of the war and by then attending Brockenhurst School during the day. However, she recalls the bombing raids in the area during the night. She left school at sixteen and went to work at British Powerboat. She describes her work experiences and attending dances where they met many of the troops stationed in the area.

Rose DanielsR-D

Rose Daniels was nine years of age at the beginning of the war, so most of her memories relate to her school days and what went on around her local home which was in the Fawley area. She relates being on the school field when it was machine gunned, observing bombing raids on Southampton, the plane crash at Exbury, time at school and local activities and the disruption to normal life during the build up to D-Day.

ANO003

These recollections are those of a gentleman living near Lymington from 1941-45. He was three years old when his mother went to live with her sister whilst both their husbands were in the Army. As a child he enjoyed the war playing and then going to school with his two older boy cousins, racing around on their bicycles, helping with the harvest, developing an interest in wildlife, and playing on the anti-aircraft gun located in the field behind their house. He recollects a dog-fight that ended with the German plane being shot down and the pilot parachuting gently down to the marshes at the bottom of Lower Pennington Lane, and that the school was closed and the children sent home early. Rationing is well remembered – particularly the disgusting taste of scrambled egg made from powdered egg! However, as everyone seemed to have kitchen gardens, kept chickens, etc and helped each other, no-one went hungry. Obtaining petrol and clothing, etc was more difficult. The buses ran on gas and were constantly breaking down. Bicycles, especially for growing children were much-repaired hand-me-downs. Much ingenuity was used in repairing

unavailable new items such as wellington boots (black) which were usually covered in different coloured shiny blobs from bicycle repair kits.

These recollections also include the build-up to the invasion and seeing everywhere packed with troops, equipment and ships assembling in Lymington harbour and Lymington Water; the suddenness of the sky filled with the noise of aircraft packed with paratroopers heading out and within two to three weeks with the invasion force gone the emptiness of the countryside.

Doug Dawkins                      D-D

Douglas Dawkins moved to the village of Wellow at the age of three from Southampton where his father continued to work through the war years. A total of twelve friends of family and family members lived together in his mother's four-bedroom house. Occasional outings to Southampton were where Douglas saw the devastation of the bombing that took place. Schooling was part time in order to accommodate the evacuees that arrived and he has some amazing memories of the aeroplanes going over and watching Prisoners of War doing daily tasks.

Edward John Denness        E-D

Edward Denness was born in 1915 and was living in Lymington at the outbreak of WWII. He was working as a machine operator at Wellworthy Engineering before he was called up in April 1944 and he went into the RAF. After his initial training, he was part of the Motor Boat Crew who were employed on Air Sea Rescue and also on Sunderland Flying Boat bases and was consequently stationed at Calshot. He was stationed there from June 1945 until he was demobbed in 1947. Calshot was a permanent RAF base and from the early days they had always operated flying boats from there.

Mr Denness mentions the difficulties of transport during the war due to petrol rationing and the limited bus services in the area. He also describes some of the primitive living conditions they had to endure living out in the rural area of East End, the blackout and bombing raids. He describes his time working as a machinist at Wellworthy's.

Bill (William) Henry Dow    BHD

Mr and Miss Dow's recollections are of life in North Gorley where their family had lived since 1933 when their parents became the landlords of The Royal Oak are extensive. With their Father away fighting both recollect the sheer hard work for their mother of raising a family and running a pub single-handed. Rationing meant the Royal Oak often had no alcohol to sell and opening hours were curtailed. Rationing

also meant food, petrol and clothing shortages but also encouraged a “make do and mend” mentality with everyone helping each other and sharing their home-grown surpluses. Mr Dow particularly remembers a surplus of 27 rabbits and his mother insisting on them being eaten! Both Mr and Miss Dow remember the sheer hard work of running the pub with none of today’s labour-saving devices, particularly the washing and the heavy lifting of wooden beer barrels and heavy crates of glass bottles. Everyone, including the children, were expected to help. Bathing was a weekly event in a metal bath that resided on a hook outside when not in use. Both remember the racial discrimination practiced by the American troops stationed in the area and their grandfather throwing white American airmen out of the pub when they refused to allow the black airmen to remain. Other recollections include the Home Guard - ordinary and mounted – training on Sunday mornings, visits by the King and Queen, Winston Churchill and General Eisenhower to visit the troops, the refusal by their grandfather to allow David Niven into the Royal Oak because it had run out of drink. Mr Dow also remembers the fun he had as a boy playing with his friends, particularly canoeing in a canoe made from a tip tank jettisoned from an American aircraft.

Mary Dow                      BHD

To Follow

Maldwin Drummond              M-D

Maldwin Drummond was a young school boy during the war years and initially recounts the evacuation of himself and his brother to America and their return journey across the Atlantic in the autumn of 1943 on board the battleship HMS Royal Sovereign. He then goes on to briefly mention his time at school before recounting what he remembers about life on the Cadland Estate during the later years of the war, primarily dealing with food provisions and the German bomber that was shot down and crash landed close to Exbury House.

Mrs Sally Drummond              S-D

Mrs Sally Drummond (nee Spencer) was born in September 1934 and was living with her family in Warsash. When this became a “hotbed” of military activity, her parents decided to send her and her baby brother to live with her maternal grandparents in Brockenhurst. They enjoyed Brockenhurst with the New Forest ponies and pigs and the famous Water Splash but that was all to come to an end when a bomb dropped on the bungalow, nearly destroying it. Luckily Sally and her brother (and the nanny) were not at home but her mother decided that if the bombing could happen in a place like Brockenhurst, they may as well all be together back in Warsash! It was here that the ground floor of their house was occupied by British



soldiers and she remembers seeing the landing craft and soldiers departing on the Hamble River for D-Day.

Hugo Du Plessis                      H-P

Hugo Du Plessis was at boarding school prior to and at the beginning of the war, but returned home to join the local Home Guard that had been formed by his father who was a local councillor. Hugo was then called up and joined the Fleet Air Arm in January 1942. Following a period of training in Scotland he was posted to the Testwood Training Squadron, Southampton. This enabled him to visit his family home near Lymington and was able to observe what was happening in the Forest during the war and its effect on the local estates and population. His narrative provides a window on what it was like to live in this area during the war years and its aftermath.

Rosemary Durant                      R-G

Rosemary Durant was nine years old at the start of WWII. She lived in what was then the small village of Rownhams, near Southampton, where she attended school and her father was a fire warden. Life continued as normally as possible and during frequent air raids the children were either escorted by their teachers into the school shelters where they continued their lessons under cramped conditions, or took shelter with their families in their own Anderson shelter. At night the red glow from fires and flashes in Southampton was clearly visible from Rownhams. During bombing raids Southampton's displaced inhabitants often slept in Rownhams' ditches or sought shelter from the villagers, although Rownhams was not immune to bomb damage and deaths. Farming connections eased rationing for Ms Durrant's family but she remembers queuing outside Southampton's bombed-out Woolwoths for two hours for one slab cake and that rationing did not dampen the village's V-Day celebrations.

Mr Gerald J Elkins                      GJE

Mr Elkins lived in West Wellow with his parents and attended Wellow School until the age of fourteen. He was seven when war started and recollects having been sent to his grandmother who had a radio to find out the news and running home to tell his mother that war had been declared. He also recollects quite enjoying the war. Food rationing had little impact on his family since his father worked on the family farm and they also kept chickens, rabbits, a pig and grew vegetables. Mr Elkins's recollections largely concern his schooldays. His small school struggled to cope with the influx of evacuees from Portsmouth and Southampton and needed to expand into other village buildings. During the war children had two weeks extra summer holidays to allow them to help with the harvest. He remembers everyone being

taught to knit and making cap comforters for soldiers and putting in “hard labour” on the school’s “dig for victory” plot. He also has lasting memories of the harshness of the headmaster who caned the children for the slightest misdemeanour. Wellow was considered a safe area but Mr Elkins remembers a few bombs being dropped and shells from Southampton’s anti-aircraft guns causing a few problems. Prior to D-Day he recollects any spare ground being crowded with soldiers and equipment, British and American.

Christine Margery Ellis

CME

Mrs Ellis was born in 1935 and was nine when the war ended. Her recollections are of Sway where she lived with her parents and siblings and attended Sway school, and of the American and Canadian troops and German and Italian PoWs who were billeted in the New Forest in large houses or tents, and also evacuees. She also recollects frequent trips to the air raid shelter built by her father when German bombers on their way home offloaded any remaining bombs not dropped on Southampton. Life in Sway carried on as best it could. The evacuees shared amongst the villagers who had room for them attended Sway school. Weekly dances with live music were held in Sway. These were family affairs attended by all, including the children and the troops billeted in the area. Mrs Ellis recollects the discrimination meted out to black American soldiers and the welcome they received in England and has fond memories of how good the black American soldiers were at jitter-bugging. Rationing caused people to become self-sufficient. Her family grew vegetables and kept pigs. Second-hand clothing and “home-made became the norm. Her sister’s wedding was the first to be held in the church after the end of the war and rationing meant Mrs Ellis’s mother made all the dresses for the wedding party.

Mary Ellis     M-E

Mrs Mary Ellis who was born in 1929 in Oxford and as a trained pilot joined the Air Transport Auxiliary (ATA) in 1941. The ATA was responsible for flying newly built planes from the factories to the RAF squadrons and the Royal Navy. By the end of the war Mrs Ellis had delivered a total of 76 bombers, fighter planes and jets flying alone without the aid of radio or other navigational aids except a map. While based at No 15 Pool, Hamble (which was, unusually, an all-female pool) she delivered planes to the New Forest airfields at Beaulieu, Stoney Cross and Ibsley. Making deliveries was not without its dangers: some ATA pilots died. The Spitfire factory at Eastleigh was surrounded by barrage balloons and although a special flight path was arranged flying between the barrage balloons with their attached wires was very dangerous. Mrs Ellis recollects lighter moments: on one occasion she crash-landed near the Balmer Lawn Hotel. Neither she nor the plane were damaged but she was surrounded by a herd of interested cows from which she was rescued by the Royal

Marines billeted in the hotel. Mrs Ellis remembers constant troop movements in and out of the New Forest and the build-up to D-Day when the Hamble was so full of ships one could have walked from the mainland to the Isle of Wight.

Walter Elsworth      W-E

Walter Elsworth was born in 1928 and lived in Beaulieu prior to the war. Only trades people and doctors had cars, the rest had to go where they could by bicycle. Walter describes the preparation of the Beaulieu river for war by the removal of all boats and moorings. He attended the village school and left when aged 14 to become a messenger delivering messages between the various posts around the village and later joined the Fire Brigade. He worked as a gardener, including at Palace House in Beaulieu, and mentions how they coped with rationing, and how they grew their own vegetables and fruit. A couple of bombs dropped near the village and he remembers the build-up to D-Day. Walter provides a comprehensive description of military action around the Beaulieu area at that time.

Roy Farmers R-F

Roy Farmers was born in 1936 in Lyndhurst and has lived in the New Forest all his life, except during his National Service. Living eight miles out of Southampton he recalls his childhood as rather idyllic, though he often witnessed the passage of German bombers over Southampton and the blitz which followed. He remembers the build-up of troops in the forest prior to D-Day and recalls with great clarity and fondness that both he and his cousin were taken up in a P 38 Lightning by a friendly American airman. In his later years he founded and was Editor of a Parish magazine called Stanley's Own in which he reported the story of Keith Payne, a survivor of the bombings at a cafe in Copythorne on the 26 November 1940.

Maurice Foot      M-F

Maurice joined up with some of his refinery colleagues just before the start of the war as they suspected the country would see action. He was a gunner at various sites and gives us details of the gun crews and how they worked. He had a wartime wedding, which he nearly missed due to very little petrol and no bus service! Maurice went on to serve in Algeria, in Italy and then on to Japan before being demobbed.

Gordon Forsey      G-F

Gordon was drafted to take 31 troops out to Singapore but when his wife fell ill, he was posted to Setley Plain POW camp and taught to drive by the Germans so that he could fulfil the role of Motor Transport Officer. He has some very amusing stories about daily life in and around the camp.

Norman Gannway N-G

Norman Gannaway was born in 1930 and was at school during the war years. He started at the Brockenhurst High School in 1943. Norman relates his memories of living in Lymington at that time, including his school days, some of the people he remembers, the bombing of Southampton and how the war affected their daily lives.

Keith Gerard K-G

Keith Gerard was born in London just before the beginning of the Second World War and moved with his parents to live in Milford-On-Sea. His father worked on the development of the Merlyn engine that powered the Spitfire and Mosquito fighter planes and the Lancaster bombers. This meant that his father was away from home a lot during the war. He also served in the local Home Guard. Keith recalls one or two stories of his father's time in the Home Guard.

One of his earliest memories was of a German sea mine being dropped close to their house. It was discovered one morning hanging from a parachute caught in a tree at the bottom of their back garden. It took the Royal Navy some time to dismantle the mine and the family had to be evacuated.

Keith recalls that they did not have air raid shelters in their gardens as in other places, but relied either on the communal air raid shelter in the centre of the village or if at home, they took shelter under the dining room table. However, relatives over the road did have an Anderson shelter in their garden.

He clearly remembers the effects of rationing; both food and clothing. His parents gave him their egg rations. Pets had to make do on scraps left over from family meals. He also recalls his days at the Milton on Sea Church of England School where they learnt to fear the Germans. He recalls the pleasures of school meals. Apparently they all hated semolina! The local farmer grew vegetables in a large field and Keith thought it rather strange that they always seemed to have the same vegetables as those growing in the farmer's field.

As children, they were denied access to the beach, which was heavily fortified with barbed wire and scaffolding as part of the coastal defences. Keith remembers German aircraft passing overhead on bombing raids, especially on Southampton.

For a short time during the war the children were asked to collect unwanted paper and books, which was recorded against their names. As recognition of their efforts, they were awarded paper badges corresponding to the ranks in the army and in accordance with the amount that they had collected. Keith notes that he reached the rank of General but was beaten by a boy who reached Field Marshal.

A troop of Royal Engineers were stationed at Lymore, just to the north of Milford, and as children, they collected books that were no longer wanted by residents and passed them on to the troops to give them something to read.

It was all part of the build up to D-day, and Keith recounts how suddenly they had all gone. At the end of the war he remembers the VE celebrations with parties and sports days. Where the women obtained the food was a marvel, as things were still rationed and in short supply and that lasted for several years after the war had ended.

Brian David Gittoes                      B-G

Brian Gittoes was born in Lymington in 1934 and was a school child in Lymington at the start of the war. He remembers school life during the war, in particular details of air raid shelters, being taught to recognise German planes and the arrival of evacuees. He also remembers details of scavenging for souvenirs, details of D Day and American troops being in the Lymington area. He describes details of local airfields and of a number of air crashes. He also recalls his father working at Wellworthy's and being in the Home Guard and comments on the changes to women's roles as a result of the war. Finally he talks about the ways in which black American troops were treated, on VE and VJ day celebrations in Lymington and on the impact of the war on some local families.

Terry Gittoes                                T-G

Terry was born in Lymington in 1932 and remembers the troops around the area and guarded troop ration stations where he and his friends managed to acquire a few goods! He remembers the various airfields and particularly the vast number of troops camped out in the Forest on the lead up to D-Day.

Richard Norman Godden    RNG

Richard (Dick) Godden was a young boy living in Totton during the war and the family lived in a flat overlooking the Totton bypass. This probably saved his life when a bomb was dropped on the Totton Tyre Works on the opposite side of the bypass, causing considerable damage to the flat. Dick goes on to relate his wartime memories as a child including seeing dog fights and experiencing air raids, his early school days, food, rationing and contact with foreign troops.

After the war the family were temporarily housed in a Nissan hut on the Stoney Cross ex-RAF camp and Dick remembers his time spent there as a young teenager. He provides a detailed description of the camp facilities.

Ian Gordon I-G

Ian Gordon was born in Chorlton-cum-Hardy, a suburb of Manchester on 24 June 1925. He was at school when the war broke out and was evacuated for six months to Lytham St Annes before returning home. Ian left school at 16 to work for the Daily Telegraph's Manchester office as a copy boy before moving on to a local newspaper, where he also spent two years volunteering in the Home Guard. Ian was called up a week after his 18th birthday to fight in WWII and opted to join the Navy. A medical examination showed he was colour blind so roles were limited, but Ian decided to become a coder on the Navy's recommendation. Following his training, Ian was assigned to Combined Operations Unit, Group 1, Force J based at Exbury and was part of the D-Day landings on board HMS Lawford, leaving Cowes Roads for Juno Beach at 9pm on 4 June 1944 to assist with the invasion. After HMS Lawford was sunk by the enemy two days following, Ian was later assigned to HMS Waveney at Lepe Hard and back patrolling the anchorage.

Arthur Edward Green AEG

Arthur Green was 12 years of age when war broke out and living in Portsmouth. He was evacuated to Brockenhurst and was billeted there for several years and describes what school was like, including their sports activities, and earning pocket money by doing odd jobs such as delivering milk and the newspapers. As children they used to cycle into Lymington and he recalls passing the Italian POW camp at Setley. Arthur remembers incendiary bombs being dropped on Brockenhurst and the lads collecting the fins from the burnt out bombs and any other shrapnel. Also seeing the glow in the sky when Southampton was bombed. Whilst cycling around the local area, he remembers seeing the build-up of troops and military equipment in readiness for D-Day. He returned to Portsmouth in 1942 to take up an apprenticeship to become an engine fitter. The family were up early on D-Day and he remembers the sudden disappearance of ships from the Solent and the continuous flight of aircraft going overhead.

Walter John Green WJG

Walter Green was born in 1933 and in 1939 his father joined the Forestry Commission and they moved to Holidays Hill cottage (now the reptiliary) just off the A35 south of Lyndhurst. He recalls the searchlight unit stationed nearby and walking through the camp on the way to school. The facility was bombed and machine gunned on one occasion, but they survived. He also witnessed the damage following

the bombing of Alum Green House, which they had to pass on the way to school. He also remembers the Italian POWs from the camp at Setley working at the local sawmill. His father was employed in the planting of trees and Walter remembers people bringing sacks of acorns and beech nuts for planting in the nursery at Burley Lodge. They had Canadian troops camping in the Forest during the build-up to D-Day and he recalls the American convoys passing along the A35 towards Lymington.

Walter went to school in Emery Down and then Lyndhurst and recalls his school days, the air raid shelters, evacuees and effects of the blackout, rationing and food supplies. After the war, he started work as an apprentice to a building firm and did maintenance work on Stoney Cross airfield, which was a buffer depot holding stocks of wheat and sugar. He remembers the hangars full of wheat and playing football on the roof. Also after the war they had large numbers of Scouts who camped out in the Forest and his father had to find work for them repairing fences and ditches.

Doug Gregory      D-G

Doug Gregory was in his mid-teens at the start of WWII. As soon as he was old enough, he joined the RAF and trained as a fighter pilot. He relates his training experiences on various aircraft and flying on bombing raids over Germany, flying a Mosquito in air support. After the war he was a test pilot until invalided out of the RAF, but continued flying even into his 90's. Some of his experience is related as poetry.

Mr Francis Hales      F-H

Francis Hales was born in Salford, Greater Manchester in 1918 and served in the armed forces during WWII. Initially he joined the Royal Horse Artillery and was trained in all aspects of gunnery and was an expert with the Bren gun. He also became a skilled driver of army vehicles. At the start of the war he saw action in northern France and Belgium as part of the BEF, but following injury, he was evacuated from Dunkirk and taken to Shotley Bridge Hospital, Consett in County Durham to recover.

On return to active service he joined another unit protecting the south coast between Bournemouth and Christchurch, finally being billeted in Sway and Pilley, where he met his future wife. In 1941 he then joined the 77th Highland Field Regiment at Ibsley where he observed the making of the film 'First of the Few' starring David Niven. After a short spell stationed at Selkirk in Scotland during which time he got married, within months he was despatched to North Africa and was abroad for the next three years, seeing action in Italy, including the fighting at Monte Cassino, and ending his war service in Greece.

Barry Halford      B3H

Barry Halford was born in St Denys, Southampton in 1930. At the age of 10, after the bombing raid on Woolston Supermarine works in 1940, Barry and his older brother were evacuated to Wilverley House (Park), Lyndhurst. Barry talks about his fond memories of his time there, recalling "excitement because it was a new venture". His journey from Southampton was "the first time I ever went on the train and it was a steam train of course". He goes on to talk about school life and his return to Southampton.

Fred C Hambly      FCH

Fred joined the RAF as an apprentice during the war in 1943 aged 15 years old. After the war Fred was posted to RAF Orford Ness doing secret armament experiments and was then posted to RAF Beaulieu in 1946 to the Airborne Forces Experimental Establishment (AFEE) testing various types of parachute. Aircraft dropped men, vehicles and weapons at East Boldre and then went and collected them before doing it all again.

Based at Beaulieu Airfield for about 18 months in 1946/47 Fred also worked on early German rotary-wing aircraft (helicopters) that had been captured and brought over. In 1945 the first helicopter to cross the English Channel was the Focke-Achgelis Fa 223 on its way to RAF Beaulieu.

Fred has good recall of the layout of the airfield as well as recollections about German prisoners-of-war and generally what a cold, miserable, muddy place it was. During the bitter winter of 46-47 the heating fuel ran out and they had to chop down trees to keep warm, despite strict orders to the contrary.

Michael Harcourt      M-H

Michael Harcourt, Born in Brockenhurst. Lived at what is now Filly Inn. Father died in 1943 and at the end of that year the family moved away to Aldershot. He remembers the Pioneer Corps arriving and the building of Setley prisoner of war camp, Canadian troops, the A337 as a quiet road along which cows could be herded and along which he went to school. School mates were gypsy boys and evacuees from the area. He remembers the air field being built and Brockenhurst station marshalling yard growing in size, the Purkis shop in Brockenhurst where his mother shopped and going to the cinema at Morant Hall in Brockenhurst.



Alan Richard Haynes      ARH

Alan Haynes's father was Arthur Haynes who was born in 1920. Arthur was 18 in 1938 and decided to join the Territorial Army. As an engineer, he joined the detachment of the Royal Army Ordnance Corp, and when war was declared his unit was mobilised and sent to France as part of the British Expeditionary Force. He was eventually evacuated from Dunkirk and on landing at Southampton, was billeted initially at Testwood School in Totton and then several places in the New Forest before ending up at Allum Green House in the middle of 1940. Having requisitioned a garage in Lyndhurst they kept themselves busy by doing basic running repairs on whatever vehicles they had available to them, trucks, Bren Gun carriers, etc. On 5th September 1940 the Allum Green House was bombed causing considerable damage and casualties. Arthur was working that night so avoided the bombing, but was recalled to assist with the damage. He was then billeted in Burley and eventually moved to Aldershot for some specific skills training and then later on in 1941 his unit was disbanded entirely and he joined the REME.

Alan recalls his father's effort to get a memorial bench placed in the grounds of Allum Green House, dedicated to those that lost their lives that night. He mentions several of the families involved.

Brian Hayward      B2H

Brian Hayward was two years of age when war was declared in 1939. He was living with his parents at The Fighting Cocks, Godshill where his grandmother Mrs Grigg was the landlady. His father had a reserved occupation at Eling Wharf, Totton. The lounge bar at The Fighting Cocks was frequently used as an add-on officers' mess for the RAF staff involved with the Ashley Walk bombing range facility. As a young child Brian remembers the officers and civilians in the lounge bar for about two hours discussing the results of a bombing test and then when they had left, it all went back to normal again. He recalls the dropping of the experimental ten ton bomb followed by a gathering of senior top brass in the lounge bar, probably including Churchill and Eisenhower.

As lads they ignored the warnings not to enter the bombing range and burrowed under the perimeter fence. On one occasion they were there as a bombing exercise started and had to make a rapid exit. Brian remembers the RAF buildings on the green at Godshill and recalls some of the activities there at that time. He recalls the light aircraft landing strip where the present cricket pitch is today. He also provides a detailed description of what it was like living in the pub in those days, the somewhat limited utility services and the water and food supplies. Brian also provides details of the build-up of troops and equipment prior to D-Day and what he saw during the night when they all left going down the road towards Fordingbridge. He goes on to

recall what school was like and what Godshill was like after the war. Also the occupation of the Nissan huts and other buildings by families displaced as a result of the bombing of Southampton, including the huts on Stoney Cross airfield.

Mrs I Jones Hayward (nee Mansford) IJH

Joan Hayward was seven at the beginning of the war. She remembers her school years at Marchwood where they had four air raid shelters. There was Marchwood army base and ammunition depot, too. Joan remembers shrapnel and bombs falling, refugees and rationing. Her father was in the Home Guard and her grandparents lived just at the edge of the forest. She has a memory of forest gypsies, Christmas celebrations and school holidays, which she thought were extinct at that time. There were German prisoners of war, working not far from Ferny Croft. She also remembers growing crops; wheat and potatoes mostly, at Netley. Two D-Day celebrations, one in Europe and one in Japan, and Southampton after the war, are also part of Joan Hayward's memory recollections.

Pat Hill P-H

Pat Hill was eleven at the start of the war in 1940 when she and her family found themselves looking for rented accommodation in Dibden Perlieu. Her father was attached to the Aeronautical Inspection Directorate in Hythe. Pat completed her schooling at Hardley where she remembers many trips to the shelter on the school field. She vividly remembers watching the flames from the horrific bombing over Southampton and has recollections of shopping with coupons at the local grocer and the milkman driving his horse and float out to the locals in the village.

Mervyn Hinton M-H

Aged 13 and living in Marchwood at outbreak of the War. Helped Scouts fill sandbags. Left Totton School in 1940. Worked with his father on air raid shelters and Mulberry Harbours. Drove flatbed lorry and delivered coal to anti-aircraft gun sites and mince pies to Fareham fort. Saw air raid on Marchwood Magazine in 1940, V1 drop and bombing of Spitfire factory in Woolston. Father was in Royal Observer Corps.

Alice Maud Hoare AMH

During the war, Alice joined the Land Army and has some wonderful memories of working on the farm at Godmin Cross. She worked hard on the dairy farm but loved the work. She has some memories of all the jobs she had to do including haymaking, harvesting and hedge trimming.

Betty Hockey            B-H

Betty has a colourful collection of memories about her time running concert parties for troops around the New Forest. The artists consisted of singers, magicians and dancers, of which Betty was the lead, often performing her favourite, the "Can Can" which was somewhat frowned upon by everyone but the troops!

Michael Alexander Hodges            MAH

After leaving Plymouth when his father was moved from one type of service, Michael was moved back to Southampton and then to New Milton. He has lots of wonderful stories about left over evidence of the war seen on bicycle and train rides through the Forest and key memories of day to day life in the New Forest as a child.

Mr Jim Hooper            J-H

Jim Hooper was born in 1922. Having joined the army he volunteered to become a glider pilot, and after intensive training, he moved to Stoney Cross airfield in September 1943, serving in the No.3 Squadron, Glider Pilot Regiment. He was there for about six months and describes the Horsa gliders in some detail, including their operation, crew arrangement, a typical flight and the training exercises. He also mentions the names of staff serving in his squadron, where the accommodation was and the other people on the RAF station. Jim mentions the problems of Forest ponies on the airfield. He also talks about entertainment and the dances they attended. After Stoney Cross they first assembled at Brize Norton for more training whilst awaiting the assault at Arnhem.

Nina D Hooper            NDH

Grew up in Essex. Only connection with the New Forest is that her husband attended a 4 day snatch glider course at Ibsley in August 1945. Describes her wartime wedding (in Essex)

William Howard            W-H

William (Billy) Howard was just coming up to seven years of age at the beginning of the war. His family occupied Goldenhayes, a country house and estate between Bartley and Woodlands. He relates his boyhood memories of his school days at this time, helping on the family farm and his encounters with local troops or whilst they were out riding their ponies or bikes. This includes the battery of light anti-aircraft guns that were bogged down on their land and an American jeep that ran into Matley Bog. He gives an account of what daily life was like for his family during the war years.

Betty Hunt                      B1H

Betty has a strong memory of being on a train to Beaulieu with other evacuees from Portsmouth. She was temporarily housed on a camp bed at a pub in Brook before being moved to a farm and then finally to a beautiful house in Parkland. She has very fond memories of day to day life.

Jill Jackson                      J-J

Jill Jackson was born in Derbyshire in 1941 but following bombing raids the family moved to Ringwood. Her father had a reserved occupation job as Southern Area Officer for the Rural Industries Bureau. She mentions the use of coupons, food rationing and what they did to supplement their food supplies. As a small child she was terrified of the tanks that rumbled past their house. Occasionally soldiers were billeted on them and would return her mother's hospitality by returning with a packet of tea or some sweets, but she has few memories of the war itself.

Bertram Jerrard                B-J

Although only very young at the outbreak of the war, Bertram remembers the feeling of concern from his parents as they listened to their wireless. As he grew up, he remembers watching the bombing raids on Southampton from his bedroom window. When the sirens sounded, he and his siblings were sent under the stairs with gas masks on. He remembers it being somewhat of an adventure for a small boy.

Freda Beryl Jones    FBJ

Mrs Freda Beryl Jones was born in 1933 and has lived in the Lymington area all her life. She was a pupil at Lymington C of E School (now St Barbe Museum) and recalls her memories from when she was a young girl.

Derek Jordan                      D-J

Derek Jordan was born in Maybush on 1st July 1937. His father worked for a haulage company called Sibley's, picking up and delivering ballast and building materials to some of the airfields for the runways. He remembers visiting some places, which should have been top secret, but he was squatting down in the cabin of the lorry where he couldn't be seen. He also remembers cycling around the New Forest, picnicking and swimming when the war was over, with a renewed freedom.

Eric Kemish            E-K

Grew up in Wellow and was 13 at the outbreak of War. Describes Gerald D'Langer, a local who organised the Air Transport Auxiliary. Describes the Hindenburg, local bombings, dogfights and plane crashes. Mentions several local houses used by Government departments. His father worked on Mulberry Harbours.

John Kitcher            J-K

John Kitcher was born in 1930 in Factory Lane, East Boldre and grew up in Furtree Cottage in East Boldre during the war. John witnessed a lot of activity for the war effort in the New Forest. John's father, an estate foreman, managed Land Army girls then later prisoners of war working on the land. John witnessed the clearing, construction and activity at airfields in East Boldre and Beaulieu, including 300 Stirlings taking off for the Thousand Bomber Raids. Whilst at school, John saw troops deployed to the New Forest in preparation for D-Day, bombings in East Boldre, a Halifax crash site, and the testing of Ducks vehicles at Hatchet Pond. After leaving school in 1945, John went to work on the Beaulieu Estate and helped in the disassembly of the runways at Park Farm and the demolition of The Rings SOE Headquarters, which John believes was haunted by its wartime activities.

Audrey Lampitt        A-L

Audrey Lampitt was born in 1937 and the family moved from Lymington to Hatchet Gate at the start of the war, thinking it would be safer in the country. She remembers the building of Beaulieu airfield soon after they moved there. She describes their accommodation and food at that time. She recalls the bombing of Southampton and they had an evacuee family from Portsmouth billeted on them for a short time. They later had five men billeted with them working on the construction of the Mulberry Harbours. Audrey describes some of the war time activities in the Beaulieu area and remembers the build-up of troops and increased activity on the airfield prior to D-Day. She also refers to her school days and a church outing to Bournemouth.

Dennis Leng            D-L

Dennis Leng joined the RAF in 1936, initially being trained as a wireless operator at RAF Wyton before being transferred to RAF Cardington to train as a barrage balloon operator, which was his occupation during the war. He was stationed briefly at Beaulieu airfield prior to being demobbed in December 1945. He does not remember much about his time at the airbase.

Initially in 1939 he was posted to 924 Squadron who were responsible for setting up barrage balloons around Manchester. Early in 1940 the squadron were posted to Le

Havre in France to support the defences there. On evacuation they were re-equipped and posted to Southampton. Dennis describes the construction of a barrage balloon and its deployment, and also their operations in the Southampton area. He witnessed a couple of aircraft crashes in the West End area. He also got married during the war and they used parachute material for dresses and shirts. On leaving the RAF he became a teacher and eventually taught retarded children.

Brenda Logie        B-L

Brenda Logie was a convent school girl in Southampton when she started singing to the troops as part of a concert party. She sang at camps throughout Hampshire and the New Forest, mostly on makeshift stages of carpet covered packing cases.

Bungled into the back of army trucks, she and the band were often taken to secret camps with no names in the thicker parts of the forest. There she entertained Allied troops from America, Norway and France, as well as singing at private concerts for badly burnt troops recovering from plastic surgery at Marchwood Priory. Her most memorable evening though came in May 1945 when she was interrupted mid concert with the announcement that the war in Europe was over. The concert turned into a celebratory sing along.

Brenda said: 'I think personally the best thing about the official celebrations which took place the following weekend was all the lights coming on again. When it's been completely dark for four years to see lights in the windows of houses and in the few remaining shops we had left after the Blitz and in the pubs, was super.

Maureen Losmark   M-L

Maureen Losmark (nee Hyde) was evacuated on the very first day of the war with her mother and two sisters to Milford-On-Sea to stay with a local lady before finding rented accommodation of their own. Her father was in the Merchant Navy, thus luckily receiving double rations! And Maureen remembers also getting food parcels from family in America and Canada. Leisure time was often spent collecting rose hips for the government and fir cones for the fire but there would be very occasional trips to the Waverley cinema. Maureen provides a fascinating insight into how day-to-day life was affected by the war with some lovely memories.

Geoffrey Lovegrove        G-L

Geoffrey Lovegrove was born in 1920 and towards the end of the war he worked at the Millersford Experimental Station taking part in the tests to determine the fragmentation and blast effect of various bombs. He describes the methods used to measure the effects of the various bombs and shells tested. He also mentions an

aircraft crash nearby on Rushy Flat close to the B3078 and the crash landing of an RAF aircraft carrying practice bouncing bombs. He and his wife paint a picture of what life was like during those days towards the end of the war.

Dionis M Macnair     DMM

Dionis Macnair was born in Burley in 1930. Whilst returning from abroad they stopped off in Gibraltar at the time war was declared and had to be evacuated from there at short notice when France was invaded. The boat they were on was supposed to land them at Portsmouth, but due to bombing, they eventually landed at Tilbury in London. She remembers the effects of the blackout there before they travelled to stay with a grandmother in Wales where they spent the summer of 1940 before returning to Burley in the autumn of that year. Dionis provides quite a lot of detail regarding life in that part of the Forest during the war including their social activities, mixing with the troops and the blackout. She recalls the restriction of movement due to petrol rationing and her mother joining the Voluntary Aid Detachment. She also recalls the Forest being full of troops and tank manoeuvres and the build-up to D-Day.

She remembers the trees being felled for timber (primarily by Italian POWs) and ploughing up the Forest to try to grow food and the long term affect it had on the areas involved. Like most people, they kept pigs and she recalls collecting pig swill as well as the black market in pig meat. Apparently there was a considerable reduction in the number of deer on the Forest as well! They had evacuees billeted on them and Dionis remembers food rationing and what they had to grow themselves, including preserving fruit and vegetables. She also mentions the collection of blood from the ponies in order to create the vital tetanus vaccine for the injured troops. From Burley they could see the bombing of Southampton and recalls bombs being dropped in the Forest. Dionis also mentions cycling during the blackout and the dangers of slit trenches hidden by the heather whilst out riding their ponies.

Donna Martin     D-M

Donna Martin was born in Sway in 1931 and was almost 8yrs of age when war was declared in 1939 and remembers the blackout enforced that first night. She recalls the bombing raids in the area around Sway and Lymington and the damage caused, including an incident in New Milton, and the arrival of the evacuees from Southampton and Portsmouth. Being a school girl at the time, she describes her school days with the perpetual air raid siren going and the air raid shelters and the role the church played in her life. She mentions food rationing and how they supplemented their food supplies, the troops stationed in the area and the social life in Sway at that time. Donna also mentions a German plane landing on the airfield at

Sway and the capture of the pilot. Her father worked at Wellworthy's during the war and also joined the Home Guard. She remembers the VE and VJ celebrations.

Heinz Maurer            H-M

Heinz was a German POW at Setley Camp 65. After being captured in France, he was taken to the USA, then Belgium and finally to England, where he eventually arrived at Setley POW camp. Working on farms around Brockenhurst. He made friends with Pamela Broomfield and her daughters and kept in touch after he returned to Germany. Also made friends with Pamela Whitlock (subsequently Pamela King). His nephew visited her in 1987 and Heinz was due to meet her daughter after the interview.

Betty McCarthy        B-M

Betty McCarthy was born in 1926. At the start of the war Betty was 13 and still at school. After school she became a Mother's Help, looking after children. At 16 Betty took a job as an assistant photographer at an experimental research station at Millersford where they tested explosives.

Col. Robin McGarel-Groves        R1M

Colonel McGarel-Groves was 19 years of age at the start of the war. Initially he applied to join the navy but eventually joined the Royal Marines and saw service on board ships during the war. On D-Day he was a gunnery officer on board the battle cruiser Enterprise bombarding the French coast off Utah beach. He relates his early life and service in the Marines, with some of his memories of the New Forest gained when he was on leave.

Ronald Mintram        R-M

Ronald Mintram was born in November 1934 and on his fifth birthday in 1939 he started school at Fawley Infant School. He recalls what it was like living through those times, what with the air raids and being in the air raid shelters, his school days, including the obligatory gasmask, the effects of food rationing and lack of transport to get about. They lived in Holbury and with the oil refinery and Southampton docks being close by, they were a prime target for the German bombing raids. He recalls bombs being dropped on Holbury, including one in a neighbouring garden. They saw dogfights overhead and one of their hobbies was collecting and swapping pieces of shrapnel. Just before his sixth birthday he was rushed into the Royal South Hants Hospital and recalls the tremendous air raid on Southampton on the 30th of November 1940.



He mentions the story of the Norwegian pilots who stole a couple of German flying boats and flew them initially to Scotland and then on down to Southampton, only to be fired on by the local ack-ack defences as they approached the Solent to land near Hythe. He gives some details of the build-up of mainly American troops, jeeps, tanks and armoured vehicles in that area as part of the build-up to D-Day. Also what they managed to salvage when the troops had left for Normandy.

Lady Belinda Montagu                      B-M

Lady Belinda Montagu was a young girl at the start of the war but old enough to remember and witness the build-up of troops and equipment leading up to D-Day. Before going off to boarding school she was free to cycle or ride her pony with others across the Forest and thus able to observe the military activities close to her home on the Cadland estate. This included operations at Fawley, Calshot and Lepe, including the preparatory work needed for the D-Day invasion. Like many others of her age, she recalls the air raids and bombing of Southampton, rationing and meeting American troops. Altogether a realistic account of what life was like for a youngster living in the New Forest during the war years.

Frank Moody                      F-M

Frank Moody, a fourteen year old boy at the outbreak of war, lived in Wellow where he helped his father with his smallholding and butchers business. He was in the Home Guard where he remembers being on watch for parachutists, before being called up to the Army. He remembers travelling on the troop ships to Algiers and then to Naples where he was on guard in the trenches.

Antony Harry Mott                      AHM

Born 1925. Spray painted Horsa gliders at Airspeed Christchurch, where he flew in a test flight in an Airspeed Oxford. His father's butcher's shop in Christchurch was hit by incendiary bombs. Joined Royal Artillery and rode motorcycles. Posted to France and Belgium. After the War, returned to Woolwich Barracks and was posted to Burma, where he joined the boxing team, and finally to Rangoon. When he left the Army he went into teaching at Bransgore, Lymington, Hythe and on the Isle of Wight.

Mrs Molly Mueller                      M-M

Molly Mueller is the widow of Max Mueller, a German soldier who was captured in France and transferred to Setley prisoner of war camp near Lymington. She and her son Mike have donated a number of items to The New Forest Remembers project,

including an album that the prisoners made for him and which contains photographs of the prisoners and sketches of the camp.

Mrs Mueller met Max after the War when he was working at a nursery in Pennington. They married in 1950 and continued to live in the New Forest. She told us that she was not aware of any animosity from local people to ex-prisoners of war. No-one commented on the fact that he was German, although he initially had to report weekly to the police in Lymington. She said that several ex-prisoners of war remained in the area and that they used to meet regularly for tea.

She told us about what she had learnt subsequently about Max's time at Setley camp. She describes how he was the highest ranking officer in the camp and was very popular with other prisoners. He was selected as leader of five camps in the South of England. Max enjoyed performing acrobatic stunts. He arranged dances for other prisoners, to which local people were also invited.

Frank Myerscough            F-M

Born 1921. Evacuated to Bangor in 1939. Completed two year Engineering degree at University of Liverpool in 1942. Joined Scientific Civil Service. Represented Royal Aircraft Establishment, Farnborough, on Winston Churchill's Special Weapons Committee. Became Scientific Advisor to the armaments section of the Aircraft and Armament Establishment at Boscombe Down in 1943 to help develop Tallboy and Grand Slam bombs. Was bomb aimer on first test of Grand Slam at Ashley Walk. After the War wrote his memoir for the Scientific War Records whilst working for Unilever, before moving to work for Proctor and Gamble in the US.

Sue Newman            S-N

Mrs Sue Newman was the daughter of Walter Joseph Hurst (otherwise known as Joe). She recounts his record written down in his diaries of his time in RAF 224 Squadron and his service time at Beaulieu airfield from September 1942 until February 1943. This includes some of their social life, incidents and loss of close friends.

Cecil Newton            C-N

Hugh Cecil Newton was born on Boxing Day in 1923 and volunteered to join the 4th/7th Royal Dragoon Guards in 1943. In May 1944 his unit was moved to Lepe in preparation for D-Day where they were billeted in bell tents. He describes preparing the new tanks shipped over from America, practice landings at Calshott, gunnery practice at Lulworth and the disaster at Studland Bay during Operation Smash. He relates action during the assault on Gold Beach during the D-Day landings.

Margaret Norcliffe (Nee Cox)      M-C

Born 1942. Father had a garage in Woodside Road, Southbourne, which carried out maintenance on trucks for the Army, American GIs and vehicles from Setley POW Camp 65. Has a toy truck made for her when she was two by an Italian prisoner of war at Setley (now donated to the project).

Alan Edward Oakenfull      AEO

Alan Oakenfull was born in London in 1932 but by 1939 the family were living in Southampton. His mother had died a few years earlier and his father was about to be drafted into the army, so Alan and his siblings had to be evacuated. They were taken to the Central Station in Southampton, along with about 40 other children from the school, and a train took them to Lymington. Alan recalls that they weren't happy where they were billeted and after three months, they were moved to Bournemouth where things were no better and eventually after about a year they were moved to Wilverley Park House in Lyndhurst, which was for children from problem backgrounds. Alan describes what living in Lyndhurst was like at that time and recalls the French soldiers being billeted nearby following the evacuation from Dunkirk.

Alan gained a scholarship to the Itchen Grammar School, which had been evacuated to Andover, so he then had to move there. He recalls the local Home Guard training and watching dogfights over the town. His father was invalided out of the army and settled in Lower Pennington, so in early 1943 he moved back to live with his father, who had joined the Home Guard and also become an ambulance driver. Alan was transferred to Brockenhurst County High School and describes school life and he also joined the Lymington Town Sailing Club, which provided an opportunity to observe the build-up of shipping in the Solent prior to D-Day.

Glynne Osey      G-O

Glynne Osey has lived in Lymington all her life. She has collected many photographs documenting the history of the area, including some taken during the war. She discusses the contents and personalities pictured in her collection, including LAA Troop Number 4 Relief showing the taped up windows in the houses, the local Platoon Army Cadet Force, the Home Guard and ARP crew, Wellworthy's and the VE celebrations at the end of the war.

Ian Nigel Owen      INO

Ian Nigel Owen was born in Birmingham in 1928 and was evacuated from his home in Portsmouth to Brockenhurst. He moved to a couple of homes but considers his

second education to have been with Mr and Mrs Purkess where he has wonderful memories of being taught to milk a cow and fire a rifle. He later joined the Air Force and then went into Radar technology, spending hours below ground reading 'Planned Position Indicators'. Ian shares his fantastic knowledge of the defence systems in the South of England and shares a song or two! A wonderful character!

David John Parsons            D-P

Born in Portsmouth aged 10 at the start of the WWII. Evacuated to Reading and Petersfield and finally to Brockenhurst with Portsmouth Boys Secondary School. Billeted in several places. Discovered hidden ammunition store. Saw build-up to D-Day and Italian POWs from Setley. Went home to Portsmouth occasionally. Saw a Doodlebug. Finally returned to school in Portsmouth.

Eddie Payne            E-P

Eddie Payne was a young lad aged six in 1944, living in a house overlooking the station yard in Lymington. He remembers the activities there and the build-up to D-Day, including the unloading of Sherman tanks. Their house was severely damaged at the start of the war during a bombing raid on the harbour area. He recalls some of the things that they did as lads, including collecting spent ammunition as trophies and scraping out the contents of dud incendiary bombs. He also mentions the crash of a Flying Fortress near the Monument and the crash of a German fighter plane on the mud flats. Eddie remembers a ship wreck off the Needles and boxes of oranges floating up the Lymington river, some of which they managed to salvage.

Keith Payne            K-P

Keith Payne was born in 1930 and during the war lived in Scholing, Southampton. In 1940 he and his family were staying with relatives in Copythorne when the building took a direct hit by a bomb and the house collapsed. Only he and his sister survived. They went to live with their grandparents and as a result of his injuries, Keith lost several years of schooling. With an obvious disability, he found it extremely difficult to find employment when he left school. Following an apprenticeship as a Joiner at Thorneycroft's, he eventually qualified to become a self-employed physiotherapist.

Mike Perfect            M-P

Born in 1936. Initially lived in Totton but moved with his extended family in 1939 to live with his grandmother at the New Forest Inn. Went to school and played round Emery Down. Uncle was a surveyor with Wimpey who worked on Stoney Cross. He saw troop build-up for D-Day and planes flying overhead.

Peter Phillips            P-P

Peter Phillips was born at home in Romsey in 1925. Father a notable farmer and owner of Slacksted Manor. During a pause in training as an RAF officer was sent to bomb disposal unit at Ashley Walk, New Forest for about 6 weeks.

Arthur Poore DFC    A-P

Arthur Poore, DFC, was born in London in 1920 and at the age of 19yrs he joined the RAF as a cadet pilot. He spent some time in advanced flying training before joining Bomber Operations in 1941. In 1943 following a bombing raid on Stuttgart, his 106 Squadron were diverted to Beaulieu on their return journey due to fog over the east coast airfields. It was a short stay before they took off again to return to their base in Lincolnshire. At the end of the war he was transferred to Transport Command stationed at South Holmsley and then Stoney Cross and relates one or two incidents whilst there. He recalls one or two experiences of his travels to the Far East and bringing back POWs from Singapore to Stoney Cross airfield.

Trevor Ramm            T-R

Aged 18 at outbreak of the War. Studied engineering at Imperial College and then allocated to the Army to work on wireless. Moved from Horsham to Cambridge and then to Christchurch in 1943. He was driven to work in Broomy Lodge. Was put in uniform in 1944 and sent to Germany.

Evlyn Ramseyer        E-R

Evelyn Ramseyer was a Wren during the war with HMS Turtle. She trained as a dispatch rider on a motorcycle and then persuaded her officers to let her swap to four wheels. She drove large lorries and other vehicles to pick up sailors from Poole Station and collect stores. She has lovely memories of being in the parades on VE Day, a very proud day for her.

Peter Read                P-R

As a young boy during the war, Peter Read lived on the Drummond Estate at Stanswood. His father was originally a gardener there but due to the war was asked to look after Major Drummond. He has some fascinating memories of watching the troops practicing for D-Day, particularly on the amphibious tanks, which were stored in daylight hours in the Forest. He also saw the Mulberry Harbours being built.

Michael Renyard M-R

Lived in Beaulieu during the War. Lived near the airfield and saw planes and met personnel. His father worked on construction of Mulberry Harbours in the Beaulieu River.

Pam Ricketts P-R

Pamela Ricketts was born in 1929 and was a school child in Fordingbridge at the beginning of the war. She remembers visiting the prisoner-of-war camp along the Stockton Road and the goose that guarded the entrance gate. Entertainment consisted of going to the local cinema and attending dances in the local Drill Hall. They had to take in a little girl evacuee from Southampton. Pamela remembers the nights in air raid shelters and the blackout. She recalls the noise created by convoys of troops and tanks passing along the main Salisbury Road prior to D-Day. At the end of the war, she went to work in Salisbury.

Ron Ricketts R1R

Ron Ricketts left school at the age of 14 in 1939. He lived in Frogham and recalls the bomb testing done locally, both at Ashley Walk and Millersford, but no real detail. He was then conscripted into the RAF and sent out to the Far East, where he spent most of the war, only coming home on leave on one occasion when they were celebrating VE Day. He did join the ATC but has few war memories relating to the New Forest.

Raymond Rickman R-R

Raymond was born in the gardener's cottage in Efford Park where his father was a gardener. He recalls vivid memories of day-to-day school life, of air raid warnings and gas mask training. He remembers going to school one day to be greeted by lots of children asleep in his classroom, evacuees from the bad bombing of Southampton.

Mrs Julia Mary Roberts JMR

Aged 9 at outbreak of the War. Lived in Milford-on-Sea. Went to school at Eversley at Elmers Court until she was evacuated to Cornwall. Then returned to a dame school in Lymington. American and Canadian troops visited for tea and two British airmen were billeted with them. Went to boarding school at Westonbirt. Moved to Bishop's Waltham in 1944 when her mother joined her father in India.

Frank Rosier            F-R

A Chelsea boy of 17, Frank Rosier joined the army specifically to be trained for the D-Day landings. He joined the 2nd Battalion Gloucestershire Regiment, landing on Gold Beach on D-Day. Frank recalls being in Scotland on infantry training when the order came through that they were to report to Christchurch and undertaking the three week walk to get there. Frank's battalion entered a sealed camp near Brockenhurst two weeks before D-Day. In this interview Frank recalls life as a 17 year old infantry man and his (mis)adventures in the New Forest.

Peter Scriven            P-S

Peter Scriven was born in 1923 and at the age of 18 he joined the Royal Marine, serving in the Signals Division, initially in Tenby, South Wales. However, in 1942 they were moved to New Milton, close to the St George's Nursing Home. Whilst on guard duty there he met his future wife who was a nurse at the nursing home, and they were married in November 1943. Peter trained as a commando, but was then given the task of captaining a landing craft on D-Day. He doesn't remember much about that day as it was such a traumatic experience. The landing craft was lost along with his coxswain. On his return he was transferred to the Fleet Air Arm out in the Far East. On leaving the services, he joined the Metropolitan Police Force and then retired to Milford-on-Sea.

Margaret Seeley        M-S

Margaret Seeley was a Wren in the signals office in Southampton during D-Day. She remembers the landing craft all leaving and Southampton Water becoming eerily quiet. She and another Wren were drafted to sail alongside the vessels to cheer the, mainly American, soldiers on their way during a pause when the weather was too bad for them to set sail immediately.

Betty Sheffield        B-S

Betty's memories of the war mainly surround her husband's work in the Royal Army Dental Corps where he treated troops, in particular on the lead up to D-Day where patients had to be accompanied by two Military Police officers to avoid any discussions about the plans. Betty also remembers the amount of boats on D-Day itself and the hour after hour of planes flying over.

Herbert S Simmons        HSS

Born in Iowa, USA, 1922. Came to Lymington in April 1944 as a Communications Sergeant. He landed at Omaha Beach four days after D-Day. He was based briefly at Lymington with the 81st Fighter Squadron.

Barbara Helen Smith        BHS

Barbara worked at Millersford Range measuring the blasts from various bombs. She recalls mixing with very scholarly scientists whom she would never have met otherwise. She also very fondly remembers a lovely social life.

Paul Snell        P-S

Paul Snell born June 1960 in Calshot. With his brothers he remembers using the disused anti-aircraft gun emplacements at what is now Gun site Farm, Hardley, as their playground.

Marjorie Spencer        M-S

Marjorie Spencer has lived all her life in Brockenhurst and she was 18 when war was declared in 1939. Although not badly affected by rationing, she recalls that the men had allotments besides their own gardens where they could grow crops and that parts of the Forest were ploughed up to grow grain and potatoes.

During the war Marjorie worked for Wellworthy Piston Rings who took over part of Gates Garage in Brockenhurst, which was mainly for storage, packing and despatch. In the build up to D-Day she remembers the large number of troops and the lines of vehicles parked along the road sides. She goes on to relate incidents from daily life during the wartime, including bombs dropped on Brockenhurst.

Bill Spiller        B2S

Bill was a young member of the Junior Training Corps and along with his father, joined his local Home Guard where he learnt to fire a service rifle and parade with the 'troops'. He has vivid recollections of planes, bombers and crashes that affected him. When Bill was old enough, he joined the army and was sent to the Far East.

Ivy Sprone        I-S

Ivy Sprone (nee Smith) was around 19-years-old when she lived in a cottage at New Park at the start of WWII, living with her sister, brother-in-law and their three young children. She worked for the Forestry Commission at a nursery in Rhinefield, cycling



to work every week day. Ivy planted seed beds, moved fledgling plants to the nursery, and then planted the young trees in the Forest. Near the end of the war, Ivy and her sister's family had to move into Setley Camp for about three years because the owners wanted the cottages back. Ivy married in Setley and had two children whilst at Setley Camp. Two years after the war, when Ivy was around 23-years-old, she moved out of Setley Camp and was allocated a new council house in Sway with her husband and young family.

Desmond Stanford            D-S

Desmond Stanford was born in 1922 and at the start of the war was in the Navy where he joined a flotilla of landing craft. He was the engineer responsible for the maintenance of the boats. In 1944 they were billeted in tents at Exbury where they could train on the river close to Bucklers Hard and describes in some detail the daily life there during the build-up to D-Day. He recalls the visit of the King and being part of the guard of honour. Desmond recalls and describes the action on D-Day, including landing on Gold Beach in France and having to spend the night dug into a hole in the sand at the top of the beach. He also recalls events after they returned from France.

Joan Stephens            J-S

As a centenarian, Joan has an amazing array of memories. She was conscripted into the Ancient Order of Foresters as a Clerk Accountant in Pennington. She remembers many bombs falling on Pennington, mainly so that the Germans were not returning with the extra weight. She also had to 'fire watch' with buckets and stirrup pumps all through the war. Her husband worked hard on the land during the day and then was a member of the Home Guard in the evening.

Brian Stone            B1S

Brian Stone was only 7 months old when the war started, so his memories of the war are rather limited to those of a young child at that time. They lived in the Buckland area of Lymington. He does recall seeing the tanks and trucks parked in Lymington prior to D-Day and the Americans throwing them sweets as they drove round the town. His father was away during the war, ending up in Germany. His mother received letters saying that he was missing, presumed killed and this caused her much distress. When he returned home, his father was reluctant to tell them of his time away. Brian recalls the Americans allowing the kids to play on the tanks, which is when he met his first black person.

Vera Storr    V-S

From the Manchester area. Attended Walthamstow College to do a course in radio and telecommunications. Was posted to Millersford where she worked at assembling gauges to test bombs.

John Street    J-S

John Street was born on February 13th, 1931 and lived in the railway cottage at Brockenhurst. He was very well placed to experience troop activity along the railway as his mother (employed as the Gatekeeper) opened the gates manually for trucks and troops to pass through. He recalls this period of war as the best time in his life. As a young boy, excited by all the activity, hiding in ditches by the airfield runways and sharing food with the troops in their camps. He remembers visits by Eisenhower and Montgomery to the New Forest and listening to American big band music outside Balmer Lawn Hotel. He remember it all as 'thrilling'.

Hans Herbert Strehlau    HHS

Hans provides a fascinating insight to his time as a Prisoner of War at Setley. He worked at Exbury Farm and later at Lepe Farm where he was billeted. He remembers some activities at the camp, namely concerts and a boxing match. When he and his fellow prisoners were discharged, they were given an alien certificate and then they could be paid for their work.

Douglas Lancelot Stuckey    DLS

When Douglas joined up at a 'Y entry' in Charing Cross Road, he could only imagine that his naval journey would see him promoted to a temporary Acting Sub-Lieutenant Special Branch, based at the quayside at Eling Mill. Douglas has many wonderful memories of his personal and naval life, with colourful anecdotes, particularly, a fascinating explanation of why Exbury was a central point in D-Day proceedings.

Miss Francis Taylor    F-T

Miss Frances Taylor was born in Everton in 1922, and moved to Sway in 1935. In 1942 she volunteered to join the Women's Air Force. The first time she returned home in uniform, her mother didn't recognise her. Before joining the forces she was a packer in a local nursery, so that was considered good training for her to become a parachute packer for the paratroops. She recalls her job experience and village life at the time, including going to local dances in Sway and at Brockenhurst. Whilst serving at the RAF station at Penrhos, North Wales, she witnessed a horrible aeroplane crash, and when unravelling the parachutes, discovered an incendiary

bomb. Frances mentions some of the big houses that were taken over by the troops and the damage they did. Apparently the ponies and cows used to get into people's gardens and wreak havoc in the vegetable patch. She briefly mentions rationing, collecting acorns for pig feed and the Sway sawmill.

Rita Joan Taylor (nee Latcham)                      RJT

Rita Taylor was born in Milford-On-Sea. Although fairly young during the war, Rita has some memories of school and listening to planes going over at night. Her father was a baker and so was not called up but was drafted as a fire fighter and called upon during the bombing raids in Southampton. Rita also recalls some interaction with Canadian troops.

John Patrick Toman                      JPT

John Toman was born in 1944 and has a collection of photographs, including pictures of his Uncle Stephen on a BMW motorcycle and sidecar with John sitting in the sidecar. He recalls the journeys between Portsmouth and the New Forest along narrow and bumpy roads. His uncle was a BBC reporter attached to the King's Own Scottish Borderers during the war, starting in North Africa and travelling via Sicily and Italy to finish in Austria. He ended his career with the BBC in Belfast, Northern Ireland. His uncle being a Catholic and marrying a Protestant girl caused strife on both sides of the family.

Jim Tuckwell                      J-T

Jim Tuckwell was born in Cairo in 1923 and spent his first five years in India. Conscripted into the army in 1942, he trained in the New Forest prior to D-Day, based at Cadland Camp, a large tented area in the grounds of the Cadland House estate near Fawley. They were infantrymen training for the D-Day landings. They clearly appreciated a breakfast of bacon and egg before they left from Southampton. He recalls that for all their practice at landing on the beaches, nothing was as bad as landing on Gold Beach on D-Day. He was injured before even reaching the beach and spent a couple of days in the first aid tents before being shipped back to England for convalescence.

Norman Tulip                      N-T

Norman Tulip recounts memories of when he was about 6 years old and living in Cowes at the outset of WWII. He remembers the bombings over Portsmouth and Southampton and of Cowes itself. Norman remembers the kindness of people who helped the family and the bravery of the Polish sailors who were in Cowes when they

were bombed out of their home. The family were initially taken in by strangers but later had to move to Yorkshire where the mother had family.

Diana Underwood D-U

Diana Underwood served in the Timber Corps during the war. Initially she was based in Brockenhurst and later moved on to Lyndhurst. Her task was to follow the teams cutting timber and to measure the timber that had been cut ready for shipment elsewhere. She also spent some time at the sawmill offices recording production figures and where the timber went.

Pat Wallbridge P-W

Pat Wallbridge volunteered to join the army shortly after her 18th birthday in 1941. She was attached to the 1st Company, 3 Command Signals, Auxillary Territorial Services (ATS).

Her role for much of the war was as a spotter on the gun emplacements searching the skies for signs of enemy aircraft, based mainly at Marchwood and Lime Kiln Lane, Holbury. Pat remembered her time in the army as a time of excitement, being a young girl and away from home for the first time. Her most vivid memory was of the night she was on duty and saw a German plane shot down near Holbury. She recalls watching the plane fall from the sky and cheering when they saw the crew parachute out. Pleased to have destroyed the plane, but relieved not to have caused loss of life.

Michael Webster M-W

Michael Webster was born in 1934, and in the same year moved to Rushington Lane, Totton. Following the evacuation at Dunkirk, the children had a week off school because the building was required to house the French soldiers. He relates how he went away to visit his grandmother in 1944 and on his return, the local fields had become an encampment for 5,000 American troops. He recalls the activity when the troops were leaving on D-Day. He describes parts of old Totton and an air raid on the timber yard in Eling Lane. At the end of the war he visited a captured German U-boat in Southampton docks.

ANO004

ANO004 joined the RAF at 17 ½ and became a Spitfire Squadron airframe mechanic at Ibsley. His cheeky nature shines through in his memories of lodging at home (unbeknownst to the authorities) while taking full advantage of 'the cookhouse'. He worked long hours at the airfield, checking tyre pressures and the controls.

ANO005

INTERVIEW CLOSED UNTIL 01-01-2020

Frederick Stephen Wright FSW

Frederick Stephen Wright named after his two grandfathers but known as Stephen. Stephen Wright was born in September 1935 at Stanswood Farm on Cadland Estate. His father having taken the tenancy of the 240 acre mixed farm in October 1934.

At the start of the war Stephen was only five years old and a little difficult to remember specific events but some he can still remember, things like the bombing of Cowes on the Isle of Wight, seeing the glow in the sky from the fires and going down into the shelter in the garden which used to flood so it wasn't very comfortable.

Stephen recalls a working farm through a difficult time with other memories of what was going on around him, and for a little boy all rather exciting.

### **2.8.7 Oral History conclusion**

Via the dedicated work of the Oral History Team (our volunteers) and our publicity campaign (calling for contributors) our initial target of interviewing 75 contributors was soon met and exceeded. In total 160 contributors were interviewed totalling over 91 hours on audio material.

This element of the overall project has been successful in capturing the memories of a wide range of people who were involved in or remember the war time activities in the area. The element more than met its aims of recording interviews and collecting related material, involving local volunteers and making the results accessible to a wide audience. The substantial body of material collected provides a valuable resource that can be interpreted and used in a number of different outputs.

## **2.9 Volunteer Statistics**

Throughout the project the volunteer numbers were recorded and reported back to the project funders. Overall the project saw an unprecedented number of volunteers used by the New Forest National Park Authority. With over 1042 individual volunteer days completed on the project this entire report is testimony to the results, scale and success of work of the New Forest Remembers project volunteers.

- Over 200 individuals expressed interest in volunteering on the project
- 132 individuals attended volunteer inductions

- 93 volunteers have completed more than 2 days volunteering
- 95 Field Survey Days comprising 603 individual volunteer days
- 10 Site Improvement Days comprising 93 individual volunteer days
- 352 Volunteer Days spent on Oral History
- 147 Oral History interviews recorded
- 88 hours of recordings
- 58 Volunteers Attending Education and Outreach Event
- 30 Independent Volunteer Research Days
- 164 Volunteers took part in two community digs

### **2.9.1 Volunteer awards**

It was recognised early on as a result of our volunteer monitoring that some of our regular volunteers had dedicated a lot of time and effort to the project and the team wanted to recognise and publicise this added value for the project and what had been achieved due to the volunteers. Following informal chats with the volunteers it was decided to create a series of awards made up of a certificate and pin badge recognising the amount of time volunteered; Bronze for over 50 hours, Silver for over 150 hours and Gold for over 300 hours. We hosted our first NFNPA volunteer awards as part of a larger WWII celebration event at Hurst Castle on 31 October 2013, which was attended by funders, partners, local groups and societies, oral history contributors, volunteers and the general public. During the event we gave out three Gold awards, six Silver and 16 Bronze awards. The project set new ground in the way the NFNPA recognises the role and contributions made by volunteers and aims to expand this to other projects when working with volunteers.

Some of the comments made by our volunteers:

*'I think that it is vitally important to capture the memories of people that live through the different periods of our national history.'*

*'Now retired and thought [interviewing] was a skill that I would not use again, but the project did just that. I hope that this has made a contribution to the understanding of people's lives during WWII. There were times when the project was frustrating, it took a very long time to get going, but was worth it in the end.'*

## **2.10 Education and Outreach**

### **2.10.1 Objectives**

From the outset of the project a number of key objectives and target audiences had been established.

- Increase public awareness and understanding of the role of the New Forest during WWII
- Provide an outreach programme that will reach all community members from schools through to older ages and will utilise the interest and enthusiasm of local volunteers including events, workshops, re-enactments, guided walks and cycle rides etc.
- Develop teaching resources for schools which promote the inclusion of WWII archaeology and stories within the delivery of the national curriculum
- Develop and deliver a suite of interpretation and outreach materials to reach a broad public audience that will act as a long-term, sustainable legacy of the project
- Support a programme of community archaeology initiatives including workshops, digs, events and interpretation.
- Use new technologies to help engage harder to reach younger generations with their local history

### **2.10.2 Formal Education**

With regard to formal education outputs and engagement, one of the biggest challenges faced, was caused by the changes in the National Curriculum which eventually moved Second World War history to Secondary (KS 3 & 4) teaching. The Education and Outreach Office contacted all local schools, a number of times, to invite and encourage engagement with no replies.

Whilst at public events the project team were able to talk, informally, with 'off duty' teachers who gave the feedback that during the transitional period they "were sticking to what they had been doing and not looking to develop anything new until the new curriculum was established".

It was decided to focus efforts towards public outreach, attending events and giving talks and lectures with the hope of attracting teachers willing and able to engage. With this approach we were invited and able to deliver a number of bespoke school sessions for a range of Key Stage mixed groups and SEN (Special Education Needs) groups both in and out of the classroom.

- 5 local schools took part

- 1 Young Archaeologist weekend during the Park Farm excavation
- 20 formal educational visits/sessions
- 990 students engaged in and out of the classroom

The Authority's full time Education Officer continues to deliver classroom sessions using the project's online archive and additional material produced for the bespoke sessions. As teachers settle into the new curriculum it is expected that these session requests will increase.

### **2.10.3 Meeting our objectives**

From the outset we aimed to promote the project by offering a range of talks, lectures and attending local public events to engage with a wide and diverse audience to gain volunteers as well as raise awareness of the WWII history here in the New Forest and of the project. These were also good opportunities to promote the Oral History element of the project and a number of contributors came forward after attending a talk or meeting the team at an event.

Between the beginning of the project in November 2011 and July 2012, 24 talks/events had been attended engaging with almost 1000 members of the public. This put the team in a good place for one of the largest events we attended, the New Forest County Show, where the NFNPA had a large marquee. For the 2012 show the entire theme of the NFNPA attendance was WWII and the WWII project. Volunteers, project and NFNPA staff along with external groups (WWII re-enactors) all worked together to deliver an outstanding 'display' highlighting eight specific locations in the Forest with WWII connections. On display was a range of WWII activities, from troop training, encampments, equipment stores to the testing and experimenting of ordnance and the D-Day preparations, embarkation as well as post D-Day activities.

The NFNPA marquee was also honoured with a visit by Her Majesty The Queen whilst attending the show. This visit led to Her Majesty The Queen permitting a page from her father's personal diary, kept by the Royal Archives, being made available to the project revealing a secret visit to what is now, Exbury Gardens, to inspect the preparations for the D-Day landings. During this event we recorded approximately 12,000 members of the public attending our marquee with many surprised to find out just how much rich WWII history was 'laying' just beneath their feet whilst out in the New Forest.

The busy talk and lecture engagements continued throughout the project with a number of requests still being made for talks well into 2016. Numerous events were also attended by project staff and volunteers that included guided visits to a selection of sites continue to promote the WWII heritage in and around the New Forest.



- 68 talks given – 2,889 engaged
- 32 events, guided walks – 23,570 engaged
- 5 other event types - 315 engaged

#### **2.10.4 Exhibitions**

A permanent WWII themed installation was planned for the New Forest Centre and later opened by Dan Snow (historian and TV presenter). Whilst these plans were in early development a temporary exhibition was installed for March-April 2013. This exhibition turned out to be very popular and ended up breaking all Centre visitor numbers for a temporary exhibition reaching almost 9000 visitors during its month on display. Following on from this a traveling display was produced inspired by the popular exhibition. Eight panels were produced for the travelling exhibition, these panels can be seen on the Exhibition page of the online archive <https://nfknowledge.org/contributions/exhibitions/>.

This travelling exhibition was promoted to local establishments e.g. village halls and libraries and spent a year touring the region. Due to additional request two additional 'light weight' versions of the exhibition were produced to enable smaller locations to display the exhibition e.g. Visitor Information Centres.

- 2 exhibitions – 9245\* engaged
- 1 permanent installation at the New Forest Centre
- 1 travelling exhibition – visited 20 locations

\* Due to the lack of specific visitor figures for the numerous locations the travelling exhibition visited it is not possible to give an accurate figure for public engagement for this display.

#### **2.10.5 Open access to findings**

To increase open access and widen dissemination of the project findings and also too increase public interaction, a digital online archive was thought to be the most suitable method. The map based Interactive Portal (<https://nfknowledge.org/datasources/new-forest-remembers/>) was designed and went live early 2013. It was designed to hold a range of material including images, audio, text, NMP data as well as downloadable documents including project reports and digital copies of historic documents. Integrated links were also provided to additional online material and archives including online film and video footage. The Portal was also designed to be interactive with users able to register on the site to

directly upload their written accounts, memories and images as well as adding comments on already posted articles.

The Interactive Portal has been hugely popular, on average visited by 1000 new users per month, not only reaching a local audience e.g. an article about how a user's parents met at one of the HAA gun sites, but also a worldwide interest with some contributions coming from e.g. New Zealand.

In addition to the Interactive Portal a Mobile App was developed. This was designed to work on both Apple and Android mobile smart phones and enables the wealth of location based historic information to be taken out into the New Forest to help visitors better understand the history that may be just under their feet. A 'Near Me' function makes it possible for the user to easily find what is in their immediate location or to choose a specific site to navigate to.

### **2.10.6 Onsite information**

Challenges were faced with the installation of new onsite interpretation panels. A number of panels produced by a local historian, Alan Brown, some years ago were already at WWII airfields. A small number of these had already been updated by the NFNPA and it was decided that the remaining two panels would be replaced as part of the project. Needs Ore and Lymington ALG (Advanced Landing Grounds) panels were updated and replaced.

Due to being unable to install new free-standing information panels within the National Park it was agreed that panels would be sympathetically fitted to the brickwork of some of the few remaining WWII standing structures within the Forest. Six new panels were designed and fitted at RAF Ibsley Battle Command HQ, RAF Ibsley DF Station, RAF Ibsley DF Station Air-raid Shelter, Ashley Walk Bombing Range - Observation Shelter for C & D Fragmentation Target, RAF Beaulieu - Bomb Preparation area (Hawkhill Inclosure) and on the Home Guard Pillbox in Beaulieu Village. The eight panels included QR Codes linking each panel back to the Interactive Portal where more material and details on that site and possibly new updated information could be found (**Appendix 23**).

### **2.10.7 Other outputs**

An early decision was made not to produce a book or popular publication and focus on delivering project findings via the online archive. This was for a number of reasons including the additional cost incurred in using images from local, regional and national archives, the reluctance for contributors to have their material published (in a book by someone else), the mass of information to include and what one would leave out and the final, "once it's printed it's fact", nature of a book. If and when new

information comes to light the current online article can easily be amended and updated.

A large number of people we spoke to at talks and events were keen to encourage the production of a popular press project report and with this request in mind the NFNPA is looking at the feasibility of producing a book in some form about the project and some of the findings.

As part of the education element we offered to support groups in the production of handling collections for schools and groups. Out of the five groups contacted, Maritime Archaeology Trust was the only group that took up this offer. Funding was granted for the production of the 'Junkers JU 88 Handling Collection'. This collection holds a number of JU 88 aircraft fragments, artefacts, a scale model, books and worksheet/handouts aimed at engaging audiences in WWII New Forest history with a hands-on approach to exploration (**Appendix 26**).

One of the aims of the project was the production of a project/ WWII New Forest video. This endeavour was taken up by a local author and project supporter with a grant from the project contributing to the production costs. The New Forest At War documentary DVD was produced by 1<sup>st</sup> Take ([www.1st-take.com](http://www.1st-take.com)) with on and off camera contributions by project and NFNPA staff. 40 DVD copies of the documentary were given away to local schools and events during 2014.

## **2.11 Press and media**

The project team was supported by the NFNPA Communications Team and it is with their involvement that we were able to actively seek and rapidly respond to press and media interest with outstanding results. One of the project's main outputs was the online archive and more than 30,000 people (30,278) had viewed nearly 200,000 pages (196,675 pageviews) on the New Forest Remembers WWII digital portal since it was created in March 2013.

NFNPA's website also hosted project pages with general details, how to get involved, a link to the online archive, written WWII contributions, a three part podcast exploring some of the oral histories relating to D-Day (launched during the lead up to D-Day 70th anniversary 2014) and listing our funders. These pages attracted nearly 50,000 views (49,872 page views) in addition to visits to the digital portal.

One of the most pleasing statistics, bearing in mind the challenges one can face attracting a younger audience, was that the online archive helped attract a new generation to the period, with a surprisingly high 61% of visitors aged 18 to 34. It is also worth noting that visitors spend a relatively long time on the website with an

average session lasting nearly 4 minutes (average session duration 00:03:55). Although 80% of visitors are UK-based, the website has also attracted a large number of visits from other countries including the United States, France, Canada and Australia.

The project has also been popular on YouTube with seven project videos attracting more than 23,000 views (23,099 views). The project has also been well received and visited via social media and the New Forest National Park's blog. A post on the 3D reconstruction of the Setley Prisoner of War Camp is the most viewed post in the blog's history.

Millions of people have also been reached through the media. The project has featured on the BBC's One Show twice, which attracts an average audience of five million people. More than 50 editorial articles about the project have also been generated including stories in the Times, Daily Telegraph, Daily Mail, Independent and the Daily Mirror (**Appendix 24**), as well as several news broadcasts on BBC, ITV and the Discovery Channel Canada.

### 3 Baseline Review

As set out in the Methodology (**Section 2**), a baseline review was conducted of the available information relating to WWII heritage, either known or potential, located within the study area that was outlined in **Section 1.2**.

The baseline chronology that has been adopted for this review is explained and introduced (**Section 3.1**), prior to a summary of the existing knowledge concerning WWII in the wider region around the study area (**Section 3.2**). This is followed by broad baseline review of the New Forest (**Section 3.3**) and a Crown Land Higher Level Stewardship sub-units detailed review (**Section 3.4**) of the sources of human WWII activity in the area and the resulting effect that any such activity this may potentially have had on the cultural heritage contained within the study area.

#### 3.1 Baseline Chronology

Owing to the narrow study period (1935-1947) of the project, it was not possible to use a standard chronological sequence normally found in English Heritage or ClfA guidance. Accordingly, a chronological sequence of the major phases of WWII in the European theatre was used to structure the assessment of the study period. These periods were drawn from terms and periods regularly used to describe the chronology of the Second World War. It should be noted that texts on the war (e.g. Brayley, The British Army, 1939-1945) often focus on the front line of combat operation; these terms have been amended where appropriate to concentrate on the study area instead. Specifically, the options faced by the Allied army in North West Europe in the autumn of 1944 were of little consequence to the New Forest, nor was the advance into Germany in the Spring 1945. The broad periods thus used are:

- The build-up to war in the late 1930s;
- The Phoney War (September 1939 to April 1940);
- The Fall of France, the Battle of Britain and the Blitz (May 1940 to Spring 1941);
- The Allied build-up in Britain (from 1941 to 1943);
- The Invasion of Europe (1943 to 1945);
- The Pacific War and its impact after the fall of Germany (1945);
- The end of hostilities and the reinstatement of the New Forest (from 1945 to 1950).

### 3.2 WWII Regional Context

The Second World War (1939-1945) was the largest and most global conflict in history. The effects of the war ranged from the Pacific to the Mediterranean and from the deserts of North Africa to the frozen steppe of Mongolia.

Although the most severe fighting took place on the Russian Front, the war in Europe is the most recorded and well known aspect of the conflict. Large scale battles took place in the early part of the war in France, Belgium and the Netherlands and, after mainland Europe fell to Germany in 1940, the English Channel remained the only barrier between German forces and Great Britain.

For a number of years, the south coast of England was the front line of the European theatre. The entire south coast was massively fortified in anticipation of a German invasion. During the Battle of Britain (1940) the coast became an aerial battleground as the German Luftwaffe attempted to gain air supremacy over the Royal Air Force (RAF). As the battle subsided, the Luftwaffe turned to night bombing and maintained the pressure on cities all across the south of England during the 'Blitz'.

Being on the front line saw a new front develop – the home Front. The impact of the war would be felt by the entire population, not just those in service. Families were often broken apart as men were drafted and children were evacuated into the countryside. The Blitz changed whole communities and many families became refugees in their own country. In the countryside, whole estates and houses were requisitioned (in extreme instances whole villages were taken over by the War Office) and many rural industries suffered as men were called away. On the other hand, the introduction of services such as the Women's Timber Corps and the Women's Land Army were able to fill many of these gaps (Brayley & McGregor, 2005:51)

In 1941, direct battle between Britain and Germany moved to the Mediterranean theatre and Britain began to build its military forces. Large swathes of land across the south were used for training and the testing of new weapons and strategies (Wakefield, 1994:25). When the United States became embroiled in the war in late 1941, they followed a strategy of 'Germany First', that is, the European theatre would take precedence over the Pacific War (Buckton, 2006:XII). In spring 1942 the first of many American forces began to arrive in Britain as part of Operation *Bohlo*, the build-up towards an invasion of mainland Europe. The south coast became a marshalling yard for British, Commonwealth and American forces (Buckton, 2006:XII). In 1943 a large scale raid on Dieppe was made from south coast ports including Southampton (Ford, 2003:39). This was followed by a massive assault on Normandy in June 1944.

As the battlefield moved inland, the effect of the war slowly started to recede from the south coast, although new German 'V' weapons brought a new Blitz that required improved aerial defence (Burridge,1997:2). The last recorded air raid alert on Southampton was on 5 November 1944 (Bissell, 2001:131). The stream of supplies and replacements from the United States continued to pass through the south coast's ports on their way to Europe. Between D-Day and the end of the war, over 3.5 million personnel passed through Southampton (Peckham, 1994:36).

The impact of the war would continue to be felt for many years after the German capitulation. Troops continued to train for the Pacific War and rationing continued until 1954. Many of the military installations all along the south coast would remain in the hands of the War Office for several years to come and some still survive today.

### **3.2.1 Summary**

In the six year global conflict of WWII, the south coast of England was on the front line of the European theatre for four years. Places all along the coast not only witnessed, but were often vital to many of the major events of the war and places such as ports and airfields could be touched by events much further away in other theatres. The war saw a massive change in the landscape not only on the coast, where ports were built and defences constructed to repel invasion, but also further inland, where huge swathes of countryside were taken over for training and military build-up. Huge estates were requisitioned for military purposes and large areas of farmland acquired for the construction of airfields.

The war had an impact on everyone in both urban and rural areas. Communities, families and industries were radically altered and the impact of the war would remain long after the cessation of hostilities.

## **3.3 WWII: New Forest Baseline Review**

The following sections provide a broad contextual overview of WWII activity in and around the New Forest National Park and of the archaeological site types that fall within the study area. This overview will provide to aid in the assessment of the archaeological potential of the Study Area and aid the assessment of significance of any sites contained within it. It should be noted that this overview is only concerned with activity or archaeological remains located within the intertidal and terrestrial zone of the present day.

In general, archaeological remains fall into eight main categories:

1. Defensive Structures, including;
  - a. Pillboxes
  - b. Anti-tank islands and obstacles

- c. Coastal defences
  - d. Minefields, roadblocks etc...
- 2. Anti-Aircraft, including;
  - a. Anti-Aircraft Batteries 1939-43
  - b. Anti-Aircraft Batteries, 1944-45 Overlord build-up and anti-diver role
  - c. Searchlight Batteries
  - d. Decoy sites
- 3. Training Sites, including;
  - a. Rifle Ranges
  - b. Battle training areas
  - c. Specialist training and conversion units
- 4. Military Camps and Requisitioned Houses, including;
  - a. Permanent camps
  - b. Temporary camps
  - c. Depots and embarkation areas
- 5. Airfields, including;
  - a. Class A airfields
  - b. Advanced Landing Grounds
  - c. Flying Boat bases
- 6. Experimental Sites, including;
  - a. Testing Sites
  - b. Radar
  - c. PLUTO installations
- 7. Domestic Sites, including;
  - a. Air raid shelters
  - b. Recreational facilities
- 8. Damage and Losses, including;
  - a. Crash sites
  - b. Bomb craters
  - c. Sites destroyed by enemy action



### **3.3.1 The Build-up to War**

Although WWII began in 1939, the threat of war had been building in Europe ever since Adolf Hitler rose to power in 1933. Germany's military reoccupation of the Rhur in 1936 and the annexation of Austria in 1938 were sufficient cause for alarm for Britain to increase military spending. The Munich agreement of 1938, ceding areas of the Czechoslovakian Sudetenland to Germany, briefly appeased Hitler, but led many to expect war in the near future and time was well spent on preparing the country's armed forces (Brayley, 2001:3). In March 1939, Britain, France and Poland signed the Anglo-Polish agreement, formalising the intent to protect the rest of Europe from German expansion.

In the New Forest, the first signs of military preparedness began in January 1939, when the Verderers Court approved the construction of Anti-Aircraft (AA) batteries across the Crown Lands (Pasmore, 1977:162). These were most likely the Heavy Anti-Aircraft batteries built to defend Southampton and Southampton Water at Houndsdown (**MA1362**), Marchwood (**MA1364**), Yew Tree Heath (**MA0071**), Holbury (**MA1288**) and Haxland (**MA1361**). All five of these sites were already occupied when war was declared in September. In March, the court approved several applications for military manoeuvres to be held on the Crown Lands (Leete, 2004:6). Territorial Army camps were held in the New Forest each year, but in 1939, these were on a much larger scale. Up to 30,000 men were due to camp around Burley, Beaulieu and East Boldre during the summer (Leete, 2004:8).

Nationwide preparations for the outbreak of war also impacted on the New Forest. March saw the introduction of Air Raid Precautions and ARP Wardens were recruited and trained for duties in the New Forest. The entire district fell under the jurisdiction of one of seven areas in Hampshire under the command of an ARP controller. Volunteers included wardens, despatch riders and runners. A large scale exercise simulating a bombing raid was held in June, and a trial blackout was held in August. The New Forest was also earmarked as a location for evacuees from neighbouring cities and towns, including Southampton and Portsmouth. In 1939, the New Forest District was prepared for 5,814 evacuees (Leete, 2004:18).

### **3.3.2 The Phoney War**

After Germany invaded Poland on September 1, 1939, Britain declared war on Germany on September 3. Despite this official declaration, hostilities between the two countries were limited to brief border incidents in Europe or naval actions in the Atlantic. Until April 1940 there would be little direct combat, and Britain settled into a 'Phoney War' instead.

The first evacuation of Southampton and Portsmouth actually took place on September 1 and 2 1939, when 2,300 children moved into accommodation in the New Forest district. At around the same time, 10,000 gas masks were issued in the

district. A survey identified ten churches that could be used as mortuaries and space for up to 7,800 bodies in mass graves in cemeteries (Leete, 2004:20).

A blackout came into effect and the danger to animals by traffic travelling in near darkness meant that in September 1939, the Verderers began to request that ponies were no longer turned out on the open forest (Pasmore, 1977: 162). In order to confuse enemy spies or parachutists, a nationwide drive to remove place name signs was instigated. This included the removal of street signs, direction signs and town name signs (Leete, 2004:21). Even a small detail, such as the inscription of the town name in the brickwork of a bridge in Milford-on-Sea, was removed (Christopher Hobby, pers comm).

In December 1939, land acquisition began. The Air Ministry proposed turning land at Ashley Walk (**MA0085**) into a bombing range for aircraft based at RAF Boscombe Down in Wiltshire. The proposal was considered by the Verderers and the acquisition of 3,800 acres was approved in February 1940, although the range was not fully fenced until July (Parker, 1995:2).

More land was taken over for Anti-Aircraft batteries during this period, particularly Light Anti-Aircraft sites that varied in size from small machine gun pits to larger emplacements for groups of 40 mm Bofors Guns. These sites were usually grouped around sites that had been identified as Vulnerable Positions (VPs), such as Hurn, Lymington, Beaulieu, Fawley and Southampton. Analysis of war diary records of military units based in and around the New Forest in the period 1939-1945 indicates that many of these were occupied in the early months of 1940 (WO 166/2262).

Many buildings around the New Forest were requisitioned for military purposes. Several were taken during the Phoney War, although others would not be taken over until as late as 1944. Early requisitions included Cuffnells House in Lyndhurst and buildings on the Pylewell Estate (Leete, 2004:58). Christchurch airfield was also requisitioned by the War Office and renamed RAF Christchurch (**MA1044**) (Smith 1999:89).

The British government had first introduced limited conscription in June 1939 and expanded it in September to include all fit males between 18 and 41 (Brayley, 2001:15). The drain on men caused the government to request overseas help to cover a forestry workforce shortage. Both the Canadian Forestry Corps (CFC) and the Newfoundland Overseas Forestry Unit (NOFU) were formed to recruit men to serve in Britain ([www.forestry.gov](http://www.forestry.gov)). Although primarily based in Scotland, the NOFU operated from camps in Lyndhurst, Brockenhurst and Fritham between 1939 and 1941 ([www.mgl.ca](http://www.mgl.ca)).

### 3.3.3 The Battle of Britain and the Blitz

In April 1940, Germany invaded Denmark and Norway, finally precipitating direct conflict with British forces. A month later German forces swept through the Low Countries and France. The British Expeditionary Force (BEF) became trapped on the coast and was evacuated from Dunkirk in late May and by mid-June France was forced to surrender. When it came, the conflict in Europe was surprisingly swift and the encirclement of the BEF led to an immediate call for privately owned boats to help with the evacuation. The Lymington-Yarmouth paddle steamer *Freshwater* was commandeered to help evacuate troops from the Dunkirk beaches ([www.wightlink.co.uk](http://www.wightlink.co.uk)) and five boats were despatched from RAF Calshot ([www.southernlife.org.uk](http://www.southernlife.org.uk)).

In preparation for an immediate assault on England, the German Luftwaffe began to attack RAF airfields in an attempt to win air supremacy. As the 'Battle of Britain' developed, however, bombing switched to attacks on cities and industrial areas. In September 1940 the invasion was postponed and the massive daylight air raids of the summer began to be replaced with night bombing attacks across the south that continued throughout the winter.

With the fall of France, only the English Channel stood between Britain and German forces. The Battle of Britain began in earnest in the skies, whilst on the ground below, the army prepared for what appeared to be an inevitable ground assault. Only one airfield was operational during the summer of 1940 – RAF Christchurch – which did not have any active fighter squadrons and was instead used by the Air Ministry Research Establishment (Smith, 1999:89).

Numerous raids overflowed the New Forest on their way to targets inland or along the coast. Bomb craters across the Crown Lands date from this period. Bombs also fell on urban areas such as Christchurch (Legg, 1986:50) and Southampton (Bissell, 2001:35).

On the ground, the entire south coast was alert to the dangers of invasion. Hardened defences would be required to resist an enemy amphibious assault and Britain began a process of fortification (Lowry, 2006:108). In the New Forest, this meant the construction of dozens of defensive structures along the shoreline. Concrete pillboxes were constructed along the coast between Christchurch and Milford-on-Sea, along with temporary gun positions, rocket sites, searchlight emplacements and observation stations (WO 166/10967). Anti-Tank blocks (possibly the most plentiful type of anti-invasion defence in existence today (Lowry, 1996:85)) were used at vulnerable gulley's and chines to ensure that vehicles would not be able to manoeuvre off beaches. Remains of such blocks still survive at Barton on Sea. In other coastal areas, busy boating areas were closed. In June the Beaulieu River was

‘immobilised’ – all pleasure craft had to be made unserviceable and in October a massive log boom was laid across the entrance to the river (Holland, 1985:164).

Further inland, more defensive points were established in order to slow any German advance, giving time for reinforcements to move to the area. These sites were usually centred on major road junctions, bridges or natural features that, if obstructed, would delay German forces. These included anti-tank islands, usually made up of bunkers, roadblocks, trenches and, in the event of a withdrawal being necessary, explosives that could be used to demolish a bridge or road altogether. Such anti-tank islands were established at Totton (on the Redbridge Causeway) (**MA0038**), Beaulieu (**MA1436**), Brockenhurst (**MA1432**), Lyndhurst (**MA0036**), Christchurch (**MA1048**), Ringwood (**MA0037**), Fordingbridge (**MA0035**) and Breamore (**MA1446**). The latter four of these made up a greater defence known as the Avon Valley Stop Line (sometimes known as the Ringwood Stop Line (Leete, 2006:58)). This line ran along the River Avon from Christchurch to Salisbury and was meant to bar any crossings of the river whilst simultaneously preventing the Germans using the river as an axis of advance inland. Along its length were various tank traps, roadblocks and small underground army bases (Leete, 2006:58).

At the same time, the army quickly expanded. Most notably in the New Forest, this took the form of the Local Defence Volunteers who were officially formed in May 1940 and renamed the Home Guard in June. Although primarily made up of people unfit for regular service, Home Guard units were formed into platoons, companies and battalions in the same structure as the army. To protect against the possibility of German airborne assault, Home Guard observation posts were built all over the New Forest. Whilst many of these posts were situated in existing buildings, many were scratch built for the purpose (NRHE). Various styles, including steel guard huts and sandbag or brick bunkers are known to survive around the UK, but no extant examples have been recorded in the New Forest.

A further defence against enemy airborne invasion involved depriving them of landing areas for gliders. Large flat and open spaces were plentiful in the New Forest and provided an ideal landing area. Accordingly, anti-landing obstructions were built at Denny Lodge (**MA1087**), Beaulieu Heath (**MA0239**) and around Bratley Plain (**MA0443**). Various installations were used around the country, but aerial photography indicates that in the New Forest, the obstructions took the form of ditches and banks of earth.

As the blitz began to turn to night time attacks, new methods of interception were employed. Using ground based radar stations, Beaufighter and Blenheim aircraft could be guided towards enemy bombers. A mobile Ground Control Intercept (GCI) radar station was established at Sopley in December 1940 (**MA0004**). By 1943 this had become a permanent station with a fixed antenna (Catford, 2000). Nearby at

Sway, an Emergency Landing Ground was built for fighter aircraft that were unable to land at their own bases (**MA0130**).

To further protect the civilian population against enemy air raids, an elaborate network of deception sites were installed across the New Forest, including the construction of Starfish decoy sites. These sites were designed to simulate a city at night, using strategically placed lights and fires. Six such sites were built around Southampton in order to try and mislead German bombers and cause them to drop their bombs on unoccupied countryside instead of the city. Two such sites, SF17A at Longdown (**MA0319**) and SF17B (**MA1288**) at Denny Lodge, were built in January 1941 (Dobinson, 2000: 145).

### **3.3.4 The Allied Build-up in Britain**

Although the main theatre of engagement moved to the Mediterranean in 1941, the risk of invasion or at least an enemy assault on the south coast was still high and defences continued to be built all along the coast. At the same time, the increasing number of troops drafted into the forces required more land upon which to train, leading to additional land reclamation in rural areas. When the United States entered the war in late 1941, it pursued a policy of defeating Germany first, and accordingly began a massive build-up of men and material in Great Britain. The period from 1941 to 1943 saw marked changes in the New Forest, as airfields, ports, decoy sites, test establishments and training areas opened up across the area.

In early 1941 a new range of approximately 650 acres was opened at Millersford, to the north east of Ashley Range (**MA1009**). The Armaments Research Department was engaged in the testing of static bombs and explosives and would remain in use until well after the war. By 1943 there would be numerous other ranges all over the New Forest, varying from small rifle ranges to large open areas used for tank manoeuvres, mortar fire and infantry training. The three largest ranges were at Longmans Bottom, Beaulieu Heath at Dibden Purlieu and at Acres Down. At White Moor east of Lyndhurst there was a large training range suitable for heavy weapons fire (such as mortars and anti-tank guns) (**MA0475**). Rifle ranges were dotted all around the New Forest. On the coast, Lepe is known to have been used for amphibious assault training, possibly to practice lessons learnt in the 1942 Dieppe Raid (ADM 202/69), and Marchwood was used by the Parachute Regiment to practice embarking on landing craft before the 1942 Bruneval Raid (Millar: 1975:154).

New Airfields were constructed across the New Forest in 1941 and 1942. Hurn (**MA1442**) and Ibsley (**MA1097**), both completed in 1941, were initially intended as Fighter Command stations, although both would see varied use throughout the coming years. Holmsley South (**MA0111**), Beaulieu (**MA0234**) and Stoney Cross (**MA0628**), were all completed as Class A airfields in 1942, designed to provide safe

take-off and landing facilities for every type of Allied aircraft then available or in development. All three would host a variety of aircraft from both the RAF and the USAAF during the war (Freeman, 1994:217-243).

New Heavy Anti-Aircraft positions were also established along the Solent in this period – at Bunkers Hill (**MA0064**), Sowley (**MA1360**) and Lymington (**MA0067**, **MA0134** and **MA1305**).

Military shipbuilding returned to some areas for the first time in many years. In 1941, Marchwood was used to build wooden minesweepers that were then taken to Bailey's Hard on the Beaulieu River for fitting out (**MA1450**). Bailey's Hard also constructed barges for military service and Clobb Copse (**MA1359**) was made ready to be used as a top secret building site for an experimental concrete dry dock and components of Mulberry Harbour (Holland, 1984:170).

Decoy sites of a similar type to the Starfish sites (built in 1940) were also constructed to deflect enemy attention from these new facilities. Q type decoy sites were designed to represent an airfield at night and thus direct enemy attention away from real airfields (Lowry, 1996:64). Ibsley and Hurn airfields had a number of Q type decoy sites around them, at Ashley Walk (**MA1156**), Ridley Plain (**MA0046**) and Verwood (**MA0047**). A number of other decoy sites were also established around the New Forest in this period. The 1943 Operation *Cockade*, an attempt to divert German attention towards the south coast and away from the Mediterranean and Russian theatres, had several elements. Operation *Harlequin*, an amphibious training exercise designed to appear as an invasion of France, involved the deployment of temporary Light Anti-Aircraft (LAA) battery gun sites along the south of the New Forest (WO 166/11254). Operation *Starkey*, which primarily involved heavy bombing missions across Northern France to suggest an invasion, necessitated the construction of 'Assault' QL decoy sites to represent the camps of invasion forces (**MA0057**, **MA1039**, **MA0059**). In long term preparation for the real invasion of Europe a number of naval decoy sites were built in the New Forest, in order to divert enemy attention away from Portsmouth. These QL (Quartz Light) sites were designed to mimic ports and hards at night, thus causing enemy bombers to target what were in fact empty fields. Such sites were built at East Boldre (**MA0231**), Lymington (**MA1370**), Sowley Pond (**MA1369**) and at Hythe (**MA1368**).

On Beaulieu Estate, eleven houses were requisitioned in 1941 and 1942 for the training of secret agents of Britain's Special Operations Executive (SOE) (**MA1455** – **MA1465**). The houses, spread along the Beaulieu River and in the woods in the north of the estate were used for a variety of different purposes, such as communications and living off the land. Others were used for agents of specific nationalities. Inchmery House was used by Free French forces and later on as part of the SOE school based in Beaulieu (Cunningham, 1994:22).

At Pylewell, the country's first Battle School was established but shortly after, moved to the School of Infantry in Winchester. The estate remained in the hands of the military, however, and it was later used as part of the Advanced Landing Ground at Lymington (Leete, 2004:59-63).

Exbury House (**MA0141**), along with Gilbury House (**MA1454**) and the Montagu Arms Hotel (**MA1453**), were requisitioned by the Royal Navy in May 1942 and became HMS *Mastodon*, a planning centre for amphibious landings. The author Neville Shute is known to have conducted various trials with rocket propelled gliders on the Beaulieu River whilst he was based here. (Cunningham, 1994:43). Much of the planning for the Dieppe Raid in 1942 took place at Mastodon and later it would be used in the run up to D-Day (Cunningham, 1994:10).

The Mediterranean campaign did have some impact on the New Forest, when a Prisoner of War (POW) camp was built at Setley Plain (**MA0240**). Originally home to Italian POWs, the camp would later house German soldiers as well. Although they were enemy forces, many prisoners, particularly the Italians, worked on local farms and in rural businesses. Many would settle in the area permanently after the war (Custodis, 2012:243-265).

### **3.3.5 The Invasion of Europe**

By August 1943, the Allies had decided that the invasion of Europe would take place in the late spring of 1944. With a more precise timetable, preparation and build up became more specific to the invasion area and the most suitable areas of departure. The build-up of forces along the south coast reached its peak in the spring, and the whole south coast became a staging area for troops, aircraft and ships ready to attack France. The Solent, where the ports of Southampton and Portsmouth were offered a degree of protection by the Isle of Wight, was an assembly area for a large proportion of the fleet (Burton, 1984:37).

On June 6th, the Allied liberation of Europe began. Quickly the mass of forces on the south coast began moving over to Normandy and by August, almost all of the forces meant for Operation *Overlord* had departed England. A great number of men and material would still pass through the south coast ports over the following months as reinforcements and supplies arrived from the United States, but many of the temporary installations constructed for the invasion were closed within weeks of it taking place (Brooks, 1996:161).

In a key position alongside the Solent, the New Forest witnessed a huge build-up of troops in the year before Operation *Overlord* commenced. In 1943 and 1944, four new Advanced Landing Ground (ALG) airfields were built, several components of Mulberry Harbour were constructed along the shore and numerous units were encamped in the woodland.

Mulberry Harbour was an immense project that involved floating a prefabricated port over to Normandy as soon as the beaches were secured. The entire port was built on the south coast in hundreds of individual sections that were only brought together for the first time in France (Hartcup,1977:15-27). Dozens of ports, harbours and inlets were used to construct these elements between 1943 and 1944. In the New Forest, both Lepe and the River Beaulieu were used to build components of the harbour. At Stansore Point (**MA1357**), six giant Phoenix concrete caissons were built, whilst Clobb Copse (**MA1359**) saw the construction of numerous Beetles barges, which made up the roadway connecting the caissons to the shore. In March 1944, the concrete dry dock built at Clobb Copse was launched and floated round to Portland, where it was used throughout the war (Holland, 1984:169-171). At Marchwood, a new military port (**MA1351**) was built in November 1943 specifically to assist with Mulberry and to give extra docking space for the ever increasing number of vessels waiting in Southampton Water (Mason, 1987).

Lepe House (**MA1452**) was requisitioned in September 1943 and became the headquarters of the Force J Assault Group. Force J was responsible for the Juno designated landing area in Normandy and was primarily made up of Canadian Forces. HMS *Mastodon* was merged into the same HQ and became the control point for all landing craft involved in the Juno area during the invasion (Cunningham, 1994:28). The Beaulieu River became a marshalling point for hundreds of landing craft and the area was expanded to facilitate additional barrack accommodation capable of housing more than 300 administrative staff, a cinema and a sick bay were built south-east of Exbury House (Cunningham, 1994:29).

As part of Mastodon's operations, more coastal settlements were requisitioned. In November 1943, all of the buildings at Bucklers Hard were taken over for use as a Landing Craft maintenance base and as a Motor Torpedo Boat (MTB) base (**MA1440**). The Admiralty built a new slipway and updated the hards. The site was also used for the construction of dummy landing craft that were made of scaffolding and canvas and floated on oil drums. These were taken to East Anglia as part of Operation *Fortitude* (Holland, 1984:171).

The highly experimental PLUTO (PipeLine Under the Ocean) was also laid across part of the New Forest. Storage tanks on Badminton Common (**MA1217**) were connected to a pump house that fed pipes laid directly to Lepe (**MA0020**). From here the pipeline crossed over to Thorness on the Isle of Wight, then overland to Shanklin (Slee, 2013). Eventually the pipeline would be used to pump oil directly across the Channel to Cherbourg.

Air superiority was an important aspect of the Normandy Campaign. For several years fighter sweeps had paralysed the Luftwaffe on the ground, whilst bombing raids disrupted aircraft manufacturing. This superiority allowed the Allies to deploy



fighter and ground attack cover across Normandy during the invasion. These aircraft were based on Advanced Landing Ground (ALG) airfields on the south coast that would allow them fast access to the front line in France. Four such airfields were built in the New Forest, at Lymington (**MA1316**), Winkton (**MA0140**), Bisterne (**MA0007**) and Needs Ore (**MA1331**). All four of these airfields hosted fighter bomber squadrons who, as soon as space was made available, were moved to similar airfields constructed in Normandy. The New Forest ALGs were not re-occupied and all four were vacant by the autumn of 1944 (Brooks, 1996).

Inland, the New Forest was turned into a massive storage and encampment area for men and supplies. Huge tented encampments for men and vehicles were constructed at numerous locations all around the area. These included British, Canadian and American forces, examples of which were at Mogshade (**MA0453**) and possibly at Millyford (**MA0531**). Supply camps were built at Beaulieu Station (**MA0314**), Balmer Lawn (**MA0245**) and Wootton Bridge (**MA0252**). As well as the construction of these camps the whole area around them needed to be adapted for military purposes. Bridge heights were deliberately increased, often by digging out the lower road to increase clearance. Many Forest roads were widened and reinforced to cope with the extra weight of military vehicles and a one way system was put in place on many major roads. Others were closed to civilian traffic all together. Examples of widened roads can still be found at Pilley (**MA1451**) and Lepe.

The actual embarkation of troops onto ships for the invasion was mainly handled at ports, but troops did embark at Marchwood and Lepe, where special hard standing was laid to allow landing craft to beach on the shore safely (**MA1366**, **MA0026**). Temporary wharves and pier heads were also built so that vehicles could drive directly onto larger ships.

Not all land acquisition was made for military purposes. In 1941, the War Agricultural Committee drew up plans to reseed large areas of grazing land to improve the quality of the grass. Although not particularly successful, this was followed by the decision to cultivate large areas of open grazing land in 1944, so that crops and vegetables e.g. potatoes at Brockenhurst, could be grown (Pasmore, 1977:167).

### **3.3.6 Victory in Europe and the Pacific War**

As the Allies swept further into Europe, Germany launched a new offensive against Britain. The V-Weapon campaign saw 9,251 V1 flying bombs (Calder, 1971: 647) and 1,403 V2 bombs (www.astronautix.com) fired at Britain during the closing stages of the war. The vast majority were destined for London, but V1 bombs reached as far as Southampton (Bissell, 2001:131). In response, a massive operation, codenamed *Diver*, saw AA batteries deployed in lengthy lines in the south east and along the south coast of England (Lowry, 1996:61). At least three 'Diver batteries' are believed to have been constructed in the study area, outside Lyndhurst (**MA0478**) and at

Beaulieu (**MA0248** and **MA0249**), but there may have been others that have not yet come to light.

The advance through Europe required a constant supply of men and material, which was despatched from the south coast's ports through 1944 and 1945. In October 1944, Southampton held a special ceremony when the millionth American soldier to pass through the port embarked on a ship for France (Peckham, 1994:48). At the same time, POWs were brought back to England through the same docks. Many Germans would find themselves at POW camps such as Setley.

Whilst the war in Europe was drawing to an end, Allied forces were in training for operations in the Pacific theatre. The Royal Navy ran the Eastern Warfare School from Careys Manor in Brockenhurst (**MA1433**), and men were trained in jungle fighting techniques in woodland nearby – possibly in Royden Woods (**MA1435**).

### **3.3.7 The End of Hostilities and the Reinstatement of the Forest**

The war in Europe came to an end in May 1945. In August hostilities in the Pacific also came to an end and peace was formally announced in September. The end of the war necessitated a shrinking of Britain's Armed Forces; airfields were closed, defence sites were removed and vast areas of land commandeered by the war office began to be returned. Demobilisation of Britain's 5 million strong army, navy and air force began in June 1945 and by the end of 1946, over 4 million servicemen and women had returned to civilian life (Allport, 2009:43).

In the New Forest, peace had descended almost immediately the war in Europe ended, but the reinstatement of the Crown Lands was a long process. Military activities had left airfields, slit trenches, AA batteries dotted all over the open forest. Additionally many bridges had been removed and the numerous ranges were still littered with live explosives (Pasmore, 1977:176). Initially the War Department hoped to maintain many of the training areas and establishments on the Forest and even applied for an additional 5000 acres of training land in 1948 (Pasmore, 1977:177). This was withdrawn and many of the larger sites began to be reinstated in the five years after the war. Ashley Range was made safe in 1948 and Millersford was closed in approximately 1949 (Pasmore, 1977:177). The removal of many of the AA batteries around the area had begun as early as August 1944, and in the spring and summer of 1945, almost all of the remaining batteries were removed (WO 166/16686). However, a number of the larger Heavy AA positions were kept and re-designated for use as Anti-Missile defences during the early stages of the Cold War (Dobinson, 1996:459). It is likely that these batteries remained in use until 1959, when AA guns nationwide were replaced by guided missiles (Lowry, 1996:131).

Many military camps and facilities would remain in the New Forest for much longer. Although most of the Advanced Landing Grounds had ceased to be used as early as

the summer of 1944, and were usually reinstated in 1945, some of the larger airfields saw use for many years to come. Beaulieu remained an active military airfield until 1950 and in 1953 it was upgraded in expectation of reactivation. It was not closed until 1955 and the land not relinquished until 1959 (Freeman, 1994:218-219). The Ministry of Aircraft Production took control of Christchurch airfield in 1946 and remained there until 1962. The airfield was closed two years later. (Freeman, 1994:226-227). After the war, Hurn was the main airport for transatlantic flights until 1946, and remains active today as Bournemouth Airport (Smith, 1999:148).

RAF Sopley, the hugely successful radar station, was upgraded to a major installation in 1950, when it became the Sector Operations Centre for Southern England. It was substantially upgraded and continued to operate until 1974. The following year it was taken over by the Army and did not close until the MoD sold the entire site in 1993 (Catford, 2000). Marchwood became a base for 17 Port Training Regiment, Royal Engineers after the war. Today the 17 Port & Maritime Regiment, Royal Logistic Corps is still based at the site and the port handles military stores on a daily basis (Mason, 1987).

Of the many private houses and estates that had been requisitioned, some were returned to their owners sooner than others and some would never be reoccupied. Minstead Manor (**MA1431**) was in such a dilapidated condition after its occupation by the Royal Army Service Corps that it was demolished in 1950 ([www.nfdc.gov.uk](http://www.nfdc.gov.uk)). HMS *Mastodon* closed in July 1945 but was commissioned as HMS *King Alfred* in January 1946 and as HMS *Hawke* in August 1946. It was not derequisitioned and returned to the Rothschild family until May 1955 (Cunningham, 1994:70-71). Avon Tyrrell (**MA1165**) was never re-occupied by Lord Manners after the war; instead he donated it to the Youth of the Nation in 1949 ([www.avontyrrell.org](http://www.avontyrrell.org)).

Although hostilities had ended, the Ministry of Agriculture maintained a policy of increasing farmland to ease a growing food shortage. More land in the Forest was enclosed in 1946 and again in 1948, bring the total amount of farmland created on the open Forest since the start of the war to 1,000 acres (Pasmore, 1977:168). An even greater impact on the open Forest was the implementation of the 1949 New Forest Act, which saw 2,005 acres of 'Verderers Inclosures' planted with conifers. These inclosures further reduced the open grazing land on the Forest and remain on the Forest today - examples of them include Longdown and Dibden inclosures ([www.newforestexplorersguide.co.uk](http://www.newforestexplorersguide.co.uk)).

Today the impact of WWII on the New Forest might easily be overlooked. Most structures have been removed from the Crown Lands, leaving only their footprint on the ground. In the entire study area only Marchwood remains as an active military base. However, a great deal of information and many remains have come to light over the course of this project and may to continue to in the future.

### 3.4 Assessment of Records: Detailed Review Based on Sub-Units

In total, 1362 monuments related to the study period were identified within the entire study area during the Desk Based Assessment (see **Fig 5.**)

The total number of each type of record is summarised in **Table 8-** Total number of monuments by category and a gazetteer is included in **Appendix 3**. These records were refined to those contained within the proposed sub-units priority one and priority two areas (see **Figure 6**) and are discussed on an individual basis in Sections **3.4.1** to **3.4.30**.

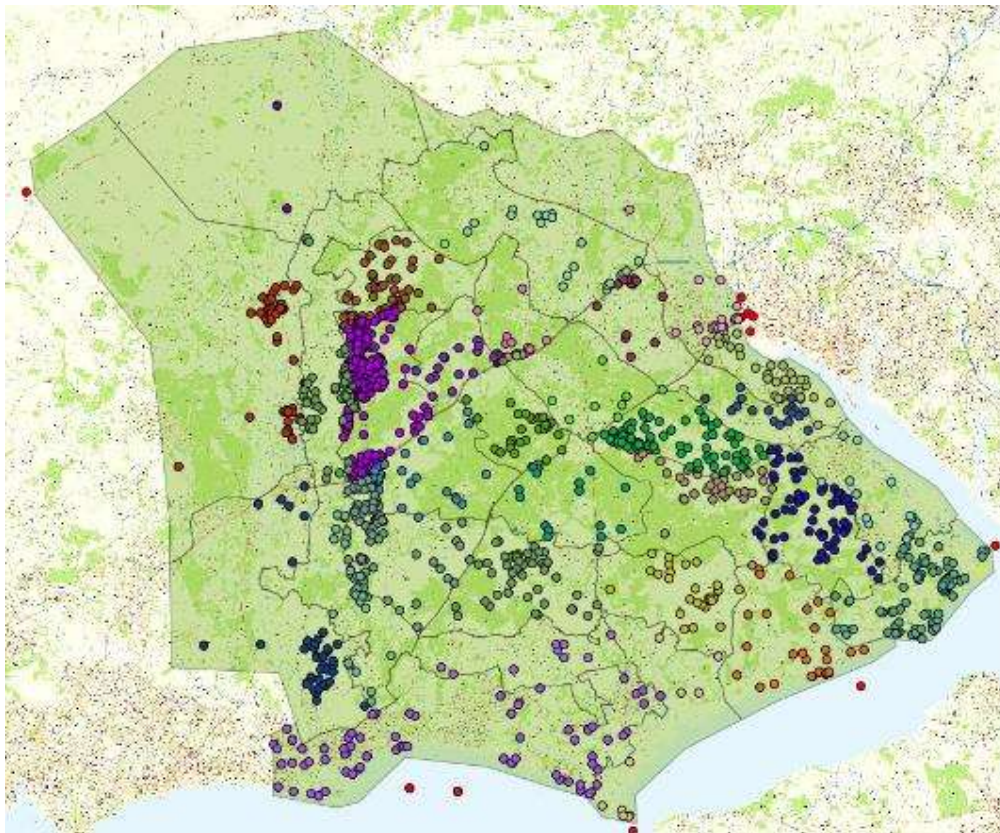


Figure 5 – Individual monuments identified within the 30 sub units. Contains Ordnance Survey data © Crown copyright and database right 2013.

Each record is briefly described and a summary assessment of its archaeological significance is then conducted and updated following field survey, where appropriate. This assessment considers the factors set out by the Department for Culture Media and Sport (DCMS, 2010a) as described in **Section 2.4** when assessing archaeological significance and assigns each record a rating of LOW, MEDIUM or HIGH. For convenience, full descriptions of these criteria are included in **Appendix 2**. This has been updated following recent field survey and site improvement, where



appropriate. Aircraft remains have also been the subject of consideration and reference has been made to English Heritage guidance (Military Aircraft Crash Sites, 2002) where necessary.

Table 8- Total number of monuments by category

Research Category	Monuments
Defensive Structures	222
Anti-Aircraft	72
Training Sites	50
Military Camps & Requisitioned Houses	143
Airfields	72
Experimental Sites	51
Domestic Sites	122
Damage & Losses	623

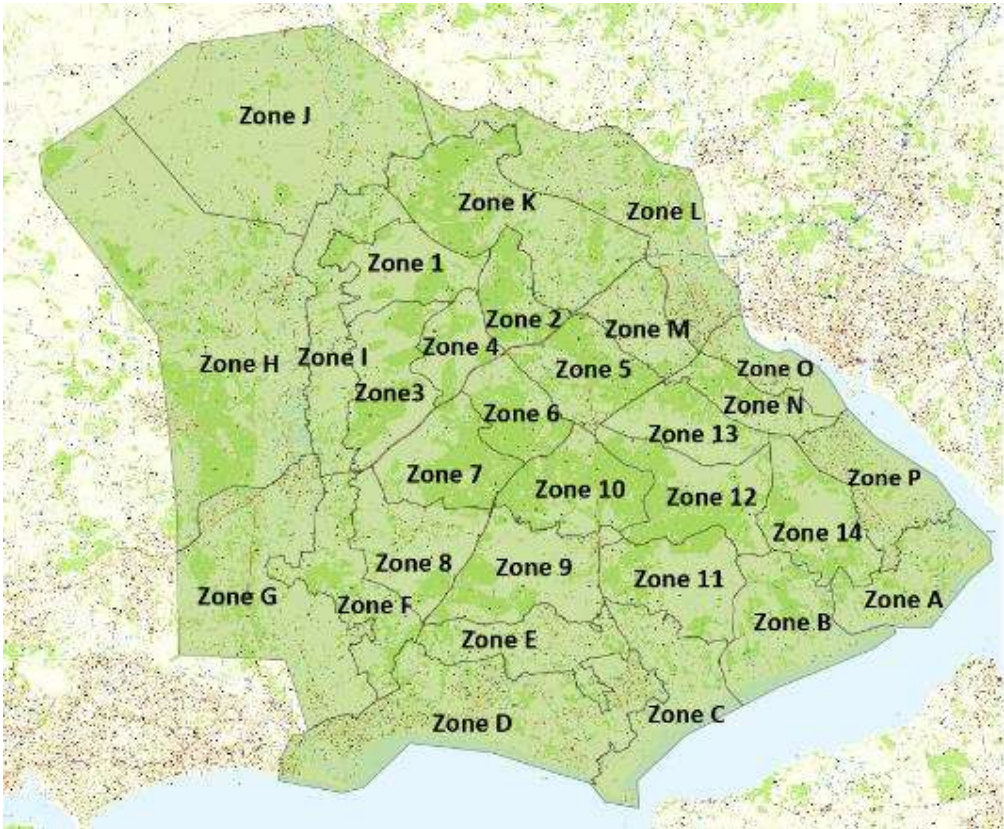



Figure 6 – Sub Units within Study Area. Contains Ordnance Survey data © Crown copyright and database right 2013.

### 3.4.1 Sub Unit Zone 1

Sub Unit Zone 1 encompasses HLS Zone 1 and the surrounding area and is 22.4km<sup>2</sup>. It contains 77 monuments that can be broken down as follows:

Location	Research Category	Monuments	Significant Monuments
	Defensive Structures	2	
	Anti-Aircraft	6	1
	Training Sites	1	1
	Military Camps & Requisitioned Houses	4	
	Airfields		
	Experimental Sites	26	12
	Domestic Sites	1	
	Damage & Losses	37	1

Amongst these monuments, the following were considered significant during the DBA and recent Phase 2 Fieldwork:

### ASHLEY WALK RANGE (MA0085)

#### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>High</i>
Group Value	<i>High</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>High</i>
Potential	<i>High</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>Yes</b>

The government first suggested the compulsory acquisition of land for bombing practice at Ashley Walk in November 1939 and the lease was agreed in February 1940. The range was ready to use by August 1940. Ashley Walk bombing range was used by aircraft flying from the Aeroplane & Armament Experimental Establishment (A&AEE) at RAF Boscombe Down. The range consisted of several different targets (for bombing, ground attack, mock ship targets, aircraft pens and the Ministry of Home Security target) as well as domestic facilities for crew, two small grass airstrips, observation shelters and towers. The range was used extensively throughout the war, creating many bomb craters and even an aircraft crash site. Activities continued until 1946, but the range was not cleared until 1948. The vast majority of targets and facilities were removed, although the Ministry of Home Security target was covered over with an earth mound instead. Some craters were filled, but many were left open. Today one observation shelter remains, as do features associated with several others, and chalk markings cut into the ground (Parker, 2006).

### *Baseline Archaeological Significance*

The NRHE lists 47 WWII bombing ranges in England. Although there were several others established across the entire UK, the range at Ashley Walk is possibly unique in that it was used by the A&AEE and therefore was used predominately to test weapons rather than for training purposes. Although the range covered a large area (approximately 5,000 acres) (Pasmore, 1977), the main targets and construction areas were relatively small scale structures. Many were temporary in nature (for example the air-to ground targets, likely made of scaffolding) and therefore unlikely to leave any traces on the ground. Ground markers cut into the ground and lined with chalk were left after the range closed and many are still visible from the air today. However, many of the markers were laid in concrete and although overgrown, are in better condition. The observation towers and ship target are only indicated by concrete footings that are likely to be very shallow in nature. Owing to the high level of explosives dropped here, there is a possibility of live ordnance surviving in the area. Other more permanent structures, particularly the wall targets and the Ministry of Home Security target may have left more significant remains and are discussed separately below.

#### *Significant Feature: Ministry of Home Security Target (Submarine Pens) (MA0599)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>High</i>
Documentation	<i>High</i>
Group Value	<i>High</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>High</i>
Potential	<i>High</i>
<b>Overall</b>	<b><i>HIGH</i></b>
<b>Surveyed</b>	<b><i>Yes</i></b>
<b>Updated</b>	<b><i>No</i></b>
<b>Further Work</b>	<b><i>Clearance &amp; Geophysical</i></b>

This large concrete 'structure' was a test site used by the Ministry of Home Security to investigate the best construction methods for air raid shelters (Cole, 2013). For many years the feature was mistakenly believed to be a representation of German U-boat pens built on the French coast for the protection of submarine fleets when in harbour. This mistaken identity may have arisen during the testing of the Grand Slam 'Earthquake Bomb' in 1945, as the development team headed by Frank Myerscough were told that the structure represented a German U-

boat pen. In fact, this target predates the construction of the genuine U-boat pens (Cole, 2013). The target was built in September 1941 and bombed extensively throughout the war. Although several bombs were detonated on the target as part of the initial experiments, damage to the structure was largely superficial. Instead of demolishing it when the range was closed, it was easier to cover the structure in earth. Some of the edges of the target's concrete roof are now visible owing to subsidence (Parker, 1995) and erosion. Although there are records available concerning the damage caused by bombing on the structure, no information has come to light on any attempts to demolish the target before it was covered in earth. No similar structures are known in the UK.

## Field Survey

The large structure remains covered in earth, but following recent documents coming to light in the National Archives HO 195/14 and independent research (Cole, 2013) a more detailed picture of how the structure was constructed and details of the specific tests undertaken on the structure. Following discussion with English Heritage it was agreed that this provided a unique opportunity to research and test various non-intrusive geophysical survey techniques on a buried reinforced structure, put to bed rumours of what it contains, assess its current condition and see if the results would match or support the historical data. A full suite of survey consisting of magnetic, earth resistance, Ground Penetrating Radar (GPR) and Electrical Resistance Tomography (ERT) survey was tendered out, and awarded to Wessex Archaeology. The final report can be read in **Appendix 14**. To allow the geophysical survey to be undertaken, improve its condition and longer-term conservation all vegetation was removed from the mound.

### *Significant Feature: Wall Targets (MA1151, MA1150, MA1152)*

The wall targets were built to different specifications to test the impact of bombs and ground attack.

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>High</i>
Documentation	<i>High</i>
Group Value	<i>High</i>
Survival/Condition	<i>Low</i>
Fragility/Vulnerability	<i>Low</i>
Diversity	<i>Medium</i>
Potential	<i>Low</i>
<b>Overall</b>	<b><i>MEDIUM</i></b>
<b>Surveyed</b>	<b><i>Yes</i></b>
<b>Updated</b>	<b><i>No</i></b>
<b>Further Work</b>	<b><i>No.3 Cleared</i></b>

No. 1 (MA1151) Wall Target was made of two reinforced concrete walls joined by concrete beams. The wall was 40 feet wide and 40 feet high and sat on a large concrete laid area. It was demolished after the war and only a crop mark remains on the ground today.

No. 2 (MA1150) Wall Target was identical to No. 1, but sat on a far larger area of laid concrete with a 100 yard radius. This concrete base was itself surrounded by five chalk circular banks and ditches designed to

help establish the range to the target. No. 2 Wall Target was removed after the war and the concrete base was lifted in 1991, but the outline of both the base and the chalk rings survive today.

No.3 (MA1152) Wall Target was 8 feet ten inches high, 6 feet thick and 20 feet long and was used to test both highball and upkeep bouncing bombs. Allegedly it was too difficult to demolish and instead was undermined and collapsed into a trench and survives today as a low mound (Parker, 1995). Fieldwork may be able to confirm if this was the case.



### *Field Survey*

Field survey of the three wall targets verified and supported the descriptions and classification assigned during the DBA.

### *Field Survey*

### *Site Improvements*

No.3 Wall Target had several gorse bushes and a medium tree removed from the surviving bank

### *Significant Feature: Range Markings (MA0595, MA0596, MA0597, MA1030, MA1018)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>Medium</i>
Group Value	<i>High</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>High</i>
Potential	<i>High</i>
<b>Overall</b>	<b><i>HIGH</i></b>
<b>Surveyed</b>	<b><i>Yes</i></b>
<b>Updated</b>	<b><i>Yes</i></b>

Various range markings and targets are situated around Ashley Walk, originally used as a navigational aid for pilots as they made their approaches to bombing targets. Such bombing markers are often visible at other bombing ranges (and are often the only surviving features on a range), but there are few examples of such ranges nationwide.

Several of these range markers, made of concrete or marked in chalk, are visible on modern aerial photography. Other markings that are not visible are unlikely to have grassed over (the habitat on Ashley Heath means that the chalk markings will remain), and may be hidden under surface scrub. Further investigation may be able to prove this.

### *Field Survey*

Nearly all the target marks identified in historic aerial photographs are still visible on the range as chalk marks that have inhibited vegetation re-colonisation or as concrete that has grassed over or cleared before the project started.

The four chalk letters A,B,C and D (MA0614) all still survive as faint chalk marks, mostly visible due to lack of vegetation growth in the area.

Numerous chalk crosses and circles including (MA0595) are still visible as chalk crosses, circles and marks across the range.

The line target (MA0596) built to simulate a railway for aerial bombardment testing is clearly visible in most places and accessible along its 2,000 yard length apart from a

small section in the middle at Pitts Wood and Ashley bottom that has been lost to the boggy environment.

The base of the Ship Target (MA0597) survives as a linear piece of concrete with some metal work, but is slowly being hidden by vegetation.

Two concrete range direction arrows are still fully visible on the range. Several earthworks and areas of concrete survive at the Northern Tower (MA0590) located alongside the B3078 at Deadman Hill, includes a partially broken up concrete direction arrow. The illuminated direction arrow (MA1030) for the Illuminated High Level Bombing Target and its 24 light boxes directly behind the arrow all survive in very good condition. As does the illuminated Target (MA1018) itself, though some of the light boxes have moved slightly due to water action, they survive in good condition and some even contain the remains of light fittings.

Several piles of chalk were also identified that were likely used to refresh the targets at intervals during the Ranges operation. These have now solidified, but still stand out due to the lack of native vegetation and are used as 'salt' licks by livestock.

The range of surviving chalk and concrete range markings and targets has resulted in the diversity and potential classification being updated to: High. However, this does not affect the overall significance which remains: High

#### *Significant Feature: Shelter (MA1155)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	Medium
Rarity	High
Documentation	Medium
Group Value	High
Survival/Condition	High
Fragility/Vulnerability	Low
Diversity	High
Potential	Medium
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

The only remaining above-ground shelter on the range is an observation hut at Ashley Cross. This shelter, built of brick with a concrete roof, is open at the rear and equipped with narrow observation slits facing towards the Fragmentation Target range. When it was built, a bricklayer arranged a V for Victory decoration into the brickwork on all three exterior walls (Parker, 1995). The structure is possibly unique, by virtue of being built of brick rather than concrete (generally a preferred material on bombing ranges). However, the brick is imported and not of local type. HLS funded conservation work was carried out on the building in 2012 (Frank Green, pers comm, March 2013).

#### *Field Survey*

A field survey to the shelter was undertaken to sign off the previously completed HLS funded conservation work, it also verified and supported the descriptions and classification assigned during the DBA.

### *Significant Feature: Bomb Craters (MA1160)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Low</i>
Documentation	<i>Medium</i>
Group Value	<i>High</i>
Survival/Condition	<i>Low</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>Medium</i>
Potential	<i>Low</i>
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

Ashley Walk contains the densest concentration of bomb craters in the New Forest; over 400 can be identified by historic aerial photography alone (Parker, 1995:28). The craters also come from possibly the widest range of bomb types owing to the nature of weapons testing here. Even the bouncing bombs Upkeep and Highball were tested here, although inert and so have left no craters, the concrete fillings (used to match the Upkeeps live mass) can and have been found. At least one live

Grand Slam bomb was dropped near the submarine pens leaving a crater almost 100m wide. It was filled in after the war but can still be seen just to the north of MA0599 on the footpath heading towards Pitts Wood inclosure. Other Grand Slam and Tallboy bombs were tested in the area of the Ministry of Home Security Target (MA0599) leaving numerous craters, most craters were filled in and around the submarine pens and at Ashley Hole, but the majority survive as ponds and shallow depressions across the range.

### *Field Survey*

Field Survey mainly focused on the range and its various, targets, markers, structures and other paraphernalia. Though no work was undertaken to record and assess every bomb crater, the number and range of sizes of craters was impossible to ignore. The actual number would likely been very much higher as many were filled in before being handed back by the Ministry of Supply to the Verderers in 1948. Most of the craters now survive in varying conditions in relation to depth and banking, but have taken on new roles as small ponds.

## **Longbottom Range (MA1609)**

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>High</i>
Documentation	<i>Low</i>
Group Value	<i>High</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>Medium</i>
Potential	<i>High</i>
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>Yes</b>

Sited immediately to the west of the Ashley Walk bombing range perimeter bank is a rifle range, consisting of a 15m long target wall built in concrete running north south. Earth is banked up against the western edge, whilst a steel supporting structure with a concrete roof, reinforced with old iron bedsteads and similar material, over a permanent corrugated iron sheet formwork abuts the wall to the east and there are a number of half-buried mechanisms, gears and levers possibly associated with target functions.

A brick built observation hut constructed as a brick box, a single (9") thick brick, with

a barrel vault brick roof and a hard render above is set into the side of the hill overlooking the target. Numerous earthworks such as firing mounds and trenches likely associated with training activities are also visible in the area.

#### *Baseline Archaeological Significance*

This site has already been subject to substantial work funded under the HLS before the New Forest Remembers Project commenced. This included rebuilding the lost arch on the observation hut and repointing cracks and joints. The condition of the shelter associated with the target wall was so bad that deterioration could not be arrested; the structure was recorded using laser scanning and then removed just leaving the concrete wall.

The range is recorded on third addition Ordnance Survey mapping at the end of the 19<sup>th</sup> century and is one of several built across the New Forest. The observers hut is believed to be dated to the Boer Wars period from the construction techniques used. Initially it was believed that the range was not in used during WWII, due to the proximity of the experimental bombing range, however analysis of the 1943 training map marks the range as live firing area supporting re-use during WWII.

#### *Field Survey*

Field survey was undertaken to sign off the previously completed HLS funded conservation work, it also verified and supported the descriptions and classification assigned during the DBA.

### **AIRFIELD BOMBING DECOY Q161A (MA1156)**

#### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	High
Rarity	High
Documentation	Low
Group Value	Medium
Survival/Condition	Low
Fragility/Vulnerability	Low
Diversity	High
Potential	Medium
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>Yes</b>

Bombing Decoy Q161A was a Q type decoy site, designed to represent an airfield at night and was built to direct enemy attention away from Ibsley Airfield. It would have consisted of lighting poles arranged in a pattern similar to an airfield's landing lights, powered by a generator in a small command bunker. The site was probably abandoned in 1942 (Parker, 1995). Confusingly the site is also listed as being handed over to agriculture in 1947, leaving no features (Dobinson, 1996c:98).

#### *Baseline Archaeological Significance*

The NRHE records over 217 Q sites in England. There are no examples of complete sites, although occasionally the control bunker may be extant remains. The bunker at Q161A was probably removed at the end of the war, but aerial photographs indicate

that trenches for power cabling are visible and exposed, and previous site visits suggest that cabling and sections of concrete are occasionally visible (Parker, 1995). A site visit would firmly establish the full extent of remains.

### *Field Survey*

Detailed analysis of the Lidar data and Field survey of the area in winter failed to locate any remains or earthworks associated with this decoy. Additional site visits might locate missed bits of concrete in the undergrowth.

Following field survey the potential was changed to Low, but this has not impacted the overall significance: Medium

## **MILLERSFORD ARMAMENTS RESEARCH CENTRE (MA1009)**

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>High</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>Low</i>
Diversity	<i>High</i>
Potential	<i>High</i>
<b>Overall</b>	<b><i>HIGH</i></b>
<b>Surveyed</b>	<b><i>Yes</i></b>
<b>Updated</b>	<b><i>Yes</i></b>
<b>Further Work</b>	<b><i>Clearance</i></b>

The Armaments Research Department, Millersford, was enclosed in early 1941. The department occupied a near circular area of 650 acres roughly between Deadman Bottom gulley and Millersford Plantation, to the north east of Ashley Range. Between 1941 and its closure in approximately 1949, the centre was engaged in the testing of static bombs and explosives.

The site consisted of two main areas; the administrative area close to the B3080, and the explosives testing area to the west. The

administrative area was made up of garages, offices and the bomb store and magazine. The explosives area was made up of a number of pits for detonations, and a number of laboratory buildings, well protected by turf coverings, from which the explosions could be filmed and assessed (Pasmore, 1993:24).

### *Baseline Archaeological Significance*

The removal of the Research Centre site appears to have involved the demolition of the above ground structures and filling in of the holes, pits and craters. The road network was left intact and today makes up part of the Forestry Commission car park. The hard standing bases of the buildings will quite likely remain at the eastern end of the site. In the explosives area, the protected laboratories were apparently bulldozed into heaps and owing to a mistaken belief that they were burial mounds, they were not planted when Millersford plantation was expanded (Pasmore, 1993: 26). This may mean that there are relics of the laboratories inside. There is a very

low potential of live explosives in the area, owing to ordered way in which weapons were tested here.

### *Field Survey*


Field survey identified various earthworks and debris associated with the administrative area all in very poor or destroyed condition. However, in the Explosives area it was possible to identify all of the laboratories and observation building locations, which survive as earth mounds with scattered brick and concrete debris. These would be a potential target for further research using geophysical survey to see if any structures remain buried inside the mounds. Also recorded was a large circular concrete pad possibly linked to the testing of Anti-Personnel or Fragmentation bombs. A medium Birch tree growing adjacent to the concrete pad was removed to prevent any damage to the feature either from roots or windthrow.

More information has also come to light about this experimental establishment through documental research in the National Archives and two oral history accounts, one from Vera Storr who worked in Building 14 and then the Records Store (<http://www.newforestww2.org/memories-of-blast-research-and-more-at-millersford/>) and the other from Betty McCarthy an assistant photographer at Millersford (<http://www.newforestww2.org/memories-of-assistant-photographer-at-millersford/>). Both contributors have donated (for scanning) contemporary photos of the site, which can be seen using the links above.

The overall archaeological significance of Millersford has been changed to 'High' following several changes in relation to Period, Documentation, Group Value and Potential.

### 3.4.2 Sub Unit Zone 2

Sub Unit Zone 2 encompasses HLS Zone 2 and the surrounding area and is 14.5km<sup>2</sup>. It contains 18 monuments that can be broken down as follows:

Location	Research Category	Monuments	Significant Monuments
	Defensive Structures	7	
	Anti-Aircraft	1	1
	Training Sites	2	
	Military Camps & Requisitioned Houses	1	
	Airfields	5	1
	Experimental Sites		
	Domestic Sites		
	Damage & Losses	2	

Note that certain monuments and features associated with Stoney Cross (**MA0628**) fall into Zone 2, but are described in Zone 4 into which the site predominately falls. However, the sick quarters (**MA0640**), an RAF establishment 700m east of the southern tip of the runway falls entirely within Zone 2 and is described here. Amongst the other monuments in Zone 2, the following were considered significant:

### BROOK SEARCHLIGHT POSITION (MA1430)

#### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Low</i>
Documentation	<i>Low</i>
Group Value	<i>Low</i>
Survival/Condition	<i>Unknown</i>
Fragility/Vulnerability	<i>High</i>
Diversity	<i>Medium</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b>LOW</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

Searchlight positions were set up across the country throughout the war in order to illuminate enemy aircraft on bombing missions. War diary research has indicated possibly three positions around Brook Common Golf Course (WO 166/2262, WO 166/7375, WO 166/2290). One is listed as in use in 1940, another in 1941 and the third in 1942. It is possible that these all relate to the same site, which was used by different units at different times, and its exact grid reference has simply been misreported in the war diaries. Searchlight emplacements came in many different forms during the war. Some were fully mobile, fitted to the back of trucks with an internal generator. Others may have been in sandbagged emplacements, while some more permanent structures may have had a concrete base and wall along with associated buildings (Lowry, 1996).



### *Baseline Archaeological Significance*

Based on the information currently available, it is not possible to establish whether these searchlight emplacements were one site, or if various different unit's searchlights were installed in different places at different times. A site visit might reveal some features in or around the locations given and establish whether fixed locations were established by the British Army that various different units would make use of during the war.

### *Field Survey*

An initial site visit was undertaken to check hedgerows and fields, but no extant archaeology or areas of interest were noted and a more detailed survey was not merited. Additional research was done into the area using Lidar and modern aerial photography in an attempt to try and identify areas of interest with no success. Additional research or information from oral histories will hopefully shed more light upon the nature of this site.

## **RAF SICK QUARTERS SITE (MA0640)**

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	Medium
Rarity	Medium
Documentation	Medium
Group Value	High
Survival/Condition	Low
Fragility/Vulnerability	Low
Diversity	Low
Potential	Medium
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>No</b>
<b>Updated</b>	<b>No</b>

An ancillary site of Stoney Cross airfield, the sick quarters at Castle Malwood/Stoney Cross were built to accommodate ill and injured staff. Such sites were a necessary feature of any military structure, and consisted of wards, a mortuary, an ambulance garage and nursing staff quarters. Located immediately east of this particular sick quarters, the RAF site plan refers to a HF Transmitting Station.

### *Baseline Archaeological Significance*

Stoney Cross airfield was released by the War Ministry in 1948 and largely demolished a few years later. As with many sites around the New Forest, it is possible that this demolition was only surface deep, leaving many platforms and foundations intact. The site of the sick quarters presently lies alongside the A31, which will almost certainly have disrupted the site when it was made into a dual carriageway in the 1960s. The HF station may conceivably have been a particularly tall structure, leaving deep foundations.


### *Field Survey*

This site has not currently been surveyed and has been added to the list of further recommendation in Section 4



### 3.4.3 Sub Unit Zone 3

Sub Unit Zone 3 encompasses HLS Zone 3 and the surrounding area and is 25.5km<sup>2</sup>. It contains 265 monuments that can be broken down as follows:

Location	Research Category	Monuments	Significant Monuments
	Defensive Structures	3	
	Anti-Aircraft	3	2
	Training Sites		
	Military Camps & Requisitioned Houses	1	
	Airfields		
	Experimental Sites	9	
	Domestic Sites	2	1
	Damage & Losses	247	22

Amongst these monuments, the following were considered significant:

#### BRATLEY PLAIN ANTI-GLIDER OBSTACLES (MA0443)

##### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>High</i>
Documentation	<i>Low</i>
Group Value	<i>High</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>Low</i>
Potential	<i>Low</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>Yes</b>

The NMP has identified this site as a decoy airfield, but the only recorded decoy in this area is at Ridley Plain (**MA0046**). It is far more likely that these ditches and banks represent Anti-Glider obstacles. In the wake of the fall of France, German invasion became a real threat to the UK. The German deployment of airborne forces had a profound effect on the outcome of fighting on mainland Europe, and would certainly be used in an invasion on the south coast. To prevent gliders from landing, areas of open land such as fields and heathland were covered with materials that would cause a glider to crash. In some instances, poles were erected into the ground, and even obsolete vehicles were used to create obstructions. In some places, banks of earth were erected to make a flat surface more irregular. This was the case at several other locations in the New Forest, including Beaulieu Heath.

##### *Baseline Archaeological Significance*

Aerial photography indicates that these anti-glider defences were made up of long ditches with mounds of earth piled alongside them. They are still visible as vegetation changes like crop marks from the air today, but appear to have been levelled. Given that their construction did not involve any other materials, other features are unlikely to be identified in field survey, but further examination could

inform on exact styles of construction. The NRHE only lists one other example of anti-landing obstacles in England, although it is possible that others survive nationwide.

### *Field Survey*

Survey revealed that large stretches of the Anti-Glider obstacles visible in historic aerial images and on Lidar are identifiable on the ground, especially in areas where the vegetation has been cropped back by livestock and New Forest management. Lines of compacted gravel mounds interspaced with small depressions can be seen criss-crossing the heath at this location. The condition of the obstacles is fair and relatively few issues causing damage were identified, this partnered with the rarity of examples nationwide confirm the high significance classification.

## **KING'S GARDEN MILITARY SITE (MA0442)**

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>Medium</i>
Rarity	<i>Medium</i>
Documentation	<i>Low</i>
Group Value	<i>Low</i>
Survival/Condition	<i>Low</i>
Fragility/Vulnerability	<i>Low</i>
Diversity	<i>Low</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b>LOW</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>Yes</b>

A military base appears to have been built here, just south of the medieval enclosure King's Garden. No records of this site have come to light in the research for this desk based assessment, but it is purported to be a depot and possibly a surplus equipment disposal site (James Brown, pers comm, September 2012).

### *Baseline Archaeological Significance*

The NMP data shows several rectilinear structures that survive as parch marks. As with many WWII

structures around the New Forest, building foundations were likely to have only been shallow, but may have been left during post war clearance. Further investigation of the site may be able to locate these bases, and further historical research – particularly of war diary records – may shed light on its exact function.

### *Field Survey*

Survey failed to identify any of the rectilinear features identified in the NMP, however immediately to the west of the potential structures a large area of vegetation free gravel was recorded with a high content of molten and rusted metal debris. Further investigation has suggested that this is the site of a compound used by the 49<sup>th</sup> Maintenance Unit, based at RAF Ibsley Airfield used to store scrap aircraft. Following survey and considering current knowledge this site has had its overall significance classification changed to 'low'

A sawmill site identified to the East of this location just before Roe enclosure consisting of banks, ditches, pits, concrete debris including a possible Scotch Derrick crane base and sections of a narrow gauge light railway (the later possibly a survival

from the first World War, extending from beneath an earthen bank) was improved through the removal of vegetation in partnership with the Forestry Commission for further detailed survey and recording.

## BLACK HEATH SEARCHLIGHT POSITION (MA1019)

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>Medium</i>
Group Value	<i>High</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>Low</i>
Diversity	<i>High</i>
Potential	<i>High</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>Yes</b>

Two searchlight positions at Black Heath are recorded in the war diary research; one in use in 1941 as part of the Southern Indicator & Killer Belts group (WO 166/2318), and another in use in 1942 (WO 166/6099). Although the war diaries give slightly different positions for these two, it seems that in all likelihood they were on the same site and the exact position has simply been misreported in the war diaries. This is supported by the Lidar survey, which only identifies one potential site on Black Heath. The

Lidar also suggests a large scar that may be trenching, and several other pits that may be related.

### *Baseline Archaeological Significance*

The Lidar survey indicates that this is most likely to be a sandbagged or concrete emplacement. Such sites could potentially have left remains below the ground after being removed. Other permanent installations such as cabling for the generator may also be present. Clustered around the site are numerous depressions that may be bomb craters, indicating that the searchlight came under attack from enemy bombers on at least one occasion.

### *Field Survey*

Survey of this location identified a large amount of military activity surviving as earthworks including several different stages of searchlight activity and associated bomb craters.

Four raised circular platforms surrounded by faint ditched depressions were located near to Blackheath Cottage. It has been tentatively suggested that this might be the earliest searchlight position in use during 1941 (WO 166/2318). The area was rather waterlogged at the time of survey, which might suggest why it was moved to a different area in the same location. 100m south west of these faint earthworks on a slight rise is substantial earthworks that can be easily identified and recorded as a searchlight battery. This consists of three large circular areas for the lights surrounded by earth banks with a break for an entrance. An additional three banked areas were also recorded, one was identified as the generator platform the others

were likely associated with range finding and other associated activities. A large scar was recorded near the site which potentially was the source of the material for the blast banks as well as acting as a makeshift air raid shelter trench. The survival and condition of this battery would suggest it was the one referenced as being in use during 1942 (WO 166/6099). Over 10 depressions were recorded as bomb craters showing that the area had come under attack at some point. These incidents might be identified through further war diary research.

In addition to the two searchlight batteries a third was identified 100m further to the North. These were initially recorded as bomb craters in the NMP, but during the survey it was quickly recognised that there were a series of six similar circular platforms 8m in diameter enclosed by circular bank and ditch. The six features were arranged in a hexagon around a central raised mound. Further research has suggested that this might be an experimental dazzle searchlight battery setup (Reeves per comms). Dazzle consisted of several groups of searchlights deployed together and aimed not just to illuminate enemy aircraft for anti-aircraft guns and allied fighter planes, but blind the enemy pilots impacting bombing accuracy and potentially forcing crashes. Additional research might indicate if this setup was being tested in the New Forest and the success or failure of such tests

Following the recording of extensive features possibly relating to three periods of searchlight activity in the area the significance has been raised to high. It is possible that further war diary research or oral histories might shed additional light on the story of Black Heath.

#### *Significant Feature: Bomb Craters*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Low</i>
Documentation	<i>Medium</i>
Group Value	<i>High</i>
Survival/Condition	<i>Low</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>Medium</i>
Potential	<i>Low</i>
<b>Overall</b>	<b><i>MEDIUM</i></b>
<b>Surveyed</b>	<b><i>Yes</i></b>
<b>Updated</b>	<b><i>No</i></b>


The National Mapping Project data lists 22 individual records that make up as many as 27 depressions on Black Heath. It is quite possible that these are bomb craters caused by enemy action against the searchlight emplacement. Survey may be able to determine if these are in fact bomb craters or quarrying associated with the searchlight, and further analysis of war diary records may be able to pinpoint an exact date of an attack.

#### *Field Survey*

Field Survey did identify 14 of the recorded depressions as bomb craters showing that enemy action was taken against the site. However, closer inspection of other potential depressions revealed that there were in fact ringed banks, linked to several phases of searchlight battery activity on the site (see details above).

### 3.4.4 Sub Unit Zone 4

Sub Unit Zone 4 encompasses HLS Zone 4 and the surrounding area and is 13.2 km<sup>2</sup>. It contains 20 monuments that can be broken down as follows:

Location	Research Category	Monuments	Significant Monuments
	Defensive Structures	7	1
	Anti-Aircraft	3	3
	Training Sites		
	Military Camps & Requisitioned Houses	1	
	Airfields	1	1
	Experimental Sites		
	Domestic Sites	3	
	Damage & Losses	5	

Amongst these monuments, the following were considered significant:

### STONEY CROSS AIRFIELD (MA0628)

#### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>High</i>
Group Value	<i>Low</i>
Survival/Condition	<i>Low</i>
Fragility/Vulnerability	<i>High</i>
Diversity	<i>Medium</i>
Potential	<i>Low</i>
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

RAF Stoney Cross was originally conceived as a grass airstrip that would be used by Army Co-operation Command, but was upgraded to a Class A airfield during the course of its construction. The airfield was ready for service in November 1942 but had in fact housed two RAF fighter squadrons since that January. In 1943 the squadrons departed and construction work recommenced to extend the runways. In August, Airborne Forces aircraft moved in but in March 1944 they departed and the airfield was handed over to the United States Army Air Force (USAAF). The airfield was used by both fighter and bomber squadrons before it was returned to the RAF in September 1944. In the hands of Transport Command, it was used to repair army gliders recovered from Europe and later became a staging post for flights to the Far East. Flying ceased in December 1946 and the airfield was relinquished in 1948 (Freeman, 1994:240-242).

Most of the airfield's concrete runways and dispersal areas were removed in the 1960s. However dispersal areas are still in use in Ocknell campsite and much of the hardcore remains, leaving the pattern of the airfield very clear from the air.

#### Baseline Archaeological Significance

The specifications for Class A airfields were set out by the Air Ministry in 1942 and of the many hundreds of airfields constructed around the country, several hundred were built to a similar specification (Freeman, 1994:6). The construction of such airfields, designed to provide safe facilities for every type of Allied aircraft available or in development, was one of the largest wartime building programmes of the 20th century in the United Kingdom (Smith, 1999:77).

Despite this, such airfields rarely remain in their original condition and there are comparatively few in a state of good preservation. On the Crown Lands, two similar airfields (RAF Beaulieu and RAF Holmsley South) have similarly been extensively levelled and remodelled. Like, Holmsley South, Stoney Cross' dispersal bays are utilised in a nearby Forest Holidays campsite. These appear to be original concrete in some cases and re-laid tarmac in others.

The nature of the construction of the airfield and its ancillary buildings usually means that there is very little potential for below ground features to be identified. Most of the buildings and features had only surface level foundations and today leave little more than concrete bases. However, evidence from Beaulieu airfield (**MA0234**) indicates numerous below ground communication and services cables and hatches, which may also be present at Stoney Cross. Site visits would be required to identify these and also to assess the condition of the various dispersed sites.

### *Field Survey*

Field survey was guided, by available historic aerial photos, Lidar survey and an asset plan drawn up by the Ministry of Works in 1946 with a detailed key showing what buildings were used for, obtained from the RAF Museum. This allowed rapid and accurate survey over a large area. The survey confirmed the understanding that though there is great potential of material surviving below ground, most buildings, technical and ancillary areas had been cleared leaving some poor condition surface level foundations and various small patches of concrete showing where grass had eroded back. The runways, dispersal areas, perimeter track and other active areas survive as vegetation marks and faint earthworks giving an overall impression of the airfield to a general visitor. Discernable areas of interest recorded during the survey were a large number of runway light bases in fair condition, drain hatches and pipes associated with Runway No.1. One Forest Holidays campsite (Ocknell) makes use of some of the airfield dispersals to the south of the airfield. The four main airfield T2 Type Hangers locations were identified and though one is now a car park, various remains and metal work were identified by volunteers. One particular location recorded, which is of great interest is discussed in more detail below. Several significant locations were targeted, which are discussed in more detail below. Material about the airfield including photos, documents and memories has been

identified in personal archives and captured through the oral history work; all of this has been uploaded to the New Forest Remembers portal.

*Significant Feature: AA Site (MA0632, MA0633, MA0636, MA0638)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	High
Rarity	Low
Documentation	Low
Group Value	High
Survival/Condition	Low
Fragility/Vulnerability	Medium
Diversity	Medium
Potential	Medium
Overall	<b>MEDIUM</b>
Surveyed	Yes
Updated	No

There are several features at the south eastern end of the airfield immediately adjacent to the A31 that may represent features of an AA site. These include a possible searchlight emplacement (**MA0636**), a gun laying radar position (**MA0632**), a radio mast (**MA0633**) and foxholes (**MA0638**). These features are not recorded on the RAF maps of the airfield; further investigation may be able to more positively identify the facilities that were installed here.

### *Field Survey*

South of Runway No.2 several features of interest were recorded, these included five bomb craters lying close to a large mound about 2m in height made up of three raised platforms believed to be the searchlight (**MA0636**) identified on 1946 RAF Aerial Imagery; brick debris was also identified scattered around the area.

A visible raised earth building platform (**MA0650**) was recorded, though specific use can't be identified as location is not recorded on the 1946 RAF asset plan.

Similarly four unidentified 1m high circular earth mounds (**MA0637**) were recorded running North West away from the building platform (**MA0650**).

A few of the foxholes (**MA0638**) were recorded as faint depressions. Nothing else was recorded as visible on the surface in this area during field survey. The building of the A31 and plantation of screening belts of trees will most likely have led to the destruction of any surviving earthworks or archaeology.

*Significant Feature: Stoney Cross Barrow (MA1610)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>High</i>
Documentation	<i>Low</i>
Group Value	<i>High</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>Medium</i>
Potential	<i>High</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>Yes</b>
<b>New Addition</b>	<b>Yes</b>
<b>Further Work</b>	<b>Clearance &amp; Geophysical survey</b>


During the field survey additional archaeology and sites of interest falling within the WWII survey area was also visited and subjected to a condition assessment. One such site was a Scheduled Ancient Monument (**19764**) which is recorded in the Hampshire HER as a Bowl Barrow. This was one of the Barrows (Barrow V) excavated 1941-2 in advance of airfield construction by Mrs Piggott. It is noted in an update to the HER record that is mutilated by a disused brick structure.

During field survey it was identified that the barrow though covered in vegetation had several buried concrete and brick structures made visible due to animal burrowing. The Barrow lies to the North of Runway No.3 and offers good visibility of a large amount of Stoney Cross airfield. As such though the site is not recorded on the 1946 RAF asset plan we have tentatively identified it as the location of Stoney Cross Battle HQ, which is also not recorded on the 1946 RAF plan. A geophysical survey of the mound was undertaken by Wessex Archaeology to attempt to verify our tentative identification. The full report can be found in (**Appendix 11**)



### 3.4.5 Sub Unit Zone 5

Sub Unit Zone 5 encompasses HLS Zone 5 and the surrounding area and is 22.4km<sup>2</sup>. It contains 10 monuments and that can be broken down as follows:

Location	Research Category	Monuments	Significant Monuments
	Defensive Structures	2	1
	Anti-Aircraft	1	
	Training Sites		
	Military Camps & Requisitioned Houses	1	1
	Airfields		
	Experimental Sites		
	Domestic Sites	1	
	Damage & Losses	5	

Amongst these monuments, the following were considered significant:

### LYNDHURST ANTI-TANK ISLAND (MA0036)

#### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	High
Rarity	Medium
Documentation	Low
Group Value	Medium
Survival/Condition	Low
Fragility/Vulnerability	Low
Diversity	High
Potential	Medium
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

Anti-Tank islands were defensive points, usually centred on major road junctions, bridges or natural features that if obstructed, would delay the advance of German forces, giving time for Allied reinforcements to move to the area. These sites were usually made up of bunkers, roadblocks, trenches and, in the event of a withdrawal being necessary, explosives that could be used to demolish a bridge or road altogether. War diary research indicates that there were seven roadblocks in and around

Lyndhurst and Emery Down in 1941 (WO 166/1319). There is also a concrete block in the garden of Clarendon Villa on Gosport Lane that may be related.

#### Baseline Archaeological Significance

Road blocks came in various different types during the war. Some would have been temporary wood and barbed wire obstacles that would not necessarily leave any trace. On the other hand, more complex structures would have involved modifications to the road or the installation of concrete blocks on the verge. It is possible that the structure in Clarendon Villa is an example of this. No evidence for bunkers or pillboxes in the Lyndhurst area has come to light. Again, any such installations may have been of a temporary nature and not left any physical trace.

However, closer investigation of likely points of defence on the roads into Lyndhurst and in the area around the gun pits may reveal traces of weapons pits and trenches.

### *Field Survey*

Field survey around Lyndhurst failed to identify any elements of the anti-tank island apart from the concrete Dragon Tooth block in the grounds of Clarendon Villa on Gosport Lane mentioned above. The anti-tank island has been added to the list for additional independent research in the war diaries, future building work and personal archives, such as those of Major Crofton, a Home Guard officer during WWII.

## **MINSTEAD MANOR (MA1431)**

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>Low</i>
Rarity	<i>Low</i>
Documentation	<i>Medium</i>
Group Value	<i>Low</i>
Survival/Condition	<i>Low</i>
Fragility/Vulnerability	<i>Low</i>
Diversity	<i>Low</i>
Potential	<i>Low</i>
<b>Overall</b>	<b><i>LOW</i></b>
<b>Surveyed</b>	<b><i>No</i></b>
<b>Updated</b>	<b><i>No</i></b>

Minstead Manor House was built in 1719 by Henry Compton, and it was significantly enlarged in 1802. War diary analysis indicates it was occupied by a Headquarters unit of Royal Canadian Engineers in 1944 (WO 166/14506). It may also have been used by the Royal Army Service Corps. After the war it was in such a dilapidated condition that it was demolished in 1950 and a new manor built in its place ([www.nfdc.gov.uk](http://www.nfdc.gov.uk)).

### *Baseline Archaeological Significance*


Although the house was pulled down in 1950, there may be other evidence of the units stationed there in the surrounding landscape. A HQ may have had temporary ancillary buildings such as Nissan huts built in the surrounding grounds (although there is no record of this) and the surrounding farm buildings may also have been used. Further investigation may be able to identify traces of the military presence in these buildings or on the estate.

### *Field Survey*

This site has not currently been surveyed and has been added to the list of further recommendation in Section 4. It is expected that potentially the most useful information on this site will come to light from personal archives or oral histories added to the New Forest Remembers Portal along the lines of Careys Manor (**MA1433**) or Avon Tyrell (**MA1165**).

### 3.4.6 Sub Unit Zone 6

Sub Unit Zone 6 encompasses HLS Zone 6 and the surrounding area and is 16.7km<sup>2</sup>. It contains 31 monuments that can be broken down as follows:

Location	Research Category	Monuments	Significant Monuments
	Defensive Structures	1	
	Anti-Aircraft		
	Training Sites	2	2
	Military Camps & Requisitioned Houses	4	2
	Airfields		
	Experimental Sites		
	Domestic Sites		
	Damage & Losses	24	2

Amongst these monuments, the following were considered significant:

### MOGSHADE HILL CAMP (MA0453)

#### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	Medium
Rarity	Medium
Documentation	Low
Group Value	Low
Survival/Condition	Low
Fragility/Vulnerability	Low
Diversity	High
Potential	Medium
<b>Overall</b>	<b>LOW</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

Aerial photography indicates that there was a camp at Mogshade Hill from 1944. It is known that Canadian forces were encamped in this area prior to D-Day, and Lidar survey has revealed the likely location of this camp immediately south of the A31. In the same area, war diary research has indicated the presence of a searchlight position (WO 166/2262), although a searchlight alone could not account for the level of activity indicated by the aerial photography. However, some structures from the Lidar survey may

represent the searchlight.

#### Baseline Archaeological Significance

If this were only a temporary staging camp in advance of D-Day, it is likely that most of the accommodation would have been tented. This may mean that there is little in the way of permanent features such as hard standing or services. However, there may be a great deal of evidence of land levelling to create suitable pitches for tents, vehicle routes and a parade area. A searchlight position may leave a more obvious feature, depending on the type of installation. As this was in all probability an accommodation camp, there is a high likelihood of finding artefacts.

## Field Survey

Aerial photographs taken between 1944 – 1946 show that the site consisted of tents and other temporary structures. This was supported by the field survey, which identified various earthworks and hollows, but a very small number compared to the level of activity plotted from the historic aerial images. Field survey did identify the location of the searchlight battery referred to in the war diaries (WO 166/2262) to the north of the camp at Fritham Cross Hollies. Three circular depressions of about 4m in diameter were recorded in a line with an additional depression recorded a small distance away.

## ACRES DOWN & PILMORE GATE HEATH RANGE (MA0510, MA0511, MA0512 & MA0513)

### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	Medium
Rarity	Medium
Documentation	Low
Group Value	Medium
Survival/Condition	Low (probably)
Fragility/Vulnerability	Medium
Diversity	High
Potential	Medium
Overall	<b>MEDIUM</b>
Surveyed	Yes
Updated	No

Lidar survey and aerial photography indicate a system of trackways, trenches and foxholes at Acres Down and Pilmore Gate Heath and what may be a rifle range nearby. These are likely to be of Second World War origin, although the rifle range may be one of a number built around Lyndhurst in the late part of the 19<sup>th</sup> century (Pasmore, 1977:61). Trenches and foxholes in this area would likely have been dug for training purposes as there is no defensive quality to the heath. A large number of nearby shell holes may

indicate that live firing was conducted in the area. This is supported by the 1943 New Forest Training Map, which indicates that the area was one of the mortar, grenade and small arms ranges.

### Baseline Archaeological Significance

The NRHE records 964 examples of WWII slit trenches (of all types), many of which have been totally removed. The vast majority of these were for genuine defensive purposes, at anti-tank islands, airfields or along the coast. Practice trenches are rarer. Training trench systems from the First World War are known to survive in Wales, Staffordshire, Northumberland and Salisbury Plain (McOmish, 2002:139). Research and fieldwork at the practice trenches on Salisbury Plain has revealed a great deal of material and personal effects (Khan, 2013:50-55). However, Second World War trenches were not as extensive and were usually a series of unconnected slit trenches and foxholes. Although not a front line location, further work may reveal information about men and units that trained here before being deployed.

### *Field Survey*

A large number of depressions, cuts and craters were recorded during the field survey, which would correspond with the activity indicated by the 1943 Training Map. The area is very boggy and heavily vegetated making it difficult to differentiate between surviving archaeology and natural features. A 30m long, 10m high earth bank was recorded just to the West of Pilmore Gate Heath Range, which would be the butts for the range, however, no firing in points were located, a possible trench 190m to the east was identified as a potential single firing in point across the valley. The original range might be one of a few built around Lyndhurst in the late 19<sup>th</sup> century, such as Longbottom and Whitemoor but the large mound and marking on the 1943 New Forest Training map suggest that the original range was adapted for wider training during WWII.

## **MILLYFORD BRIDGE CAMP (MA0531)**

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>Medium</i>
Rarity	<i>Medium</i>
Documentation	<i>Low</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>Low</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>Low</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b><i>MEDIUM</i></b>
<b>Surveyed</b>	<b><i>Yes</i></b>
<b>Updated</b>	<b><i>No</i></b>

There was a camp at Millyford Bridge in the First World War, when foreign lumberjacks were accommodated in the area in a purpose built camp. This camp included numerous concrete based buildings and three miles of narrow gauge railway line (Pasmore, 1977:131). During its use between 1917 and 1918, 25 huts accommodated over 100 Portuguese and 200 Canadian lumberjacks (Reeves, 2008).

### *Baseline Archaeological Significance*


Alongside the stone fireplace referred to as 'Portuguese Fireplace', a survival of a camp cookhouse now maintained as a war memorial, NPA volunteers have recorded evidence of structures at Millyford (James Brown, pers comm, January 2013) and aerial photography from 1946 shows tracks evident in the immediate area. However, it is less clear if these features date from World War I or WWII. An accurate survey of remaining structures may be a means by which to establish if the evidence on the ground differs from plans of the site in World War I. Further research may be able to establish if any camps were built in the area or re-used during WWII.

### *Field Survey*

An accurate survey failed to identify any additional remaining structures, apart from several straight ditches and drains, making it difficult to establish if the evidence on the ground differs from plans of the site in World War I. Additional research is being undertaken on the area as part of upcoming World War I centenary projects. Early results suggest that this World War I camp location was not reused during WWII.

### 3.4.7 Sub Unit Zone 7

Sub Unit Zone 7 encompasses HLS Zone 7 and the surrounding area and is 24.4km<sup>2</sup>. It contains 30 monuments that can be broken down as follows:

Location	Research Category	Monuments	Significant Monuments
	Defensive Structures	2	
	Anti-Aircraft	2	2
	Training Sites		
	Military Camps & Requisitioned Houses	2	
	Airfields		
	Experimental Sites		
	Domestic Sites		
	Damage & Losses	24	

Amongst these monuments, the following were considered significant:

### MOGSHADE HILL ANTI-AIRCRAFT BATTERY (MA0454)

#### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	High
Rarity	Medium
Documentation	Low
Group Value	Medium
Survival/Condition	Medium
Fragility/Vulnerability	Low
Diversity	High
Potential	Medium
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>Yes</b>

The NMP identifies what might be an Anti-Aircraft (AA) battery at Mogshade Hill, based on period aerial photography. AA batteries were first established around the New Forest in 1939 and their number grew during the build-up towards D-Day and during deception operations. AA batteries were either heavy (usually housing four or more 3.7 inch guns) or light (using various numbers of 40 mm Bofors guns) (Lowry, 1996:48-61).

The site at Mogshade is visible on 1946 aerial photography as four equally spaced potential gun positions to the south of Mogshade Hill Camp (**MA0453**). As such it may have been built to support this camp. However, no reference has been found to this AA position in extensive war diary research or in existing databases.

#### Baseline Archaeological Significance

AA batteries were usually quite extensive sites that included services, magazines and accommodation. No such structures are visible near these gun pits, indicating that if it were an AA position, it may have been a very temporary deployment. It may be that any AA guns based here were a support unit of the unit based at Mogshade Camp. Further survey work may be able to reveal the true nature of these features and locate any other features that may be associated with them.



### *Field Survey*

Though the location is covered in mature gorse, the four equally spaced gun pits were all located and recorded as large circular pits. Additionally two small circular 2m diameter platforms enclosed by banks were located immediately south of the gun pits and an additional circular pit. The recorded earthworks confirm the location of a light anti-aircraft battery here at some point. Survey of the surrounding area supports the suggestion that this battery was temporary in nature and built to protect the nearby Mogshade Hill Camp (**MA0453**).

Following survey the Survival/Condition significance has been updated to *Medium*, but this has not changed the overall significance.

## **RIDLEY PLAIN BOMBING DECOY Q160A (MA0046)**

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>High</i>
Documentation	<i>Low</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>Low</i>
Fragility/Vulnerability	<i>Low</i>
Diversity	<i>High</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b><i>MEDIUM</i></b>
<b>Surveyed</b>	<b><i>Yes</i></b>
<b>Updated</b>	<b><i>No</i></b>

Bombing Decoy Q160A was a Q type decoy site, designed to represent an airfield at night and was built to direct enemy attention away from Hurn and Holmsley South Airfields. It would have consisted of lighting poles arranged in a pattern similar to an airfield's landing lights, powered by a generator in a small command bunker (Lowry, 1996:64). The site, and its twin site Q160B (**MA0047**), were listed as being active in the summer of 1942 only (Dobinson, 1996c:98-100).

### *Baseline Archaeological Significance*


The NRHE records over 217 Q sites in England. There are no examples of complete sites, although occasionally the control bunker may be extant. The bunker at Q160A was probably removed at the end of the war and the site is recorded as being invisible in 1981 (Dobinson, 1996c:98-100). A site visit would be necessary to assess whether any features survive.

### *Field Survey*

Field survey failed to identify any earthworks or material that could be linked directly to the bombing decoy. The lack of bomb craters in the area is also worth noting. Various small linear depressions were recorded as anti-glider obstacles similar to types recorded on Beaulieu Heath (**MA1087**).

### 3.4.8 Sub Unit Zone 8

Sub Unit Zone 8 encompasses HLS Zone 8 and the surrounding area and is 27.1km<sup>2</sup>. It contains 79 monuments that can be broken down as follows:

Location	Research Category	Monuments	Significant Monuments
	Defensive Structures	2	
	Anti-Aircraft	1	1
	Training Sites	20	1
	Military Camps & Requisitioned Houses	5	
	Airfields	3	3
	Experimental Sites		
	Domestic Sites	20	
	Damage & Losses	28	

Note that approximately 50% of the area occupied by Holmsley South airfield (**MA0111**) falls into Zone F, which is not part of the Crown Lands. However, the airfield as a whole is described here in Zone 8. Along with Holmsley, the following were considered significant in Zone 8:

### WILVERLEY POST ANTI-AIRCRAFT BATTERY (MA0306)

#### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	High
Rarity	Medium
Documentation	Low
Group Value	Low
Survival/Condition	Low
Fragility/Vulnerability	Low
Diversity	High
Potential	Low
<b>Overall</b>	<b>LOW</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

The NMP identifies what might be an AA battery at Wilverley Post, based on 1946 aerial photography. AA batteries were first established around the New Forest in 1939 and their number grew during the build-up towards D-Day and during deception operations. AA batteries were either heavy (usually housing four or more 3.7 inch guns) or light (using various numbers of 40 mm Bofors guns) (Lowry, 1996:48-61).

The site at Wilverley is visible on 1946 aerial photography as several potential gun positions alongside the present A35. However, no reference to this AA position has been found in extensive war diary research or existing databases.

#### Baseline Archaeological Significance

AA batteries were usually quite extensive sites that included services, magazines and accommodation. No such structures are visible near these gun pits, indicating that if it were an AA position, it may have been a very temporary deployment.



## Field Work

Survey work identified some very faint earthworks in the area defined by the NMP, but nothing clear, definable or interpretable was recorded.

## GOATSPEN PLAIN TRAINING AREA (MA0301)

### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	Medium
Rarity	Low
Documentation	Low
Group Value	Medium
Survival/Condition	Low
Fragility/Vulnerability	Medium
Diversity	High
Potential	Medium
Overall	<b>MEDIUM</b>
Surveyed	Yes
Updated	No

Aerial photography has shown a large number of features, including trenches, foxholes and possibly structures at Goatspen Plain. War diary research also indicates the presence of a searchlight emplacement (1942) (WO 166/6099) and a Home Guard observation post (1941) (WO 166/1319) in this location. A circular feature at the north-west end of the identified area may be a searchlight emplacement.

Training areas that allowed men to practice trench construction techniques were commonplace during the war. There is, however, no record of live firing range at Goatspen Plain on the 1943 Training Areas map.

### Baseline Archaeological Significance

Definite trench systems are also visible on the photography and research and fieldwork at practice trenches has revealed a great deal of material and personal effects on Salisbury Plain in the past (Khan, 2013:50-55). Although not a front line location, further work may reveal information about men and units that trained here before being deployed. Field survey may be able to identify the searchlight emplacement and Home Guard observation post. Recent site visits have noted that the layout of some features may be representative of an organised position rather than foxholes; this may represent the observation post (James Brown, pers comm, March, 2013).

## Field Survey

The field survey was guided by the NMP and Lidar data. Some sites were discounted straight away when it was realised that they were the result of landscaping for Burley golf course. Numerous circular depressions were recorded in thick heather on Holman's Bottom, Goatspen Plain and Cot Bottom. The general distribution across the heathland, with heavy focus on higher ground suggested that these depressions were more the result of allied training activities rather than bomb craters, however it was difficult to further interpret the depressions as either craters from munitions or foxholes.

On a slight rise between Cot Bottom, Pigsty Hill, Broadoak Bottom and Goatspen Plain five angular depressions on a raised mound were recorded. It is believed that this is the searchlight referred to in the war diaries (WO 166/6099) as it is very similar to a recorded searchlight emplacement at Stoney Cross (**MA0636**).

The fact that this site was not recorded as a training area on the 1943 map it is difficult to interpret what was happening at this location, even following field survey. It is possible that more information and an understanding of the activities here might come to light through further war diary research, personal archives or oral histories.

## HOLMSLEY SOUTH AIRFIELD (MA0311)

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>High</i>
Group Value	<i>Low</i>
Survival/Condition	<i>Low</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>Medium</i>
Potential	<i>Low</i>
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

RAF Holmsley South was built over the winter of 1941 and 1942 to provide accommodation for units required for Operation *Torch* in North Africa (Brooks, 1996:156). It was completed in 1942 as a Class A airfield and first used by RAF Coastal Command. Both USAAF and RAF bombers flew patrols from the airfield in 1942 and 1943, before the station was passed to Fighter Command in the build-up to D-Day.

The airfield was handed over to the USAAF in July and used by units of IX Bomber Command until

October when it was returned to the RAF. It was subsequently used by RAF Transport Command. Regular repatriation flights were flown from the airfield in 1945 (Brooks, 1996:157) and in September of 1945 and 1946 the airfield hosted public Battle of Britain day shows. In October 1946 it was reduced to caretaker status and later returned to the New Forest (Freeman, 1994:231). In 1947 the communal buildings on site were used for temporary civilian housing by Christchurch Town Council.

### *Baseline Archaeological Significance*

Despite the fact that the construction of Class A airfields represents one of the largest wartime building programmes of the 20th century in the United Kingdom (Smith, 1999:77), relatively few airfields remain in their original condition or a state of good preservation. Like Stoney Cross and Beaulieu, Holmsley South has been levelled and remodelled, although like Stoney Cross, Holmsley's dispersal bays are utilised in a nearby Forest Holidays campsite. These appear to be original concrete in some cases and re-laid tarmac in others.

The nature of the construction of the airfield and its ancillary buildings means that there is usually very little potential for below ground features to be identified. Most of the buildings and features had only surface level foundations and today leave little more than concrete bases. Possible exceptions to this rule include the bomb storage

area (described below). Evidence from Beaulieu airfield (**MA0234**) also indicates numerous below ground communication and service cables and hatches, which may also be present at Holmsley. Site visits may identify these and would be required to assess the condition of the various dispersed sites.

### *Field Survey*

Field survey was guided, by available historic aerial photos, Lidar survey and an asset plan drawn up by the Ministry of Works in 1946 with a detailed key showing what buildings were used for was obtained from the RAF Museum. This allowed rapid and accurate survey over a large area. The survey confirmed the understanding that though there is great potential of material surviving below ground, most buildings, technical and ancillary areas had been cleared leaving some poor condition surface level foundations and various small patches of concrete showing where grass had eroded back. The runways, dispersal areas, perimeter track and other active areas survive as vegetation marks and faint earthworks giving an overall impression of the airfield to a general visitor. Discernable areas of interest recorded in addition to those detailed areas below, were a number of runway light bases in fair condition, drain hatches and pipes associated with Runway No.1. One Forest Holidays campsite (Holmsley South) makes use of some of the airfield dispersals to the south of the airfield.

### *Significant Feature: Bomb Storage Area (MA1475)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>Medium</i>
Rarity	<i>High</i>
Documentation	<i>Low</i>
Group Value	<i>High</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>Medium</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b><i>MEDIUM</i></b>
<b>Surveyed</b>	<b><i>Yes</i></b>
<b>Updated</b>	<b><i>Yes</i></b>
<b>Further Work</b>	<b><i>Clearance</i></b>

In the northern area of the airfield (around Stony Moors woodland) is the bomb storage area of the airfield. The access road to the various stores areas is still evident and several features have been identified in Lidar survey that corresponds with the various stores and preparation areas. Further investigation of this specific area may identify elements of the various sites established here and the extent of any remains. The NRHE only records 99 known bomb stores in the country, many of which are not associated with airfields.

### *Field Survey*

Four substantial blast banks, two running NE-SW and another two running NW-SE enclosing two separate 'Bomb Storage' areas marked on the 1946 RAF asset plan for Holmsley South survive on the ground. These two areas abut up to Holmsley Inclosure the two banks immediately adjacent to the Inclosure, have been substantially damaged, one by heavy tree encroachment and another by vehicle track erosion. The remaining two in the best condition have been improved by the

removal of encroaching small and medium saplings from the nearby enclosure. The area enclosed by the blast banks would have contained numerous buildings and additional smaller blast banks, apart from the interior being slightly higher than the surrounding landscape outside the blast banks no other features were recorded. During the survey another blast bank was recorded on the track running from the bomb stores to the airfield. The RAF map records the building lying behind this would have been the 'Fuzed and Spare Bomb Area', apart from the blast bank located between the Spare Bomb Area and the track nothing remains of any building except a change in vegetation cover.

### *Site Improvements*

Contractors removed the trees encroaching onto the blast banks. Following the site improvement work the survival significance has been updated, but this has not changed the overall significance.

### *Significant Feature: Runway Remains*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>Medium</i>
Group Value	<i>High</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>Low</i>
Potential	<i>High</i>
<b>Overall</b>	<b><i>HIGH</i></b>
<b>Surveyed</b>	<b><i>Yes</i></b>
<b>Updated</b>	<b><i>No</i></b>

Like Beaulieu and Stoney Cross airfields, the runways at Holmsley were laid in concrete. When the airfields were returned to the New Forest, the concrete was lifted and removed, but at Holmsley, two significant sections remain at the western end (just outside of the Crown Lands) along with original perimeter track. Further investigation may reveal more about the way in which such runways were laid.

### *Field Survey*

Two substantial areas of concrete runway and some perimeter track survive on private land were visited during field survey. One stretch of 320m at the western end of Runway (07/25) has been partially grassed over and tarmacked to create the access for a campsite, but a substantial area has been left for overflow parking. The other stretch of 350m at the north western end of Runway (12/30) has been left. Both of these sections are in fair condition with some grass growing through the gaps between the concrete blocks. The runways were laid using 5m by 15m concrete blocks that could then be replaced easily in case of bomb or other damage rather than having to relay substantial amounts of concrete.

### *Significant Feature: Battle Headquarters (MA1474)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>Medium</i>
Group Value	<i>High</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>Low</i>
Potential	<i>High</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>
<b>Further Work</b>	<b>Clearance &amp; Geophysical survey</b>


Like most major airbases, Holmsley was equipped with a Battle Headquarters that could serve as a point to co-ordinate defence in the event that the airfield was overrun by ground forces. The Battle Headquarters at Holmsley South, located just off the northern tip of the north–south runway (18/36), has been largely (but not completely) blocked up with concrete and the cupola has been removed, but the bunker itself appears to remain below ground (Taylor & Tucknott, 2012). A site visit may be able to establish its exact condition and whether or not it is a safety concern on the open forest.

### *Field Survey*

A survey of the area quickly showed that though the Battle HQ was potentially accessible through the emergency access it would not be safe to do so. Two flooded rooms were visible spreading away underground from the access point. It is quite difficult to map the orientation and layout from the small glimpse inside. Current discussions are being held with the Forestry Commission on what to do about the site to make it safe. The preferred route advised by the NFNPA would be to secure the site, but not fill it in to allow potential future excavation. A geophysical survey including GPR and Gradiometer has been undertaken by Wessex Archaeology (**Appendix 11**) and conversations are currently being held with Friends of New Forest Airfields about possible excavation locations on Holmsley South, which would include the Battle HQ or some attempt at survey the bunker using a drain camera. As such this site is included in high priorities for future work (Section 4.1).

### 3.4.9 Sub Unit Zone 9

Sub Unit Zone 9 encompasses HLS Zone 9 and the surrounding area and is 32.3km<sup>2</sup>. It contains 48 monuments that can be broken down as follows:

Location	Research Category	Monuments	Significant Monuments
	Defensive Structures	8	1
	Anti-Aircraft	2	2
	Training Sites	2	2
	Military Camps & Requisitioned Houses	7	3
	Airfields		
	Experimental Sites		
	Domestic Sites		
	Damage & Losses	29	1

Amongst these monuments, the following were considered significant:

### RHINEFIELD TRAINING AREA (MA1466)

#### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	Medium
Rarity	Medium
Documentation	Medium
Group Value	High
Survival/Condition	Medium
Fragility/Vulnerability	Low
Diversity	High
Potential	Medium
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

The roughly triangular area of plain that is bordered on the west by the A35, on the north by Rhinefield Road and the south by Wilverley Inclosure and Burley Road was recorded as a large Field Firing Area on the 1943 New Forest Training Area Map. War diary research has indicated that both infantry and armoured units trained here during the war (War Diary 33 Army Tank Brigade) and photographs of tank manoeuvres have also been identified in the Imperial War Museum catalogue.

#### Baseline Archaeological Significance

The training area has several areas of activity identified in the National Mapping Project data. Additionally, aerial photography has identified further areas of what appear to be shell holes and trenches. Further investigation of these various areas may reveal further detail about the nature of training that took place here. Areas that may warrant specific attention include:

*Significant Feature: White Moor Rifle Range (MA1376)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>Medium</i>
Rarity	<i>Medium</i>
Documentation	<i>High</i>
Group Value	<i>High</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>Low</i>
Potential	<i>High</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>Yes</b>

The Training map shows a rifle range immediately east of the Field Firing Area. Additionally, a rifle butt and several chalk markings are visible on historic aerial photography and as still-visible features on modern aerial photography. Rifle ranges tended to have a distinct layout (McOmish, 2002:143). Further investigation of this site may reveal the survival of the features themselves, how typical its layout was and further evidence of the activities taking place here.

*Field Survey*

The Rifle Range is clearly visible on 1946 RAF aerial images, suggesting continuous use during WWII as part of the larger Rhinefield Training area. Six firing mounds 20 metres long are clearly identifiable on the heath running roughly north-south. Associated with each mound is a signal box; one metre tall pillar with a square recess in one side near the top with fixings for lights and internal pipe work running through centre of pillar from base to recess. These are various conditions with one upright, but missing the top half, several pushed over and lying on their side and one upright and in good condition with metal fixings and woodwork still surviving. A large earth mound Butts is visible on 1946 RAF aerial has been removed and now survives as overgrown faint earthworks and the quarry used as the source for the mounds survives as a faint depression. Recent gorse burning at the location has revealed a large concrete foundation with metal work; the base of the target for the range with the butts directly behind, however it is not possible to interpret exactly what targets were being used. This shows the range was set up to be firing in a westerly direction from distances of 90m, 180m, 270m, 360m, 450m and 540m. The distances suggest that the range was also used for side arm training. Other earthworks and some craters were located around the range, but none of the buildings visible in the 1946 aerial image.

Following survey the archaeological survival/condition has been upgraded to High, but this does not impact the overall significance, which is already 'High'.



### *Significant Feature: Wilverley Plain Shell Holes (MA1168)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>Medium</i>
Rarity	<i>Medium</i>
Documentation	<i>High</i>
Group Value	<i>High</i>
Survival/Condition	<i>Unknown</i>
Fragility/Vulnerability	<i>Low</i>
Diversity	<i>Medium</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

The area of land north of Wilverley Inclosure shows evidence of numerous shell holes or foxholes and what might be trenches. However, given the use of tanks on these ranges, it is possible that some of the shell holes are in fact gun pits. Further investigation of these sites may reveal evidence of the nature of these holes and if there are trenches here.

#### *Field Survey*

The survey confirmed the presence of numerous craters and depressions on higher ground in the area associated with the period as a live firing training area. Vegetation cover and years of erosion made it difficult to get an overall feeling or idea of training on the ground. Most areas of interest targeted through Lidar were difficult to interpret on the ground. Additional details and knowledge to be learnt about this site will most likely come from further war diary research, photos or material from personal archives.

## **WOOTTON BRIDGE DEPOT (MA0252)**

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>Medium</i>
Rarity	<i>Low</i>
Documentation	<i>Low</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>Low</i>
Fragility/Vulnerability	<i>Low</i>
Diversity	<i>Medium</i>
Potential	<i>Low</i>
<b>Overall</b>	<b>LOW</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

Aerial photography indicates what may be a military depot or camp immediately north of Wootton Bridge. Given the proximity of a practice range at Wilverley, it seems possible that this was a depot for stores or ammunition for use in training exercises.

#### *Baseline Archaeological Significance*

As with many other depots and camps in the New Forest, it is likely that any structural remains will consist of building bases. Modern aerial photography does indicate what appears to be a concrete feature in the centre of the area. It is possible that this is also related. Further investigation may reveal the exact extent of buildings and structures in this area and whether the track on the west side (**MA0310**) is part of the site or another, unrelated, feature.

#### *Field Survey*

Two concrete blocks and associated pits and ditches were recorded. Though this has been identified as a possible depot or camp, the concrete remains and earthworks are very similar to remains recorded at King's Garden sawmill site (**MA0442**) though there is a different layout and no narrow gauge railway was recorded at Wootton. It is hoped that more information on this site will come to light



through personal archives or oral history recordings, which will allow for a more informed interpretation of the site and associated activities.

## HAG HILL ANTI-AIRCRAFT BATTERY (MA0259)

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	High
Rarity	Medium
Documentation	Low
Group Value	Low
Survival/Condition	Low
Fragility/Vulnerability	Low
Diversity	High
Potential	Low
Overall	LOW
Surveyed	Yes
Updated	No

NMP aerial photography indicates what might be an AA battery at Hag Hill, alongside Burley Road. AA batteries were first established around the New Forest in 1939 and their number grew throughout the war. AA batteries were either heavy (usually housing four or more 3.7 inch guns) or light (using various numbers of 40 mm Bofors guns) (Lowry, 1996:48-61).

The site at Burley Road is visible on 1946 Aerial Photography as several potential gun positions alongside the road. No reference to this AA position

has been found in extensive war diary research, although there is a reference to a searchlight position in the immediate area (WO 166/2262) and on the Home Guard maps of Major Crofton. The battery is also referred to by Desmond Hollier, a boy who lived in Sway during WWII, who remembers that “we had three anti aircraft guns at the top of our road close by the tumulus near to Marlpit Oak, and another three in an old gravel pit on Hag Hill near to Wootton Bridge” (Hollier, 2005).

### *Baseline Archaeological Significance*

AA batteries were usually quite extensive sites that included services, magazines and accommodation. No such structures are visible near these gun pits, indicating that if it were an AA position, it may have been a very temporary deployment or an LAA position.

### *Field Survey*

Several shallow small pits were recorded in the target area, but very little was found that could be associated with either a searchlight or AA site in this area. Most of the area has been destroyed by the construction of the car park and associated landscaping.

A Large rectangular cut feature 30m by 10m and two large mounds were recorded during the field survey 200 metres NW of the AA battery of unknown use. A concrete cylinder cap over a natural spring was recorded 100m to South of the AA battery, this was possibly undertaken for troops accommodated in area to ensure a ready supply of fresh clean water.

## MARLPIT OAK ANTI-AIRCRAFT BATTERY (MA0255)

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>Low</i>
Group Value	<i>Low</i>
Survival/Condition	<i>Low</i>
Fragility/Vulnerability	<i>Low</i>
Diversity	<i>High</i>
Potential	<i>Low</i>
<b>Overall</b>	<b>LOW</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

NMP aerial photography indicates what might be an AA battery alongside the Bowl Barrow 800m west of Marlpit Oak crossroads. The site is visible on 1946 Aerial Photography as several potential gun positions alongside the barrow. No reference to this AA position has been found in extensive war diary research. However, it is referred to by Desmond Hollier, a boy who lived in Sway during WWII, who remembers that “we had three anti aircraft guns at the top of our road close by the tumulus near to

Marlpit Oak, and another three in an old gravel pit on Hag Hill near to Wootton Bridge” (Hollier, 2005)

### *Baseline Archaeological Significance*

AA batteries were usually quite extensive sites that included services, magazines and accommodation. No such structures are visible near these gun pits, indicating that if it were an AA position, it may have been a very temporary deployment or a LAA position.

### *Field Survey*

Some very faint earthworks, changes in vegetation like crop marks and one short narrow ditch are all that visibly remain of this site and were recorded during field survey. This does suggest some activity, but not enough to positively record any features or confirm this site as an Anti-Aircraft Site.

## SETLEY PLAIN POW CAMP (MA0240)

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>High</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>Low</i>
Diversity	<i>High</i>
Potential	<i>High</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>Yes</b>

POW camps across the country could be incredibly varied. Some were requisitioned buildings, others operated more as hostels for POWs who were believed to be unlikely to attempt escape (most notably Italians) (Thomas, 2003:4). However, Setley is described as a ‘standard’ style camp, one of a number nationwide built to house Italian prisoners captured in the North African campaign. It was probably constructed in late 1942 or 1943. Many ‘standard’ camps were built by the POWs

themselves, to a standard arrangement complete with accommodation huts, garden, canteen, sewage facilities, water tower and accommodation and offices for the Allied troops garrisoning the site (Thomas, 2003:5-6). The Italian prisoners at Setley

worked on surrounding farms and sawmills. The camp later housed German prisoners; although some were allowed to leave the camp, this was less prevalent than with the Italian POWs (BBC Peoples War, 2005). Exactly when Setley was closed is not known from current records, but it is believed to have still housed men in 1947. It most likely closed when all POW camps in Britain closed in July 1948 (Phoebe Merrick, pers comm, February 2013).

The camp was used to provide housing for gypsy families after the war, possibly until the 1960s. There is no record of its demolition, but modern aerial photography indicates that it has been totally cleared, leaving only building bases and the pattern of the camp.

#### *Baseline Archaeological Significance*

Setley is the only recorded 'standard' camp in the study area. The trace of the site is readily identifiable in aerial photography and suggests that many ground features survive.

#### *Field Survey*

Several field surveys undertaken on this site at different times of the year recorded numerous features associated with the camp. The most substantial remains are the associated sewage processing plant to the west of the main camp; several brick lined pits were recorded as well as circular platforms and various cropmarks. On the site of the main camp, the running track survives as a visible cropmark as do the numerous building locations, this suggests that there may be more concrete buried underground. Several drains, concrete debris, ditches and roads were glimpsed where vegetation had eroded or died back. During the prolonged dry spell in the summer of 2013 the camp showed up as very distinct parchmarks.

Most of the new information that we have for this site has come from personal archives that have been made available to the project. Different archives have revealed details on the three different periods of the camp; Italian POW's, German POW's and then temporary housing post war. This wealth of material includes wooden figures that adorned the main gate, details of the various buildings, what they were used for, names and images of individuals residing in the various buildings, maps, paintings, photos, newsletters and memories. A large number of these have been digitised and uploaded to the New Forest Remembers portal (<http://www.newforestww2.org/?keywords=setley&searchLocation=Any&searchCategory=Any&searchDate=Any&search=1>)

The archaeological significance of this site has been updated to 'High' reflecting the wealth of personal stories and material that has come to light and the detail that this provides for understanding the history and development of the camp.

## BROCKENHURST ANTI-TANK ISLAND (MA1432)

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	High
Rarity	Medium
Documentation	Low
Group Value	Medium
Survival/Condition	Low
Fragility/Vulnerability	High
Diversity	Medium
Potential	Medium
Overall	<b>MEDIUM</b>
Surveyed	Yes
Updated	No

Brockenhurst is not referred to as an anti-tank island in any war diary entries, but is referred to in the papers of Major Crofton, a Home Guard officer during WWII. A map included with these papers identifies an anti-tank ditch at Latchmoor and another at the A337 bridge over the Lymington River. Various other positions are marked but unlabelled.

### *Field Survey*

Further investigation of the areas marked on the Major Crofton map failed to indicate if these defences were ever created, removed post war or were just particular places (e.g. houses) to defend in the event of an invasion. Further information will hopefully come to light from personal memories or material added to the New Forest Remembers portal.

## CAREYS MANOR (MA1433)

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	Low
Rarity	Medium
Documentation	Low
Group Value	Low
Survival/Condition	Medium
Fragility/Vulnerability	Medium
Diversity	Low
Potential	Low
Overall	<b>MEDIUM</b>
Surveyed	No
Updated	No

Careys Manor was built in 1888, a replacement for a much older house to the south-west that existed in the same area. It is possible that the house hosted a unit of Welsh Guards at some point during the war ([www.careysmanor.com](http://www.careysmanor.com)), but its main role was as a Royal Navy Eastern Warfare School. Exactly when it was requisitioned by the Royal Navy and when it was returned to its owners, and whether it was used to train Royal Navy personnel, Royal Marines, or possibly men of SOE's Force 136 ([www.newforestmilitaryarchive.org.uk](http://www.newforestmilitaryarchive.org.uk)) is not clear from the material so far assessed.

### *Baseline Archaeological Significance*


A site visit would be able to establish whether any historical features from the manor's service still remain, although given its new role as a luxury hotel, this may be unlikely. However, a number of period photos of the manor's interior have been obtained by the NFNPA and it might be possible to establish exactly what rooms they were taken in. As with many other requisitioned houses, ancillary buildings may have been built in the grounds and a site visit may be able to establish if this was the case.

### *Field Survey*

This site has not currently been surveyed and has been added to the list of further recommendation in **Section 4**. It is expected that potentially the most useful information on this site will come to light from personal archives or oral histories added to the New Forest Remembers portal. Such a set of photos already uploaded following identification the Imperial War Museum show Royal Navy trainees at the Eastern Warfare School in Brockenhurst, Hampshire '*where they learn jungle tactics for the Pacific War in the 'rainforests of Brockenhurst'*'. The set includes a batch of photos showing the planning of operations for various training exercises inside buildings, believed to be Careys Manor Hotel or temporary buildings in the grounds. <http://www.newforestww2.org/royal-navy-trainees-at-the-eastern-warfare-school-at-brockenhurst/>

### 3.4.10 Sub Unit Zone 10

Sub Unit Zone 10 encompasses HLS Zone 10 and the surrounding area and is 25.6km<sup>2</sup>. It contains 15 monuments that can be broken down as follows:

Location	Research Category	Monuments	Significant Monuments
	Defensive Structures		
	Anti-Aircraft		
	Training Sites		
	Military Camps & Requisitioned Houses	4	2
	Airfields		
	Experimental Sites		
	Domestic Sites	2	
	Damage & Losses	9	

Amongst these monuments, the following were considered significant:

### BALMER LAWN HOTEL (MA1434)

#### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	Low
Rarity	Low
Documentation	Medium
Group Value	High
Survival/Condition	High
Fragility/Vulnerability	Low
Diversity	High
Potential	High
<b>Overall</b>	<b>HIGH</b>
Surveyed	No
Updated	No

During WWII, Balmer Lawn Hotel was used as a HQ for various units based in the area. War diary research indicates that it was initially used as a HQ for a Royal Marine Division (this may have been the artillery brigade of the division (Royal Marines Museum) and was later occupied by the HQ of the 3<sup>rd</sup> Canadian Division (WO 166/10967). In Hollands Wood immediately north of the hotel, there are several features that may be ancillary parts of the HQ (MA0244).

#### Baseline Archaeological Significance

Large buildings and hotels were frequently requisitioned as HQs during the war, as they offered space and accommodation for senior officers and for various planning and administrative units. Quite often, major changes would be made to interiors to provide appropriate space. Further investigation may identify any major or minor modifications made during this period. Surveying the features in Hollands Wood might reveal if they were part of the HQ or a separate site.

## Field Survey

This site has not currently been surveyed and has been added to the list of further recommendations in **Section 4**. It was expected that potentially the most useful information on this site would come to light from personal archives or oral histories added to the New Forest Remembers portal along the lines of Avon Tyrrell House (**MA1166**) or Careys Manor (**MA1433**). Though little came to light from the oral histories an unexpected discovery, during refurbishments at the hotel in February 2015 uncovered a collection of typed documents and envelopes, some marked "On His Majesty's Secret Service", and were found under floorboards in the hotel. In a delicate state and in much need of conservation most are thought to relate to the Canadian military and refer to the D-Day landings.

## BALMER LAWN DEPOT (MA0245)

### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	Medium
Rarity	Low
Documentation	Medium
Group Value	Medium
Survival/Condition	Medium
Fragility/Vulnerability	Low
Diversity	Medium
Potential	Medium
Overall	<b>MEDIUM</b>
Surveyed	Yes
Updated	Yes

Aerial photography indicates what may be a military depot or camp at Standing Hat. Such depots may have been used for the storage of ammunition or supplies.

### Baseline Archaeological Significance

As with many other depots and camps in the New Forest, it is likely that any structural remains will consist of building bases. Modern aerial photography does indicate what appears to be a concrete feature

in the centre of the area. It is possible that this is also related. Further investigation may reveal the exact extent of buildings and structures in this area.

## Field Survey

Several concrete platforms, blocks and foundations with metal work were recorded in the areas around what is now Standing Hat car park, as well as brick lined pits and some earthworks. This supposed depot is believed to be one of the Newfoundland Overseas Forestry Unit (NOFU), which supplied volunteer loggers to work in Great Britain. Two camps are recorded in the New Forest at Breckenhurst (Brockenhurst) and Fritham. A recent childhood memory from a boy attending school in Brockenhurst recorded the NOFU camp being to the east of Balmer Lawn Hotel, which corresponds with the Standing Hat camp. This has led to an update of the overall archaeological significance from 'Low' to 'Medium'


Additionally field survey recorded a series of raised earthwork platforms and banks on Balmer Lawn itself adjacent to Hollands Wood Campsite. Two eight metre diameter raised circular platforms with raised banks coming off them and running

away over the lawn with some concrete pads recorded at several points. The raised earthworks were likely created to provide dry platforms and paths in what can be a very wet area, but it is hard to identify if these earthworks were for storage tanks and pipes or a possible light anti-aircraft position, without further information from war diaries or oral histories.



### 3.4.11 Sub Unit Zone 11

Sub Unit Zone 11 encompasses HLS Zone 11 and the surrounding area and is 26.9km<sup>2</sup>. It contains 26 monuments that can be broken down as follows:

Location	Research Category	Monuments	Significant Monuments
	Defensive Structures	3	
	Anti-Aircraft	4	3
	Training Sites		
	Military Camps & Requisitioned Houses	8	1
	Airfields	11	8
	Experimental Sites		
	Domestic Sites		
	Damage & Losses	1	

Amongst these monuments, the following were considered significant:

### BEAULIEU AIRFIELD (MA0234)

#### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>High</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>Low</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>Medium</i>
Potential	<i>High</i>
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

RAF Beaulieu was a Class A airfield built and opened in 1942. It was used by RAF Coastal Command and briefly by the Second Tactical Air Force before it was handed over to the USAAF in 1944. The airfield was used by both fighter and bomber squadrons before it was occupied by the Airborne Forces Experimental Establishment, who remained there for six years. In 1953 the site was briefly upgraded in expectation of reactivation, but instead the site was closed in 1955 and the land relinquished in 1959 (Freeman, 1994:218-219).

Modern aerial photography indicates that most of Beaulieu Aerodrome's concrete runways and dispersal areas have been removed, which must have happened at an unspecified time after the airfield was closed. However, the hard-core remains, leaving the pattern of the runways very clear from the air.

#### *Baseline Archaeological Significance*

Even though several hundred Class A airfields were built during the war in one of the largest wartime building programmes of the 20th century in the United Kingdom (Smith, 1999:77), few remain in their original condition or in good preservation.

Within the New Forest Crown Lands, Stoney Cross and Holmsley South have, like Beaulieu, been extensively levelled and remodelled.

The nature of the construction of the airfield and its ancillary buildings usually means that there is very little potential for below ground features to be identified, as most buildings had only shallow concrete foundations. Possible exceptions to this rule include the bomb store and blast shelters. It is also understood that many below ground cables and other communications cabling is still in place at Beaulieu and is reachable via a network of original inspection covers and manholes (Frank Green, pers comm, March 2013). Site visits would be required to identify these and assess the condition of the various dispersed sites. Removal of surface rubble under HLS on the airfield supported the anecdotal evidence that the rubble was from Southampton. The rubble removed included 18<sup>th</sup> to 20<sup>th</sup> century debris such as stone, brick and tile etc.

### *Field Survey*

Survey of the airfield using a 1946 Ministry of Works Airfield Asset Map obtained from the RAF Museum along with the NMP and Lidar data confirmed the general assessment given during the DBA. Although a lot of effort went in to attempting to return the airfield to grazing land after its closure in 1955; it was four years between closure and handing the land back a large amount of material survives hinting at the huge amount of WWII activity that took place here. The runways remain as vegetation changes like crop marks and as depressions where the concrete has been removed; the runway edges are clearly visible with surviving runway light boxes, drains and gravel and tarmac edging. Numerous building foundations were recorded showing great potential for additional survivals below ground. Several surviving scheduled Bronze Age Barrows which were excavated and recorded before airfield construction had platforms or concrete debris recorded showing a level of reuse and adaptation during the WWII activity. A 140m stretch of the east end of runway 27/09 has been left and is now used for a model flying area, this gives an idea of how the runways were constructed using concrete blocks. This area also contains a memorial stone to Flying Officer Sleep. The airfield perimeter track survives mainly as a gravel track where the concrete has been removed, however, about a quarter of it in the NE quadrant has been maintained and tarmacked over in areas for use as a cycle route. The concrete base of an Aircraft Type T2 hanger and its perimeter banking survives, as well as some original tarmac and is now used as a material store for debris removed off the airfield and material for local car park repairs. A large amount of anti-glider obstacles were also recorded during the survey in lines crossing the heathland. Historic aerial images show that this area of heath was heavily criss-crossed with ditches and banks to deter invasion landings in 1940 and these were then superseded by the airfield construction in 1941/2, it was expected that the level of activity and construction would have removed most traces

of these obstacles especially inside the perimeter track, whereas there was no recorded evidence of any banks surviving the survey recorded multiple lines of shallow trench depressions running across the heathland and airfield. These are most clearly visible on the Lidar data. The main ancillary area for the airfield located to the North West was also visited, though this area is mainly used as a Forest Holidays campsite numerous low level foundations and earthworks remain and it is possible using the RAF asset map to identify which buildings these corresponded to. This includes numerous ablutions and accommodation buildings, but also recorded were earthworks associated with the airfield post office and foundations associated with NAAFI stores and mess canteens. Several significant locations were targeted, which are discussed in more detail below. Material about the airfield including photos, documents and memories has been identified in personal archives and captured through the oral history work; all of this has been uploaded to the New Forest Remembers portal.

#### *Significant Feature: Water Tower (MA1479)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>Medium</i>
Rarity	<i>High</i>
Documentation	<i>Medium</i>
Group Value	<i>High</i>
Survival/Condition	<i>High (Believed)</i>
Fragility/Vulnerability	<i>Low</i>
Diversity	<i>Medium</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>No</b>
<b>Updated</b>	<b>No</b>

The station's water tower is still extant and in use to serve the campsite at Roundhill. Except on well preserved airfields, very few examples remain that are still functional, evidenced from the NRHE that only contains eleven entries for water towers related to airfields in the study period. After the removal of the water tower that served Stoney Cross in 2004, the example at Beaulieu is the only remaining one on the New Forest. There is a suggestion it may soon be removed and replaced (Pasmore, 2012). This may represent a last opportunity to survey the structure before it is removed.

#### *Field Survey*

The water tower was visited during survey of the Beaulieu Airfield ancillary areas, but not inspected in detail, due to the height and the fact it was in use. The suggestion it may soon be removed is noted and a full survey will be required as a condition of any works

*Significant Feature: WAAF Communal Site (MA0237)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>Medium</i>
Group Value	<i>High</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>High</i>
Diversity	<i>Medium</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

The Women's Auxiliary Air Force (WAAF) communal site west of Beaulieu airfield was one of two such sites at Beaulieu. As well as a number of concrete foundations, two Stanton shelters built at the WAAF communal site are still extant, just outside the Crown Lands. Designed and manufactured by the Stanton Ironworks in Derbyshire, the shelters were made of prefabricated concrete, an ideal material that was tough, cheap and unlikely to deteriorate during the period of war. The shelter was made up of a series of prefabricated concrete arches laid end to end and closed off with a brick built entrance at one end and an escape hatch at the other (Stanton, 1948). Although a number of different shelters were built around Beaulieu airfield, none are marked on RAF Record Site Plans. A number of Stanton shelters survive at other sites around the New Forest, but images of these examples show that they appear to be in good condition. It is possible that wooden seating around the interior is still preserved in one or both of these examples (Ivan Shrubbs, pers comm, February 2013), but a site visit would be required to determine exactly how well preserved they are internally.

*Field Survey*

The main location of WAAF communal site and communal site no.2 on Crown Lands means that there is very little evidence of occupation surviving, apart from some modern debris a few faint earthworks and an access track made up of hard standing material. This was due to efforts made to remove as much material as possible post closure in 1955 before returning the land to grazing. However, part of communal site no.2 lies on private land which provides a very different level of survival. Ten concrete bases, eight of which were accommodation hut bases and two ablutions building bases survive mostly in fair condition with only one partially destroyed by more modern access activity. Alongside the concrete bases are two standing Stanton shelters, which were not marked on the 1946 RAF Airfield Asset Plan, though they have lost some of their earth cover they are in very good condition. Permission was not gained to access the site so it is not possible to verify the condition inside the shelters.

*Significant Feature: Beaulieu Site No. 5 (MA0236)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>Medium</i>
Group Value	<i>High</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>High</i>
Diversity	<i>Medium</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>No</b>
<b>Updated</b>	<b>No</b>

Site No. 5 is listed on the RAF plan of the airfield as an accommodation area, comprising of officers, sergeants and airmen's quarters, ablutions blocks and a fuel compound. A recent site visit indicates that several Nissan huts (most likely accommodation huts) still survive on site (James Brown, pers comm, January 2013). These are the only known examples of RAF airbase accommodation in the study area. An accurate survey of the surviving huts is strongly recommended.

*Field Survey*

The majority of Site No.5 falls within private land and as a result the levels of survival are very high when compared to the rest of the airfield and ancillary areas. Twelve standing structures are visible from the footpath including eleven officers' quarters, Type C handcraft asbestos hutting and one officers' latrine temporary brick building. These are in various conditions and used for farm storage or animal pens. As noted these are the only known standing airfield accommodation buildings in the New Forest study area so have a very high archaeological and local significance. As such this site has been added to the list of further recommendations in Section 4. Further research will reveal how nationally significant these structures are.

*Significant Feature: Beaulieu Site No. 6 (MA1473)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>Medium</i>
Group Value	<i>High</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>High</i>
Diversity	<i>Medium</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

Site No. 6 is listed on the RAF airfield plan as an accommodation area for officers, sergeants and airmen's quarters, complete with ablutions blocks. A recent site visit indicates that several Nissan hut concrete bases still survive on site. The area is listed for forestry operations in the near future (James Brown, pers comm, January 2013), so this may potentially represent the last opportunity to accurately survey the area before it is significantly disturbed.

*Field Survey*

Accommodation area Site No.6 sits on both sides of one of the old access tracks from the main road into the ancillary site and then the main airfield, which is now the access road to 'Roundhill', the Forest Holidays Campsite. All of the concrete bases associated with the accommodation and ablution buildings on the eastern side of the road survive in varying condition amongst the forestry plantation along with some of the concrete paths that connected them. The locating of this ancillary site within an

enclosure to hide it from aerial observation at the time is the reason for its continuing survival; the area was not returned to grazing as many areas of the airfield were. Following thinning work in the plantation as part of forestry operations, volunteer work was earmarked to remove small trees growing on or at the edge of the platforms. Unfortunately weather in February 2014 caused a huge amount of wind throw making it dangerous to enter the plantation, depending on when this is cleared will dictate if the improvement works go ahead.

*Significant Feature: Beaulieu Defence Site (MA0661)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>Medium</i>
Group Value	<i>High</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>Medium</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>
<b>Further Work</b>	<b>Clearance</b>

Beaulieu Defence Site consisted of accommodation for sergeants and airmen, along with ablutions blocks, weapons stores and sentry posts. A recent site visit indicates that all of the Nissan hut concrete bases still survive on site (James Brown, pers comm, January 2013).

*Field Survey*

Like Site No.6 the defence site consist of a large number of concrete hut bases and concrete paths dispersed amongst the trees in Stockley Inclosure. Two sergeant's accommodation quarters and twelve airmen's barrack hut bases survive in good condition with some of the low level partitions visible for the entrance porch and central hearths. Four ablutions blocks also survive in good condition and have some of the tiles and ceramic down pipes in situ. The bases of an AMWD store, armoury and SAA store were also recorded along with concrete paths, a concrete road with inspection pit and septic tank; the last two are were not marked on the 1946 RAF Airfield Asset plan. The two picket posts located closer to the main road have been partially destroyed.

*Site Improvements*

Following a structural survey undertaken by Andrew Waring Associates (**Appendix 12, Site 7**), clearance works were undertaken by FC and NFNPA volunteers. This included the removal of small trees and holly growing on or at the edges of the bases to prevent further root or wind throw damage. Further conservation work on this site in line with the structural survey is identified as a high priority (**Section 4.1.1**).

### *Significant Feature: Bomb Storage Area (MA1472)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>High</i>
Documentation	<i>Low</i>
Group Value	<i>High</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>Low</i>
Diversity	<i>Medium</i>
Potential	<i>High</i>
<b>Overall</b>	<b><i>High</i></b>
<b>Surveyed</b>	<b><i>Yes</i></b>
<b>Updated</b>	<b><i>Yes</i></b>
<b>Further Work</b>	<b><i>Clearance</i></b>

Beaulieu airfield's bomb storage area is in the woods north of the B3055. The access road to the various stores areas is still evident and some sections appear to still be surfaced in recent aerial photography. This is partially due to the concrete track being repaired under the HLS as it forms part of a cycle track. Other features have been identified in Lidar survey that corresponds with the various stores and preparation areas and recent conservation work has exposed walls and other remains (James Brown, pers comm, January 2013). Further investigation of this specific area may identify elements of the various sites established here and the extent of any other remains. The NRHE only records 99 known bomb stores in the country, many of which are not associated with airfields.

### *Field Survey*

The 1946 RAF Airfield Asset plan contains details of the bomb stores and preparation area to the north of the airfield in Hawkhill Inclosure. Along the access road from the airfield running north to the inclosure the various fuse, component and smoke bomb stores are identifiable from the surviving small perimeter blast banks that encircled the buildings. As you enter Hawkhill Inclosure the track splits in two and follows a loop, positioned along this loop are two distinct bomb storage and preparation areas. These consist of long brick walls (70m) that run alongside the track and are mirrored on the other side of the track by a large earth blast bank. Behind the brick wall was four smaller blast banks set perpendicular to the wall that would have enclosed smaller bomb store compartments. The compartmentalisation meant that if something went wrong in one store the blast would have been diverted upwards rather than horizontally leading to further damage and loss. At the southern end of both brick walls are concrete ramps with metal bolts set into them suggesting that there would have been some capping on the ramp, possibly wood allowing the bombs to be rolled from stores on to the back of a trailer for transfer to the planes in the airfield for the evening bombing run. On bomb store site no.2 furthest from the airfield the large parallel to the wall blast bank survives in good condition, though the smaller perpendicular banks have been removed. Bomb site no.1 closest to the airfield has only half the parallel blast bank and 1 full perpendicular blast banks surviving due to robbing out of the material. Both brick walls are in very good condition for their age; one has lost a small section of concrete capping. At the north end of bomb site no.1 wall some graffiti was recorded inscribed into the concrete 'J Mowlem 1942' this has been connected to the construction company who had the Beaulieu Airfield contract and who are still in operation today.

Following a structural survey undertaken by Andrew Waring Associates (Section 8, Appendix 5), FC and NFNPA volunteers undertook site improvement work to remove the large trees that were growing on the blast banks and against the bomb store walls. This work has prevented further damage to the banks or walls from wind throw.

Following site clearance and detailed recording the overall archaeological significance of this site has been raised to 'high'. Blast banks identified with bomb stores have been identified at other New Forest airfields, but this is the only example of standing structures, which provide insight to how these sites operated alongside the bomber airfields.

This site has been included in **Section 4.1** as a recommendation for further repair and consolidation works if budget can be found.

*Significant Feature: Diver Batteries (MA0248, MA0249)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>Low</i>
Group Value	<i>Low</i>
Survival/Condition	<i>Low</i>
Fragility/Vulnerability	<i>Low</i>
Diversity	<i>Medium</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b><i>MEDIUM</i></b>
<b>Surveyed</b>	<b><i>Yes</i></b>
<b>Updated</b>	<b><i>No</i></b>

Two Diver Batteries are recorded alongside Hatchet Lane in 1946 aerial photographs. Diver Batteries were deployed in Operation *Diver*, the 1944 response to the German V1 Flying bomb. Although the vast majority of sites were deployed along the south east coast, approximately 560 Light Anti-Aircraft guns were deployed along the south coast specifically to counter the V-1 threat (Lowry, 1996:61). These batteries may potentially be such sites.

*Field Survey*

Field survey failed to locate or identify any features relating to these two batteries. (**MA0248**) is located under very heavy gorse alongside the main road so it is possible that future burning of the gorse may reveal some features missed during this survey.



*Significant Feature: Beaulieu Shooting In Butt (MA0226)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>Medium</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>Low</i>
Diversity	<i>Medium</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b><i>Medium</i></b>
<b>Surveyed</b>	<b><i>Yes</i></b>
<b>New</b>	<b><i>Yes</i></b>
<b>Further Work</b>	<b><i>Clearance</i></b>

A large oval gravel mound about 10m high with a diameter of 40m on the long axis and 30m on its short axis was recorded during survey south of Beaulieu Airfield with a large pond adjacent to the south edge of the mound suggesting that this was the quarry site for the mound. The mound was not recorded in the HER as any historical site or scheduled site; furthermore the site was not recorded by the NMP work. However, the mound was well established and covered with dense gorse and had various eroded footpaths. Survey confirmed that the mound was the result of modern activity and was most likely related to the activity at the airfield. During careful study of the 1946 RAF Beaulieu Airfield Asset plan it was realised that this was no.91 Shooting-in butt 250 yards south of dispersal no.26 (marked as NTS not to scale on the map). Cross references with the GIS confirmed the identification due to correct distance. This butt was used for testing and setting the range on aircraft cannons so they converged at 250 yard distance.

The Shooting-In butt was improved by removing the gorse to slow the erosion on established footpaths. The prominent location on the heath and its height make it a regular stop for walkers and horse riders.

*Significant Feature: RAF Beaulieu Battle Headquarters (MA1611)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>High</i>
Documentation	<i>Low</i>
Group Value	<i>High</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>Medium</i>
Potential	<i>High</i>
<b>Overall</b>	<b><i>HIGH</i></b>
<b>Surveyed</b>	<b><i>Yes</i></b>
<b>New Addition</b>	<b><i>Yes</i></b>
<b>Further Work</b>	<b><i>Clearance &amp; Geophysical survey</i></b>

Like most major airbases, Beaulieu was equipped with a Battle Headquarters that could serve as a point to co-ordinate defence in the event that the airfield was overrun by ground forces. The Battle Headquarters at Beaulieu is identified on the 1946 RAF Asset Plan (Drawing Number 11747/41), located just off the northern eastern edge of the perimeter track, has been largely blocked up with concrete and the cupola has been removed. No known air ministry drawings/plans exist for Battle HQ layout 11747/41 so a site visit may be able to establish its condition and any similarities to other New Forest Battle HQ's.

*Field Survey*

During field survey a mound was recorded with some large concrete blocks eroding out of it and several animal burrows suggested voids underneath. Recent gorse burning in the area made the site more visible and accessible. It was impossible to

glean any further information without further research or survey. A geophysical survey of the mound was undertaken by Wessex Archaeology to attempt to assess the underground condition of the bunker and potentially shed light on its original layout. The full report can be found in (**Appendix 11**).

## LYMINGTON ANTI-AIRCRAFT BATTERY (L3) (MA0067)

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>Low</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>Low</i>
Fragility/Vulnerability	<i>High</i>
Diversity	<i>Medium</i>
Potential	<i>Low</i>
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

Lymington L3 AA Battery was a Heavy AA battery built just south of Beaulieu Airfield. The site was believed to be armed in 1942 (Dobinson, 1996a:410), although war diary research undertaken as part of this desk based assessment has not found any record of the battery.

### *Baseline Archaeological Significance*

Modern aerial photography indicates that the site has been totally cleared and the land it was on is now under water. A site visit may be able to determine if any features remain.

### *Field Survey*

The target area for this survey was focused on Crockford Bottom, this very wet low lying area with numerous ponds, stream and FC car park has destroyed any traces of any AA battery activity in this area.

## NAVAL COAST BOMBING DECOY 608 (MA0231)

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>Medium</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>High</i>
Diversity	<i>Medium</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>Yes</b>

This site was a QL Decoy Site used as Naval Coast Bombing Decoy 608 in 1943. The decoy was one of a number built for Portsmouth Command as part of Operation *Fortitude South*, a deception scheme that sought to direct Luftwaffe attention away from genuine coastal sites building up towards Operation *Overlord*. QL sites depicted industrial areas at night and used lights, signal lamps and small furnaces (as might be found at factories or marshalling yards) to distract enemy bombers from genuine targets. Site

608 was fitted with the standard parts of a QL site (a control bunker and fittings for the lights), but it is not recorded if any electrical equipment was ever fitted (Dobinson, 2000a: 178-179). It has been suggested that the site involved shining lights onto water to simulate a coastal location (Pasmore, 2012), but this is not clear from the NRHE.

### *Baseline Archaeological Significance*

The NRHE records over 260 QL sites in England and thirteen such sites used by Portsmouth Command in Operation *Fortitude South*. There are no examples of complete sites, although occasionally the control bunker may be extant. The features of site 608 are recorded as being invisible in 1968 (Anderton, 1999:102). However, it has been suggested that a mound of rubble and a building platform may still be evident (Pasmore, 2012). A site visit would be necessary to assess whether any features survive.

### *Field Survey*

Following careful study of historic 1946 RAF Aerial photographs a structure, ditches and several large depressions were identified, which correspond with features visible on modern aerial photography and Lidar.

Survey recorded three corners of a concrete base roughly 4m by 3m orientated NE-SW covered in an earth mound; less than a metre high. A curving ditch runs from the west corner to a large cut with trees growing inside. This circular cut is visible on the 1946 RAF aerial photo and is interpreted as man-made rather than a bomb crater. A faint linear depression with various breaks was recorded running from the platform mound to the stream, which could have been cable trenches, though this is not confirmed. The naval target decoy supposedly worked by damming water to create pools that lights were then reflected off to simulate coastal sites, with this in mind particular attention was paid to the stream beds south and west of the recorded features running north-south. 500m to the southwest four broken concrete block dams with wooden and metal retaining poles were recorded bisecting stream channels in varying conditions. A 100m linear bank running east-west recorded south of the platform mound is older and not believed to have been reused for the WWII decoy activity.

No firebreak trenches or bomb craters seen at other New Forest decoy sites were recorded. The area is generally quite wet and boggy so it is possible that features associated with the decoy have been lost to natural processes or from concentrated dismantling post war. Additional information from war diaries, personal memories or archives may help add to our knowledge of this site and its activity and length of operation.

## ROYDON WOODS (MA1435)

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>High</i>
Documentation	<i>Low</i>
Group Value	<i>High</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>Low</i>
Diversity	<i>Medium</i>
Potential	<i>High</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>Yes</b>

A recent survey has identified the remains of several building platforms and trenches that may be of WWII origin in Roydon Woods. The building platforms, concentrated in the north of the woods, show evidence of a camp. A camp, identified as B.8, is also shown on Area B Overlord Administrative Map. The trenches may be associated with the Eastern Warfare Training School based at Careys Manor, Brockenhurst (**MA1433**).

### *Baseline Archaeological Significance*

Roydon Woods has already been surveyed and a number of likely WWII features have been identified (Entwhistle, 2012. Draft version, commissioned by NFNPA). A further feature to the west of the A337 may also be a part of this site (James Brown, pers comm, February 2013). Further investigation may reveal more sites in the same area. However, fieldworks such as trenches and foxholes, whilst evident, are unlikely to reveal the theatre of conflict that the trenches were used for training in.

### *Field Survey*


Field survey confirmed the presence of eight concrete building platforms and foundations distributed through Woodhouse Plantation with additional concrete drain hatches close by. These correspond with the Overlord Camp B.8 marked on the Area B Overlord Administrative Map, however without a more detailed map or information from the war dairies it is difficult to know what these buildings were for, though administration buildings would be the sensible suggestion. Surveys of other Overlord camps such as Penerley (MA) found little to no structural evidence due to the temporary tented nature of the Overlord camps, raising questions on the use of Roydon and its importance. Field survey also identified a circular brick foundation for a water tank and numerous metal pegs, angle iron, used to anchor road matting laid down through the camp.

South of the camp remains in Royden Common five pairs of small depressions were recorded as training foxholes/trenches, but with little additional information it is difficult to link them to either the Overlord camp or Eastern Warfare Training School based at Careys Manor, Brockenhurst (**MA1433**).

Following survey of this site and comparisons with other Overlord camp sites the rarity of surviving structural remains found at Roydon increase its overall archaeological significance to 'High'.

### 3.4.12 Sub Unit Zone 12

Sub Unit Zone 12 encompasses HLS Zone 12 and the surrounding area and is 28.4km<sup>2</sup>. It contains 43 monuments that can be broken down as follows:

Location	Research Category	Monuments	Significant Records
	Defensive Structures	6	
	Anti-Aircraft	1	1
	Training Sites	1	
	Military Camps & Requisitioned Houses	4	3
	Airfields		
	Experimental Sites	5	
	Domestic Sites		
	Damage & Losses	28	

Amongst these monuments, the following were considered significant:

### BEAULIEU ROAD / FURZEY BROW DEPOT (MA0314 & MA0315)

#### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	Medium
Rarity	Low
Documentation	Medium
Group Value	Medium
Survival/Condition	Low
Fragility/Vulnerability	Low
Diversity	Medium
Potential	Low
Overall	LOW
Surveyed	Yes
Updated	No

There are a number of sites and structures astride Beaulieu Road between Beaulieu Road Railway Station and Furzey Brow. These may have been set up during the build-up for D-Day and were certainly in use in the weeks before the invasion, as recalled by Basil Fulton, a doctor who on one occasion drove through the depot under armed guard (Beaulieu Road was apparently closed to civilians at the time). (Leete, 2004:31).

#### Baseline Archaeological Significance

Aerial photography and Lidar survey indicate an extensive number of features along Beaulieu Road. Given the distance between the two main sites, it seems possible that there are more features in between. Further survey work could identify more aspects of this area (and help separate WWII features from other periods) that would enhance our understanding of the site's function.

#### Field Survey

The extent of the Beaulieu Road storage depot (**MA0314**) is visible on 1946 RAF historic aerial photography this was supported by field survey on the site. The basic layout of the depot survives in the criss-crossing pattern of surviving road tracks and

drainage ditches, concrete culverts survive where the drainage ditches and tracks intersect. Two concrete access points to the depot from the road survive as well as several drain hatches, but no structures or related foundations were identified. The site layout also survives as vegetation changes from the natural New Forest heather; large grassed areas and numerous non-native plants were observed including a line of rose species growing along the southern east-west running roadway.

Field survey in the area also recorded a long linear area of concrete and brick debris used as hard standing (**MA0315**) along the southern edge B3056 running from Beaulieu Road to Pig bush. This area of hard standing would have doubled the width of the current road and supports the identification of this area on the Area B Overlord Administrative Map as parking facilities for military vehicles unloaded from Beaulieu Road Station in the build up to D Day. Several raised platforms and mounds were also recorded, which could have been the bases of small buildings or huts.

## Culverley Searchlight Battery (MA0350)

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Low</i>
Documentation	<i>Low</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>Low</i>
Diversity	<i>Medium</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b><i>MEDIUM</i></b>
<b>Surveyed</b>	<b>Yes</b>
<b>New</b>	<b>Yes</b>

A series of five bomb craters were identified in the NMP and recorded north of Pig Bush. However, War Diary research (WO 166/2267, WO 166/3066) indicates the site of a searchlight position in the area and in use in 1940.

### *Baseline Archaeological Significance*

Aerial photography and Lidar survey indicate an extensive number of features along Beaulieu Road, including pits, mounds and horseshoe banks.

### *Field Survey*

Field survey of the area confirmed that the NMP identified features were the result of a searchlight battery in this location and that these features were still visible. Three circular cuts with some perimeter banking and a raised circular platform were recorded in a line with two additional depressions with horseshoe perimeter banking were recorded in a group 50m away to the east. Some concrete debris were noted in the area including some concrete “chocolate blocks” similar to those used as beach hardening at Lepe Beach.

## PENERLEY WOODS (MA1524)

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>High</i>
Documentation	<i>Medium</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>Low</i>
Fragility/Vulnerability	<i>Low</i>
Diversity	<i>Medium</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b><i>Medium</i></b>
<b>Surveyed</b>	<b>Yes</b>
<b>New</b>	<b>Yes</b>

The Area B Overlord Administrative Map indicates a camp established in Penerley Woods during the build up to D-Day as part of the Marshalling Area B series of camps (numbered B.1 to B.8). Penerley B.3 and B.4, both located alongside Beaulieu Road, were listed as having capacity to house 3328 troops and 480 vehicles between them. War diary research (WO 66/16156) discovered that the 9th Somerset Light Infantry, who were responsible for staffing camps B.3 and B.4 in May 1944, included a sketch map of camp B.4 in an appendix to their diaries. This details the layout of the tented accommodation as well as tented administration areas and facilities including a cinema, lecture tent and NAAFI. The temporary nature of these Overlord camps suggested that there would be little identified through field survey, however, examples such as Roydon Woods (**MA1435**) show that there is potential to identify surviving foundations and associated debris.

### *Field Survey*


The map from the war diary was digitised using the road and streams marked. Though there was some slight stretching the overall accuracy was good. This digitised map was then used to survey the woodlands. Though it was very clear from the lack of vegetation colonisation compared to the adjacent woodland exactly where the camp accommodation had been located, very little was recorded on the ground. On the southern side of the B3056 the survey recorded a rectangular concrete pit adjacent to the road, several drain hatches and a large number of metal pegs in the area marked on the map as the NAAFI. On the northern side of the road the only physical remains were some of the road ways and an area of broken concrete in an area marked as dining tents.

Additional survey in the surrounding area recorded reinforcing of a ford at Pig bush Passage in Tantany Wood to the north west of the camp using concrete “chocolate block” matting similar to the beach hardening used at Lepe Beach. A large amount of concrete and brick debris were also recorded on the surrounding tracks, suggesting that during the time the camp was in operation the track between the camp and Brockenhurst through Tantany Wood and Denny Lodge Inclosure was reinforced to support regular traffic.



### 3.4.13 Sub Unit Zone 13

Sub Unit Zone 13 encompasses HLS Zone 13 and the surrounding area and is 28.4km<sup>2</sup>. It contains 77 monuments that can be broken down as follows:

Location	Research Category	Monuments	Significant Monuments
	Defensive Structures	1	
	Anti-Aircraft	4	3
	Training Sites	12	3
	Military Camps & Requisitioned Houses	5	
	Airfields		
	Experimental Sites	2	
	Domestic Sites	1	
	Damage & Losses	52	5

Amongst these monuments, the following were considered significant:

### YEW TREE HEATH ANTI-AIRCRAFT BATTERY (S.16) (MA0071)

#### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	High
Rarity	Low
Documentation	Medium
Group Value	Medium
Survival/Condition	Medium
Fragility/Vulnerability	Low
Diversity	Medium
Potential	High
Overall	MEDIUM
Surveyed	Yes
Updated	No
Further Work	Clearance

Yew Tree Heath was a Heavy Anti-Aircraft (HAA) battery built on the high ground east of Beaulieu Road. War diary entries show that the site was designated S.16 and housed four 3-inch AA guns when activated in 1939 (WO 166/2262). These were replaced by 3.7 inch guns later in the war. Aerial photography indicates that the guns were arranged in concrete emplacements around a central command post, with ancillary buildings, stores and accommodation just south of the gun positions. This was a typical HAA battery layout (Lowry, 1996:49).

The date of the site's clearance is not known, but it appears to be vacant in late 1946 aerial photography. However, it may have been retained as a cold War Battery in 1946 (Dobinson 1996a:459).

#### Baseline Archaeological Significance

A site clearance conducted by the New Forest National Park Authority indicates that several features are still extant, including concrete remains of the command post and all four gun positions. As these features were typically semi-submerged when built (Lowry, 1996:52), there is potential for the survival of ammunition lockers in the gun pits and even individual rooms in the control bunker. Several features such as a



large concrete patch east of the guns and a large turning track way to the west, could be surveyed further to try and identify their purpose.

### *Field Survey*

A FC car park is now located in the centre of what was once the main gun battery and is boarded by the four gun emplacements surviving as mounds with some debris to the east and south and the central command post also surviving as a large mound with visible structure foundations to the east. Guided by the NMP data and historic aerial photographs more extensive survey of the area recorded large amounts of concrete and raised platforms associated with the accommodation either side of the main track now used to access the car park. Additional earthwork features, concrete paths, brickwork, drains and pipework were recorded in the general area around the gun battery showing that the site's clearance was not comprehensive. The large concrete patch to the east survives in good condition; it was constructed from several large concrete pads to create a 30m by 15m rectangle the use was not identifiable, but a dump of WWII material was found nearby with NAAFI stamped crockery and glass bottles. The large turning area recorded to the west survives as faint earthworks and vegetation marks, but nothing was recorded that shed light on its purpose.

### *Improvement Works*

Clearance works undertaken by FC and NFNPA volunteers removed small gorse bushes and trees growing on the gun emplacement and command post mounds as well as several of the accommodation block bases and features across the complex. The main reason was to prevent further root damage, but it also provided the opportunity for a more detailed walkover survey leading to recording of additional features. The surviving visible archaeology and potential buried evidence attest to the complexity and level of activity at this HAA site.

## BLACK DOWN TRENCHES (MA0320, MA0321, MA0322, MA0331 MA0386, MA0387, MA0388)

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>Medium</i>
Rarity	<i>Low</i>
Documentation	<i>Low</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>Unknown</i>
Fragility/Vulnerability	<i>Low</i>
Diversity	<i>High</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

Aerial photos show a large number of pits and other associated disturbance on Black Down between Beaulieu Road Station and Decoy Pond Farm. They appear to be the remains of trenches, foxholes (and possible bomb craters), that may have been dug for defensive purposes, but in this location are more likely to be for training.

### *Baseline Archaeological Significance*

Research and fieldwork at practice trenches has revealed a great deal of material and personal effects on Salisbury Plain in the past (Khan, 2013:50-55). Although not a front line location, further work at Blackdown may reveal information about men and units that trained here before being deployed. A site visit would be required to identify the features and assess their level of survival. Survey may be able to identify a particular pattern to the layout that may indicate their exact purpose.

### *Field Survey*

The field survey of this area recorded and confirmed the presence of extensive ground disturbance in the form slit trenches surviving as faint earthworks. The layout on the ground supports the case of training use rather than for functional defence needs, but little else was recorded that could shed light on the exact use and activity occurring in the location. It is unlikely that any additional fieldwork will be undertaken, unless as the result of activity at the nearby Pony Auction Site, as such the best potential for learning more about this site will be down to additional research or material that comes to light through the war diaries or personal memories.

## LONGDOWN STARFISH DECOY SF17A (MA0319)

### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	High
Rarity	High
Documentation	Low
Group Value	Medium
Survival/Condition	Low
Fragility/Vulnerability	Low
Diversity	High
Potential	Medium
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

1996c: 145).

### Baseline Archaeological Significance

The NRHE records 245 Starfish sites in England. There are no examples of complete sites, although occasionally the control bunker may be extant. The bunker at SF17A was probably removed at the end of the war and the site is recorded as being invisible in 1967 (Anderton, 1999:90). A site visit would be necessary to assess whether any features survive.

### Field Survey

Initial Lidar data for this site looked very promising in terms of survival similar to that at Denny Lodge SF17B (**MA1288**). However this was quickly confirmed not to be the case during field survey, when most of the areas of interest were identified as modern day building activity in the Inclosure. The modern conifer inclosure and associated management works has removed any identifiable archaeological features mapped through the NMP including most of the bomb craters. Three square raised platforms have been tentatively recorded as part of the decoy.

## WHITE MOOR RANGE (MA0475)

### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	Medium
Rarity	Medium
Documentation	Medium
Group Value	Medium
Survival/Condition	Low
Fragility/Vulnerability	Low
Diversity	Medium
Potential	Low
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

The area known as White Moor, alongside the Beaulieu Road east of Lyndhurst, was used by the British Army in both world wars. During World War I some areas were used for camps, whilst another section was used as a 'grenade school'. This appears to have been in near continuous use and did on occasion lead to fatal accidents (Walmsley, 2012). During WWII, the area is known to have been used for manoeuvres and several photographs of

exercises have been identified by the NFNPA.

#### *Baseline Archaeological Significance*

The NMP has identified a number of bomb craters and trenches in the area; however the area does not appear as a live firing area on the 1943 map of the New Forest Training Area. It is therefore quite possible that many of the features identified date from World War I and not WWII. Further investigation of historical sources and a survey of the trenches may be able to pinpoint their construction date. The nature of the activities here means that there is a high probability of unexploded ordnance. Many mortar bombs were recently discovered at Matley Bog very close to this range (although they are probably of World War I era) and had to be disposed of by Royal Engineers (Nigel Floyd, pers comm, January 2013). Extreme caution should be exercised in any work done in this area.

#### *Field Survey*

Field survey recorded large numbers of earthworks across White Moor including bomb craters, mortar holes, foxholes, practice trenches and a rifle range at Fox Hill. Apart from some of the bomb craters it is difficult to attribute which of the extensive earthworks can be linked to which particular world war. As detailed above the area is not recorded on the 1943 map of the New Forest Training Area, however, a series of photos identified in the Imperial War Museum (H4450-62) show the 2<sup>nd</sup> Battalion Northumberland Fusiliers training on White Moor with light machine guns for firing practice and set up as Light Anti-Aircraft (LAA) drills as well as driving jeeps along the White Moor tracks. A detailed study of WWI activity may help shed further light on later WWII activity, additional research or material that comes to light through the war diaries or personal memories will also help with our understanding of this heavily used area of the New Forest.

#### *Significant Feature: Diver Battery (MA0478)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>Low</i>
Group Value	<i>Low</i>
Survival/Condition	<i>Low</i>
Fragility/Vulnerability	<i>Low</i>
Diversity	<i>Medium</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b><i>MEDIUM</i></b>
<b>Surveyed</b>	<b><i>Yes</i></b>
<b>Updated</b>	<b><i>No</i></b>

A Diver Battery is recorded on Matley Ridge in 1945 aerial photographs. Diver Batteries were deployed in Operation *Diver*, the 1944 response to the German V1 Flying bomb. Although the vast majority of sites were deployed along the south east coast, approximately 560 Light Anti-Aircraft guns were deployed along the south coast specifically to counter the V-1 threat (Lowry, 1996:61). This battery may potentially be such a site.


#### *Field Survey*

Field survey did not record any extant archaeology associated with the battery. However, it was noted that the gun emplacements are visible as grass patches in a heather landscape and the area presumed to be the command post was covered by brambles and small trees. These vegetational changes are the only hint at activity and ground disturbance in the area.

Field survey did however identify and record some extant features for the Matley Heath searchlight battery (**MA0479**) identified in war diary research (WO 166/3066, WO 166/2262) further east of the Diver Battery either side of the access track to Matley Campsite. Two circular pits with steep sides, concrete in their bases and perimeter banking were recorded as well as a few additional less clear horseshoe banks and some small raised circular platforms.

### 3.4.14 Sub Unit Zone 14

Sub Unit Zone 14 encompasses HLS Zone 14 and the surrounding area and is 28.4km<sup>2</sup>. It contains 79 monuments that can be broken down as follows:

Location	Research Category	Monuments	Significant Monuments
	Defensive Structures	23	2
	Anti-Aircraft	2	2
	Training Sites		
	Military Camps & Requisitioned Houses	19	11
	Airfields		
	Experimental Sites		
	Domestic Sites	5	1
	Damage & Losses	30	

Note that four of the SOE requisitioned houses fall within Zone B, but are described here in Zone 14 along with the majority of the houses of the SOE finishing school. Amongst the other monuments in Zone 14, the following were considered significant:

### DENNY LODGE STARFISH DECOY SF17B (MA1288)

#### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>High</i>
Documentation	<i>Low</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>Low</i>
Fragility/Vulnerability	<i>Low</i>
Diversity	<i>High</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>Yes</b>
<b>Further Work</b>	<b>Clearance</b>

Starfish Bombing Decoy SF17B was built in January 1941 to divert German bombers from Southampton. Starfish were one of the earliest types of bombing decoy and were designed to simulate a city at night, using strategically placed lights and fires. Six such sites were built around Southampton in order to try and mislead German bombers and cause them to drop their bombs on unoccupied countryside instead of the city. A sister site to SF17B, SF17A, was built at Longdown in January 1941 (**MA0319**). In 1942, a QL site (simulating camp lighting) was also established at

the decoy, which remained in use between 1942 and 1943 (Dobinson, 1996c: 145).

#### Baseline Archaeological Significance

The NRHE records 245 Starfish sites in England. There are no examples of complete sites, although occasionally the control bunker may be extant remains. The bunker at SF17B was probably removed at the end of the war. A survey in 1968 records six large rectangular firebreaks surviving at the site (Anderton, 1999:89). A site visit would be necessary to assess whether these are related to the decoy and if any other features survive.

## Field Survey

This site was surveyed following some gorse burning undertaken by the FC identified and recorded extensive blocks of earthworks associated with the Starfish Decoy. Six distinct areas of shallow banks and ditches were recorded attributed to firebreak perimeters that would have contained the target/decoy mechanism. A deep linear ditch 160m long and a raised curving wide bank that it is suggested replicated a road running through the site were also recorded along with some loose small blocks of concrete and a few depressions that were contained within the decoy area. Additional gorse clearance to the north west of the site might reveal more features associated with the decoy, which are visible on historic aerial photos. The site was improved by removing some of the small trees that had become established on the wide curving bank. It was noted during field survey that only three bomb craters were present in the area; questioning the efficiency of the decoy, unless craters were filled in regularly to ensure the continuity of the target.

The surviving earthworks here support the 'High' archaeological significance especially when compared to its sister decoy site SF17A, built at Longdown (**MA0319**) of which nothing identifiable survives. It is hoped additional information on the types of targets, activities and success of the decoy here will come to light through personal memories or further war diary research as such this site has been added to the list of further recommendations in Section 4.

## BEAULIEU HEATH ANTI GLIDER OBSTACLES (MA1087)

### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	High
Rarity	Low
Documentation	Low
Group Value	Low
Survival/Condition	Medium (presumed)
Fragility/Vulnerability	High
Diversity	Low
Potential	Low
Overall	LOW
Surveyed	Yes
Updated	

To prevent gliders from landing, areas of open land such as fields and heathland were covered with materials that would cause a glider to crash. Occasionally poles were erected set into the ground, and even obsolete vehicles were used to create obstructions. In some places, banks of earth were erected to make a flat surface more irregular. This was the case at several other locations in the New Forest, including Bratley Plain (**MA0443**).

### Baseline Archaeological Significance

Aerial photography indicates that these anti-glider defences were made up of long ditches with mounds of earth piled alongside them. They are still visible as vegetation changes like crop marks from the air today, but appear to have been levelled. Given that their construction did not involve any other materials, other

features are unlikely to be identified in field survey, but further examination could inform on exact styles of construction. Further work may identify if local, existing features (such as prehistoric burial mounds) had been incorporated into the defences.

### *Field Survey*

Survey revealed that large stretches of the Anti-Glider obstacles visible in historic aerial images and on Lidar are identifiable on the ground. Lines of small rectangular depressions can be seen criss-crossing the heath at this location, these cuts would have been interspaced with small mounds created by the material dug out. The mounds are no longer visible on the ground and have been removed or eroded down by grazing animals, recreation and forest management. This extensive network of anti-glider obstacles are in similar condition to Ridley Plain and Beaulieu Airfield, with only the depressions surviving compared to Bratley Plain anti-glider obstacles (**MA0443**) where both the mounds and depressions survive in good condition.

## **BEAULIEU HEATH (HOLBURY) ANTI-AIRCRAFT BATTERY (S.7) (MA1363)**

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Low</i>
Documentation	<i>Medium</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>Low</i>
Fragility/Vulnerability	<i>Low</i>
Diversity	<i>Medium</i>
Potential	<i>Low</i>
<b>Overall</b>	<b>LOW</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

Beaulieu Heath was a Heavy AA battery built on the high ground east of Beaulieu Road. War diary entries show that the site was designated S.7 and housed four 3.7-inch AA guns when activated in 1939 (WO 166/2262). Records also show that it was equipped with A Mk II Gun Laying Radar. 1946 aerial photography indicates that the guns were arranged in concrete emplacements around a central command post, with ancillary buildings, stores and accommodation just south of the gun positions. The site was retained as a Cold War Battery in 1946 (Dobinson, 1996a:459) and appears on a 1988 map. However, it is possible that it was disarmed as early as 1959, when AA guns nationwide were replaced by guided missiles (Lowry, 1996:131). Modern Ordnance Survey mapping also indicates that the area has been used as a rubbish tip.

### *Baseline Archaeological Significance*

A site visit in 2000 found no traces of the battery, save some of the access roads that were used by an adjacent caravan park (EH). Further investigation may be able to identify the full layout of the structure and whether there was any cold war remodelling.



## Field Survey

Recent survey work confirmed the site visit in 2000, with no traces identified of the batteries or extensive administration and accommodation structures visible on historic aerial photographs.

## BEAULIEU ANTI-TANK ISLAND (MA1436)

### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	High
Rarity	Medium
Documentation	High
Group Value	High
Survival/Condition	High
Fragility/Vulnerability	Low
Diversity	High
Potential	High
Overall	HIGH
Surveyed	Yes
Updated	No

Anti-Tank islands were defensive points, usually centred on major road junctions, bridges or natural features that, if obstructed, would delay the advance of German forces, giving time for Allied reinforcements to move to the area. These sites were usually made up of bunkers, roadblocks, trenches and, in the event of a withdrawal being necessary, explosives that could be used to demolish a bridge or road altogether. Beaulieu is recorded as a Nodal Point in war diary research (WO 166/14506) and an

AT Island is also referred to in the papers of Lt Col Sir Crofton, a Home Guard officer during WWII. A map included in these papers identifies two steel rail roadblocks that have also been identified in war diary research (WO166/1319), five pillboxes, a row of 'Elephants Teeth' (most likely anti-tank blocks) and numerous firing positions from local buildings and a loopholed boundary wall at Beaulieu Abbey. Crofton also recorded that a garrison of 44 men distributed between five block houses made up the Beaulieu Platoon.

### Baseline Archaeological Significance

Steel rail roadblocks required holes to be dug into the tarmac which would presumably remain. However, resurfacing work may have obliterated them. Of the five bunkers identified, two are in historic listed buildings (the Dairy and the Mill, although not designated on their WWII heritage) one is inside the garage building opposite the mill, one is behind the mill and the fifth does not appear to survive (if it was ever built). The level of survival should therefore be reasonably high. Further investigation may be able to reveal further details about the defence strategy for this AT Island, evidence for the AT Blocks and possibly the remains of the fifth bunker.

Like the anti-tank island at Breamore (MA1446), the site at Beaulieu is extremely concentrated on a very small area and provides an excellent example of how buildings were modified and added to in order to create defensive sites. Like Breamore it should perhaps be considered of national importance and consideration should be given to both protecting, and interpreting this heritage, especially given the highly visible nature of several features alongside the road or public rights of way.

## Field Survey

Several field surveys and individual visits were undertaken to assess the extent and survival of Beaulieu Anti-Tank Island. Four of the pillboxes identified in Major Crofton's papers and map of the area survive; one built into the listed mill, one into the listed dairy the one in the garage, and one set back behind the main road overlooking the mudflats. All of these are in good condition and have been used for storage or adapted into rooms for other uses. The pillbox marked on the Beaulieu Estate has either been removed or was never built. No evidence was found of either the two lines of elephants teeth or the steel rails across the road, though regular road maintenance would have removed or covered any trace. The line of loopholes in the old abbey boundary wall are still visible. The map also details buildings where men were stationed overlooking the road and bridge, which as they were not adapted or reinforced like some of the pillboxes, have left little or no trace. The area marked as the Platoon HQ in the gatehouse (Clock House) is being recorded as the result of works being undertaken so this will be monitored to see if it reveals any material that supports or adds to the knowledge gathered from Lt Col Crofton. During survey it was also noted that the bridge had an iron plaque with the date 1943 from when the bridge was widened in the build up to D Day.

The good survival of pillboxes and loopholes in such a small area along with the growing documentary evidence support the 'high' archaeological significance of this concentrated Anti-Tank Island.

## ROUGHDOWN AIR RAID SHELTER (MA1437)

### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	High
Rarity	Low
Documentation	Low
Group Value	Medium
Survival/Condition	High
Fragility/Vulnerability	Medium
Diversity	High
Potential	Medium
Overall	MEDIUM
Surveyed	Yes
Updated	No

Volunteer contributions have highlighted an air raid shelter at Roughdown, just off Roughdown Lane. From photographs it appears to be a surface built public shelter made of red brick, possibly Flettons, with a concrete roof, with some access to the interior. This shelter was probably built for the small population of Roughdown itself.

### Baseline Archaeological Significance

Such shelters have survived nationwide due to their adaptability to a number of uses. As such they are frequently found in gardens, parks, schools factories and other places with high concentrations of people, although they are often totally unrecognised as WWII structures. Their numbers nationwide are therefore unknown. A survey of this example may help identify the specification to which it was built and its exact condition.

## Field Survey

A visit was undertaken to record and assess the condition of this shelter. The structure stands at the north end of the Roughdown hamlet. It is a brick built rectangle 9 by 3m and 2m high with a flat concrete roof, two small vents are located on both the small axis and two entrances were located in the middle of the long axis with internal partition walls creating two separate shelters inside. The door on the south side has been bricked up, the north side has had earth banked against it, but this is a later addition as it has partially blocked the entrance which is open. Inside the shelter is full of general rubbish and externally the south corner has been damaged by a possible car impact, asides from this damage the structure is well built and in fair condition.

## SOE REQUISITIONED HOUSES

### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	Medium
Rarity	Medium
Documentation	Medium
Group Value	High
Survival/Condition	High
Fragility/Vulnerability	Medium
Diversity	Medium
Potential	Medium
Overall	HIGH
Surveyed	No
Updated	No

In January 1941, ten houses around Beaulieu were requisitioned for use by the Special Operations Executive (SOE), the forerunner of the famous spy network MI6. Another two were also taken later in the war, including Inchmery House (Holland, 1985:167), although it was not, strictly speaking, a part of the overall establishment. Beaulieu became Group B Finishing School, a location for trained men and women to learn the final skills necessary for them to operate behind the lines in occupied countries. Each house was used to train a particular type of recruit (e.g. men of different nationalities operating in different theatres) or to teach a specific skill, such as unarmed combat, radio operating or secret code (Leete, 2004:77). Although the training staff were accommodated in Palace House (Foot, 1984:66), it was not the HQ of the school. Instead a house called The Rings was used for that purpose (Cunningham, 1994:22).

Each house was given a code name and a specific function. Of the houses 10 are still extant: House in the Wood (**MA1456**), Harford House (**MA1457**), Saltmarsh (**MA1461**), Boarmans (**MA1458**), The Vineyards (**MA1459**) and Black Bridge (**MA1460**) (all within Sub-Unit 14), Clobb Gorse (**MA1462**), The Drokes (**MA1463**), Warren House (**MA1464**) and The House on the Shore (**MA1465**) (all within Sub-Unit B). The Rings (**MA1455**) was demolished shortly after the war (Beaulieu Estate).

### Baseline Archaeological Significance

Beaulieu Finishing School was, for many agents, their last station before deploying overseas and it is possible many of them left via the craft of HMS *Mastodon* (Cunningham, 1994:23) or from Beaulieu airfield. Its significance is recognised by


memorials and exhibitions inside the Beaulieu Estate and in literature about SOE. Although the houses used by SOE are presumed to be in good condition, on account of them being private residences, the survival of WWII features is not known. Site visits to the houses may be able to establish the extent to which any elements of the training here survives.

### *Field Survey*

These sites are private property and have not been surveyed or visited. We know from the Beaulieu Estate that most of the buildings have been renovated or rebuilt post war so there is likely to be little in surviving features associated with their SOE activity. As such they have not been added to future recommendations for survey and it is expected that potentially the most useful information on these sites will come to light from personal archives or oral histories added to the New Forest Remembers Portal along the lines of Avon Tyrrell House (**MA1165**).

### 3.4.15 Sub Unit Zone A

Sub Unit Zone A encompasses the extent of the National Park at its most eastern extreme at Calshot and is 26.1km<sup>2</sup>. It contains 98 monuments that can be broken down as follows:

Location	Research Category	Monuments	Significant Monuments
	Defensive Structures	44	3
	Anti-Aircraft	7	7
	Training Sites		
	Military Camps & Requisitioned Houses	27	6
	Airfields	1	1
	Experimental Sites	3	3
	Domestic Sites	15	3
	Damage & Losses	2	1

Amongst these monuments, the following were considered significant:

## PLUTO INSTALLATION

### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>High</i>
Documentation	<i>High</i>
Group Value	<i>High</i>
Survival/Condition	<i>Unknown</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>High</i>
Potential	<i>High</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>No</b>
<b>Updated</b>	<b>No</b>

PLUTO (PipeLine Under The Ocean) was an ambitious scheme to lay a fuel pipeline on the seabed between England and Normandy to supply the Allied army in the wake of D-Day. The idea was first devised in 1942 and tested in the Medway in the same year. Construction of the main cable began in 1943 and sites on mainland England and the Isle of Wight were prepared so that the main pipe could be laid across the English Channel once the French port of Cherbourg had been secured. This route was codenamed Bambi and was successfully laid in September 1944. However, the Bambi route was abandoned in October and all efforts shifted to a new pipeline route across the Dover Straits codenamed Dumbo (Searle, 1995:58).

In 1942, the main oil lines from tanker ports at the Mersey and Bristol Channel (which fed oil to the east coast) were connected to a new spur that ran south to Hamble oil terminal on the east side of Southampton Water. In 1943, a pipeline was laid across Southampton Water to Fawley and over land to Lepe, where the SOLO pipeline (**MA0020**) crossed to Thorness Bay on the Isle of Wight and fed the main reservoirs, codenamed TOTO (Searle, 1995:46).

There was a PLUTO pumping station at Fawley in the area of Badminton Common. Large tanks fed a pumphouse at Mopley pond, from where fuel was pumped to

Stone Point and across the Solent to the Isle of Wight. All evidence of the pipeline was supposedly removed after the war (combinedops.com).

#### *Baseline Archaeological Significance*

The NMP survey suggests that the large mounds of the fuel storage tanks are still extant on the edge of Badminton Common (**MA1217**). A building tentatively identified as a communications building is also still extant immediately north of the tanks at the end of Badminton Lane and is in use today as a garage (**MA1227**). The NMP project suggests that buildings are still extant in the area of the pump house at Mopley Pond (**MA1220**), although it has been suggested that these have in fact been removed, leaving only the concrete bases (Combinedops.com). These structures are discussed in more detail below. The actual pipeline was almost certainly removed after the war, owing to the value of the lead inside. However, on the Isle of Wight, the former route of the pipeline across land is indicated by distinctive marker posts. Field walking along the supposed route of the pipeline between this installation and Stone Point may be able to identify similar marker posts.

#### *Field Survey*

The group of PLUTO sites at Fawley, Badminton and Lepe have not been collectively visited. The project financially supported Solent 70 project (run by the Maritime Archaeology Trust) looked into this specific area of D Day preparation and activity, the results of which can be seen in the Solent 70 project's website [www.maritimearchaeologytrust.org/solent70](http://www.maritimearchaeologytrust.org/solent70) . The project's final report is also included as **Appendix 25**.

#### *Significant Feature: Fuel Storage Tanks (MA1217)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>High</i>
Documentation	<i>High</i>
Group Value	<i>High</i>
Survival/Condition	<i>Unknown</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>High</i>
Potential	<i>High</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>No</b>
<b>Updated</b>	<b>No</b>

The RCZA (Wessex, 2009) noted extant turf covered mounds on the north east corner of Badminton Common. Although not identified as such, their location corresponds with the PLUTO storage tanks on a map of the installation produced by David Ride in 2012 (Combinedops.com). The construction of these tanks is unclear but may have taken the form of large steel containers. They were apparently 180m by 100m and 4m high and were buried under turf. Fencing created a compound around the tanks. A survey of this site may be able to determine whether or not there is any evidence of the tanks still present. As no other similar sites are known of in the UK, they would represent a highly unique aspect of the PLUTO operation.

*Significant Feature: Pump House (MA1220)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>High</i>
Documentation	<i>High</i>
Group Value	<i>High</i>
Survival/Condition	<i>Unknown</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>High</i>
Potential	<i>High</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>No</b>
<b>Updated</b>	<b>No</b>

The New Forest RCZA identified extant buildings on the east side of Mopley Pond (see Wessex Archaeology, 2011). Although the buildings' purposes are not identified, their location corresponds with the PLUTO pump house on a map of the installation produced by David Ride in 2012. However, it is also recorded that these buildings were no longer extant in 2012 and that only concrete bases remain ([www.combinedops.com](http://www.combinedops.com)). A site visit may be able to determine whether or not there is any evidence of the

pump house still present.

PLUTO installations were often camouflaged to disguise their true purpose. Here this took the form of woodland and turf covering, but in other locations the pump house was disguised as a dwelling. In Greatstone, Kent, five such pump houses still survive today as private bungalows ([www.greatstone.net](http://www.greatstone.net)) Similar pumping elements also survive at Sandown on the Isle of Wight (BBC, June 2010).

*Significant Feature: Communications Building (MA1227)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>High</i>
Documentation	<i>High</i>
Group Value	<i>High</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>High</i>
Potential	<i>High</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>No</b>
<b>Updated</b>	<b>No</b>

The site of Badminton Garage at the end of Badminton Lane corresponds with the PLUTO 'Radio Station' shown on a map of the installation produced by David Ride in 2012 and is described as being the same building. Its original function is unclear, but it has been suggested as being a communications centre of some sort, owing to the presence of aerial masts on its roof during the war ([www.combinedops.com](http://www.combinedops.com)).

A site visit and survey of the building may be able to determine whether this is the same building and to what extent it has been modified since the war. There may be original features within the building that could reveal more about its original function.

## BADMINSTON COMMON AIR RAID SHELTERS (MA1141 & MA1438)

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Low</i>
Documentation	<i>Low</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>High</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

Volunteer contributions have highlighted an air raid shelter at Badminton Common, close to another on the Cadland Estate. From photographs both appear to have been built to the same design and are surface brick built public shelters with concrete roofs, both with access to the interior.

### *Baseline Archaeological Significance*

Such shelters have survived nationwide due to their adaptability to a number of uses. As such they are frequently found in gardens, parks, schools factories and other places with high concentrations of people, although they are often totally unrecognised as WWII structures. Their numbers nationwide are therefore unknown. A survey of these examples may help identify the specification to which it was built and their exact condition.

### *Field Survey*

Visits confirmed the location and condition of these two small brick air raid shelters with flat concrete roofs and air vents. Both are rectangular construction 6m by 2m, with a recessed entrance at one end of the long axis to a single internal room. Both have had an additional hole/access created at either end, this was likely done at the same time post war to prevent use or allow more light into the shelter.

**MA1141** situated on Badminton Drove is in good condition, but has well established vegetation growing around the structure and ivy colonising the structure itself. A large hole has recently been made in the back of the structure as an additional access point.

**MA1438** is situated on a track south of Badminton Common and is in poor condition due to several large cracks and brick damage around the entrance at the south end and erosion of land around the north end has revealed the base pad and left a growing void underneath.



## SPRAT'S DOWN AIR RAID SHELTER (MA1439)

### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Low</i>
Documentation	<i>Low</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>High</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

Volunteer contributions have highlighted what appears to be an air raid shelter alongside a public footpath on Sprat's Down near the village of Ower. From photographs it appears to be a surface built public shelter made of brick with a concrete roof. This shelter was probably built for the occupiers of neighbouring homes.

### Baseline Archaeological Significance

Such shelters have survived nationwide due to their adaptability to a number of uses. As such they are frequently found in gardens, parks, schools, factories and other places with high concentrations of people, although they are often totally unrecognised as WWII structures. Their numbers nationwide are therefore unknown. A survey of this example may help identify the specification to which it was built and its exact condition.

### Field Survey

A site visit confirmed the location of a small brick built shelter 5m by 2m with a pitched concrete roof with an entrance at one end protected by a blast wall and small concrete cover. The size confirms the suggestion that it was for immediate resident use. The shelter is poor condition due to the aggressive weathering of the bricks used for the construction.

## HAXLAND ANTI-AIRCRAFT BATTERY (S.15) (MA1361)

### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Low</i>
Documentation	<i>Medium</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>High</i>
Diversity	<i>Medium</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

Haxland AA Battery was a Heavy AA battery built north of Lepe Farm. War diary entries show that the site was designated S.15 and housed two 3-inch AA guns when activated in 1939 (WO 166/2262). These were replaced by four 3.7 inch guns later in the war. Aerial photography indicates that the guns were arranged in concrete emplacements around a central command post, with ancillary buildings, stores and accommodation just north of the gun positions. War diaries also indicate that an AA HQ was established at Lepe Farm, immediately south of the battery (WO 166/14674).

The site was retained as a Cold War Battery in 1946 (Dobinson, 1996a:459). However, it is possible that it was disarmed as early as 1959, when AA guns nationwide were replaced by guided missiles (Lowry, 1996:131).

#### *Baseline Archaeological Significance*

Modern aerial photography indicates that the Haxland site has been totally cleared and the land it was on is now under plough. However, a concrete track leading into the field from the main road may have been part of the access to the site. Further investigation of Lepe Farm may also reveal extant buildings that date from the period of its use as a HQ.

#### *Field Survey*

An initial site visit was undertaken to check hedgerows and fields, but no extant archaeology or areas of interest were noted and a more detailed survey was not merited. Additional research was done into the area using Lidar and modern aerial photography in an attempt to try and identify areas of interest with no success. Additional research or information from oral histories uploaded to the New Forest Remembers Portal will hopefully shed more light upon the nature and activities of this site.

## **STONE POINT & LEPE BEACH**

#### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>High</i>
Group Value	<i>High</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>High</i>
Diversity	<i>Medium</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

Stone Point is the most southerly section of the coast east of the Beaulieu River and saw extensive activity during WWII. It is possible that one of the earliest structures built there was Stone Point Battery, purportedly a coastal battery. Between 1942 and 1943 a number of LAA Bofors guns were stationed along the high ground immediately behind the coastal cliff (WO 166/11209 & WO 166/7375). Immediately behind the coastal battery a number of anti-tank defences appear to have been constructed, possibly early in the war during the invasion scare, or possibly for training purposes. Along with Stansore Point, war diary records show that Lepe was used in 1942 and again in 1943 for beach landing exercises (WO 166/7375 & ADM 202/69). In the build-up to D-Day it was also used for elements of the PLUTO pipeline; it was here that the main fuel line from the mainland crossed to the Isle of Wight. D-Day Embarkation Hard Q was built on Lepe beach (whilst Q2 was at Stansore Point) (Hampshire AHBR). War diary records (AIR 29/863) record at least 19 barrage balloon sites under No.199 Balloon Ft at Lepe and Stanswood Bay.

#### *Baseline Archaeological Significance*

Stone Point and Lepe Beach both saw extensive use during the war, but unlike Stansore Point immediately to the west, little remains extant today. However, excavation of the beach shingle may find more elements of the embarkation hard and the PLUTO pipeline.

### *Field Survey*

Several visits undertaken around the area confirmed that little survives at Stone Point, which is now a car park and visitor centre for Lepe Country Park. There has also been extensive installation of pipes and cables to the Isle of Wight, building on the success of PLUTO since the war, some of which have reused WWII concrete to cap and protect the cables/pipes disturbing any remains in the area. General industrial debris is visible distributed along the beach, but difficult to date and interpret. Recent weather in February 2014 destroyed large areas of the car park revealing three 1m<sup>2</sup> brick pits in a line and a rectangular concrete pad. Unfortunately it is not possible to interpret whether these were a line of drains, foundations for a pier or part of PLUTO.

### *Significant Feature: Stone Point Battery (MA0074)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>Medium</i>
Rarity	<i>Low</i>
Documentation	<i>Medium</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>High</i>
Diversity	<i>Medium</i>
Potential	<i>High</i>
<b>Overall</b>	<b><i>Medium</i></b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>Yes</b>

records (WO 166/14506).

There is scarce documentary evidence for Stone Point Battery. It may have first been activated in the First World War, and was certainly in use in WWII when it, along with Calshot Castle and Bungalow Battery, made up Calshot Fire Command (Coad, 1986). War diary research has indicated a number of coastal defence guns along the coast of the New Forest area, but Stone Point is the only known battery (aside from the defences at Hurst and Calshot Castles). It was shown as an active site in war diary

The NMP records Stone Point Battery as a circular layout that is more in keeping with an AA battery than a coastal site which would deploy its guns along the shore. Field survey and additional research confirmed this. The circular site recorded as Stone point battery is in fact Lepe HAA (**MA1372**) and Lepe searchlight (**MA1322**) was located in a field to the east of Stone Farm. The NMP has been updated to reflect these changes. There is scarce evidence of dedicated searchlights or magazines, which even accompanied emergency batteries that were hastily built during the war (Lowry, 1996:100). Further investigation of this site may provide some keys to understanding its little known history.

## Field Survey

Additional research in the war diaries though identified more documentary evidence for this site and its activity (WO 192/306). A detailed report informs us that there was one Barr and Stroud Rangefinder No.12, three 6 inch B.L.Mk.VII. guns and three Fortress Projectors Mk.V. searchlights operating at the site with 102 men. The site was part of the Calshot Fire Command along with Calshot Battery and Hook Bungalow Battery under 539 (Southampton) Coast Regt. R.A(R.H.Q). Further detail covers beach and land targets and a distribution of Fire Scheme for night and day engagements.

Two partial broken slabs were recorded at the edge of cliff overlooking Lepe, and were tentatively linked to Stone Point Battery. The surviving examples are heavily broken up due to most of the pads having toppled down the cliff following erosion and then been removed. A cliff collapse in February 2014 following storms revealed a previously buried gun pit in profile as half was exposed and then collapsed with the cliff to form a pile of concrete and metal debris on the beach. The profile in the cliff reveals a similar design to the gun pit excavated at Park Farm, which was part of Needs Ore AA Battery (**MA1441**) (**Appendix 8**). The difference being that this was a concrete lined pit that would have contained the gun. At Needs Ore AA Battery the shallow pit was built up by sandbags around the edges that were held in place with metal pins and angle irons. These sandbags could still be seen though the hessian has long since rotted away, as at Stone Point Battery. This feature is in line with the other two platforms along the cliff top support the identification of Stone Point Battery.

### Significant Feature: PLUTO Pipeline (MA0020)

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>High</i>
Documentation	<i>High</i>
Group Value	<i>High</i>
Survival/Condition	<i>Unknown</i>
Fragility/Vulnerability	<i>High</i>
Diversity	<i>Medium</i>
Potential	<i>Low</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

The PLUTO pipeline was designed to pump fuel from mainland England directly to Normandy after Cherbourg had been secured. This section, laid in 1943 by HMS *Persephone* and codenamed SOLO, used both a flexible steel type of pipeline named 'HAMEL' and the 3 inch lead sheathed 'HAIS' cable (Searle, 1995:36 & 46). The fuel pipes crossed the Solent to Thorness Bay on the Isle of Wight (Searle, 1989:82). Lepe is the only recorded Solent crossing point for the pipeline.

It is unclear whether there are any surviving elements of the PLUTO pipeline at Lepe, although excavation of the foreshore and intertidal area may reveal elements under the beach.

## Field Survey

During general field survey of various D-Day preparation and embarkation elements along the Lepe foreshore and surrounding areas, nothing specifically relating to PLUTO was recorded. However, additional research and more accurate knowledge of the whole PLUTO scheme provided the opportunity for targeted survey. The New Forest Remembers project contributed financially to the Solent 70 project ([www.maritimearchaeologytrust.org/solent70](http://www.maritimearchaeologytrust.org/solent70)) run by the Maritime Archaeology Trust that looked into this specific area of D-Day preparation and activity from Hamble and Fawley across Badminton to Lepe, the results of which will be used to update this DBA section and the New Forest Remembers Portal.

### Significant Feature: Q Embarkation Hard (MA1366)

Criteria (DCMS, 2011)	Archaeological Significance
Period	High
Rarity	Medium
Documentation	Medium
Group Value	High
Survival/Condition	Low
Fragility/Vulnerability	High
Diversity	Low
Potential	Low
Overall	MEDIUM
Surveyed	Yes
Updated	No

In 1944, Lepe Beach was prepared as an embarkation point for the D-Day invasion, code named Q (Cunningham, 1994:29). Like many other such hards, beach hardening was probably laid along the shore line to allow landing craft to beach safely and for tanks and vehicles to easily drive straight onto them. For mooring purposes, bollards will probably have been installed on the shore and 'Dolphin' pier heads built in the intertidal area, allowing landing craft to be securely moored during loading. The Dolphins

also supported elevated gangways for men to walk directly onto ships ([www.fortgilkicker.co.uk](http://www.fortgilkicker.co.uk)).

Such embarkation points were laid all along the south coast of England where the shoreline permitted it. The NRHE lists 52 sites, predominately along the south coast, that were constructed in a similar manner during WWII. At Lepe, much of the waterfront appears to have been modified with modern sea defences. It is possible that many WWII features have since been obliterated. However, some elements may be visible at low tide (Cunningham, 1994:29).

## Field Survey

Following discussions with Lepe House access to survey the foreshore and grounds of the house were provided.

Lepe House was requisitioned in 1943 by the Royal Navy to become the HQ for assault group J.1 for the D Day landings. Though little evidence was found on the foreshore relating to the Q embarkation hard apart from a large amount of redistributed concrete blocks and chocolate block matting several features were recorded in the grounds of Lepe house associated with the hard.

Alongside the concrete road access to the north of the house an additional access was created from the east along the beach, this access was created using long stretches of concrete chocolate block matting and survives in good condition today, though large patches are covered by sand. In the grounds of Lepe house three concrete rings were recorded, which were the bases of water and diesel tanks. The water tank base was 18m in diameter and had an overflow through metal pipes now removed to a small stone built well now partially filled in to the northwest corner of the property, though it has been suggested from this may have also acted as a training well for divers. The two diesel tank bases were roughly 15m in diameter and are now grassed over, one of these tank bases is directly behind a small brick and concrete wall on the foreshore that lines up with the NMP digitised location of the hard, this would have been the outflow from the tanks to the fuelling points on the hard. Additional map research from two maps detailing the berthing plan for Lepe and Stanswood Bay during embarkation (<http://www.newforestww2.org/where-to-park-your-d-day-landing-craft/>), confirmed that diesel and fresh water were available at each Dolphin. Compared to Q2 (**MA0026**) at Stanswood which only had fresh water points at the 1<sup>st</sup>, 3<sup>rd</sup> and 5<sup>th</sup> Dolphins.

*Significant Feature: Light Anti-Aircraft Positions*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Low</i>
Documentation	<i>Low</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>Unknown</i>
Fragility/Vulnerability	<i>High</i>
Diversity	<i>Low</i>
Potential	<i>Low</i>
<b>Overall</b>	<b>LOW</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

War diary research indicates the presence of a line of five single Bofors Light Anti-Aircraft positions between Lepe Farm and Stansore Point between 1942 and 1943. These appear to be positioned along the high ground immediately behind the coastal cliff (WO 166/11209 & WO 166/7375). Investigation of these five locations may reveal whether these were merely temporary deployments with little or no construction involved, or if they were more substantial locations with permanent footings and services.

*Field Survey*

Field survey failed to identify any remains associated with the five LAA positions described in the war diaries.

## STANSORE POINT

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>High</i>
Group Value	<i>High</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>High</i>
Diversity	<i>High</i>
Potential	<i>High</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

Stansore Point was used extensively in the period 1942-1944. Along with Stone Point, war diary records show that it was used in 1942 and again in 1943 for beach landing exercises (WO 166/7375 & ADM 202/69). In December 1943 it was designated as a site from which to build and launch Phoenix caissons for Mulberry Harbour. In the final build up to D-Day it was turned into an embarkation point for troops who would take part in the Normandy Landings.

### *Baseline Archaeological Significance*

There are several features related to both the caisson construction and the D-Day embarkation remaining at Stansore Point. As both are present in the same area, they are intermingled and hard to differentiate as being of two different purposes, in use at two different times. The NRHE lists only one other site in the country that has elements of Mulberry construction and D-Day embarkation in the same place; Stokes Bay at Gosport.

Stansore Point was surveyed in 1990 by Hampshire County Council and some elements of the features may have been broken up to provide material that could be used to protect better surviving elements of the site. (Wessex Archaeology, 2011, Appendix D:17). A fresh survey would be able to assess to what extent this has been successful.

### *Field Survey*

Stanswood Bay beach is heavily littered with broken up and redistributed concrete material relating to the WWII activity in the area. Alongside this general debris are a large collection of in situ features relating to construction of Mulberry Harbours and then embarkation activity. These are looked at in more detail below.

### *Significant Feature: Mulberry Harbour Construction Site (MA1357).*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>High</i>
Group Value	<i>High</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>High</i>
Diversity	<i>High</i>
Potential	<i>High</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

Six Phoenix Type B2 caissons were built at Stansore Point in the period between December 1943 and D-Day (Cunningham, 1994:20). Each caisson was a large concrete 'box' 62 metres long, 13.4 metres wide and 10.6 metres high, and weighing 6,000 tons (D-Day at Lepe). Construction of the six caissons involved 700 men employed by Wilson Lovatt & Sons Ltd. and required purpose built structures on the foreshore at Stansore Point. These included



construction platforms, winches, tracks to pull the caissons across the beach and slipways on which to slide them into the water (Wessex Archaeology, 2011).

147 Phoenix caissons were towed to France after D-Day to act as breakwaters for the rest of the harbour. The vast majority of these were built in dry docks or established harbours such as Southampton and Portsmouth, so beach construction sites are relatively rare. The only other beach construction sites for Phoenix caissons were at Stokes Bay (Gosport) and on Hayling Island at the entrance to Langston Harbour (Hartcup, 1977:91). At Stokes Bay the concrete construction platforms are still in evidence. At Hayling Island only the launching slipways appear to survive.

Most elements of the construction process are still represented at Stansore Point, in a reasonable level of preservation and are well interpreted by an information board nearby. This includes the construction platforms, rolling track wall, slipways, winching gear positions and the bases of buildings and a water tower that were built to accommodate the workforce (HCC, D-Day at Lepe). However, being a foreshore site there is a risk of erosion by the sea.

### *Field Survey*

Several surveys were undertaken of this area at different stages of the tide and following various weather conditions to try and capture the most accurate picture of what survives on site.

A massive raised brick and concrete platform runs NE-SW in line with the beach which stretches over 370m long and was the construction platform for five of the caissons showing that all six were constructed at the same time with one being built on the launching rails directly to the southwest. The northeast end of this massive construction platform has been undermined, broken up and redistributed on the beach due to coastal processes, resulting in the loss of the area where two caissons were constructed. A large section survives in fair condition at the southwest end; enough for three caissons, shown by raised concrete pads with gaps marking each caisson location, the potential hurry to construct this huge platform can be seen in the number of footprints set into the concrete bases that were not removed or flattened out at the time. Running parallel to the raised construction platform on either side are long concrete walls with regular breaks and concrete buttresses pointing outwards, on the sea side these concrete buttresses are further augmented by the presence of brick buttresses suggesting a later addition due to the mobile sediment on the shore. Some of the concrete buttresses on the sea side have had numbers 1 – 8 cut into the top.

After consulting contemporary photos of Stokes bay it is believed that these concrete walls with the buttresses were the rests for the scaffolding required to build the caissons. Further support for the scaffolding was evidenced by the large number of old iron scaffolding clamps found during survey on the foreshore.



Immediately at the southwest end of this large construction platform is the caisson launching ramp for launching the huge caissons at high tide. Two blocks of four narrow concrete slipways with the gearing and motor pits directly behind survive in good condition, though all metal work including the metal rails that would have sat on top of the concrete slipways have been removed, however, following recent sediment removal by storms it was possible to record and photograph various metal fixings for the rails, chains and cables.

Several concrete bases for buildings were also recorded in the area associated with overseeing this huge operation. A question remains over how these large concrete 'boxes' 62 metres long, 13.4 metres wide and 10.6 metres high, and weighing 6,000 tons were moved from their construction beds to the launching ramp, leading to various debates about why they weren't all launched sideways directly into the water rather than moving one of them over 300 metres parallel to the water before launching. This has led to a suggestion that the destruction at the northeast end might have been partially undertaken at the time to get around the logistics issue. It is hoped that further war diary research, personal memories or archives might shed some light on this.

The surviving extent of material relating to Mulberry Harbour construction in reasonable condition justifies the overall archaeological significance of 'High'. Even though the survival of this site for so long is testament to the level of construction, a full structural survey of the surviving structures identifying potential opportunities for future work to try and ensure their long term survival would be beneficial, especially with the renewed interest in (2014) for the 70<sup>th</sup> anniversary.

*Significant Feature: Q2 Embarkation Hard (MA0026)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>High</i>
Group Value	<i>High</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>High</i>
Diversity	<i>High</i>
Potential	<i>High</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

Shortly after the completion of the Phoenix Caissons, the construction site was prepared as an embarkation point for the D-Day invasion, code named Q2. As with site Q, beach hardening was laid along the shore, bollards were installed and 'Dolphin' pier heads were built in the intertidal area, allowing landing craft to be securely moored during loading. The Dolphins also supported elevated gangways for men to walk directly onto ships ([www.fortgilkicker.co.uk](http://www.fortgilkicker.co.uk)).

At Stansore, sections of all these elements are still in evidence and are well interpreted by an information board nearby. However, being a foreshore site there is a risk of erosion by the sea.

Such embarkation points were laid all along the south coast of England where the shoreline permitted it. Of the 52 sites listed by the NRHE that were constructed in a similar manner during WWII it is likely that only Stokes Bay in Gosport was converted after it had been used as a Mulberry construction site. Like Stansore Point, several elements also survive there ([www.fortgilkicker.co.uk](http://www.fortgilkicker.co.uk)).

An inland element of the embarkation hard was the roads leading to it. A map of the embarkation areas indicates that a track that leads from Stanswood Road to the shore was one of the main access routes to the hard. Although this track is shown on earlier maps, it appears from modern aerial photography to have been constructed from concrete. This may date from WWII and is worthy of closer investigation.

### *Field Survey*

Field survey recorded several concrete slipways and areas of concrete chocolate block matting associated with embarkation activity directly south of the Mulberry construction areas. The matting was mostly broken up and redistributed around the beach, but some in situ areas were recorded following recent sediment movement following winter storms. Two heavy duty metal bollards still survive in good condition for tying up craft for loading and two dolphins survive in fair condition. Considering these have been exposed to 70 years of constant water and wave action this is rather impressive. Additional map research from two maps detailing the berthing plan for Lepe and Stanswood Bay during embarkation shows that there was a minimum of five Dolphins at one time, due to the recording of fresh water points for landing craft available at the 1<sup>st</sup>, 3<sup>rd</sup> and 5<sup>th</sup> Dolphins. A large circular brick structure with a concrete base 7m diameter in good condition was recorded just behind the foreshore, which was the water tank base allowing for this distribution.

([www.newforestww2.org/where-to-park-your-d-day-landing-craft/](http://www.newforestww2.org/where-to-park-your-d-day-landing-craft/))

## **LEPE HEAVY ANTI-AIRCRAFT BATTERY (MA1372)**

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Low</i>
Documentation	<i>Low</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>Low</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>Medium</i>
Potential	<i>Low</i>
<b>Overall</b>	<b><i>MEDIUM</i></b>
<b>Surveyed</b>	<b><i>Yes</i></b>
<b>Updated</b>	<b><i>No</i></b>

The New Forest RCZA identified a potential Battery in fields behind Lepe Country Park car park through NMP research. The site is visible on 1946 Aerial Photography as eight potential gun emplacements in a ring enclosing a central command point, but no reference to this AA position has been found in extensive war diary research undertaken as part of this desk based assessment.

AA batteries were first established around the New Forest in 1939 and their number grew during the build-up towards D-Day and during deception operations. AA batteries were either heavy (usually housing four or more 3.7 inch guns) or light (using various numbers of 40 mm Bofors guns) (Lowry, 1996:48-61).

### *Baseline Archaeological Significance*

AA batteries were usually quite extensive sites that included services, magazines and accommodation. No such structures are visible near these gun pits, indicating that if it were an AA position, it may have been a very temporary deployment. It may be that any AA guns based here were a support for the embarkation hards at Stone and Stansore Points. Further survey work may be able to reveal the true nature of these features and locate any other features that may be associated with them.

### *Field Survey*

An initial site visit was undertaken to check hedgerows and fields, but no extant archaeology or areas of interest were noted and a more detailed survey was not merited. Additional research was done into the area using Lidar and modern aerial photography in an attempt to try and identify areas of interest with no success. Additional research or information from oral histories will hopefully shed more light upon the nature of this site.

## **LEPE SEARCHLIGHT POSITION (MA1322)**

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Low</i>
Documentation	<i>Medium</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>Low</i>
Fragility/Vulnerability	<i>High</i>
Diversity	<i>Medium</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b><i>MEDIUM</i></b>
<b>Surveyed</b>	<b><i>Yes</i></b>
<b>Updated</b>	<b><i>No</i></b>

The New Forest RCZA identified a potential AA Battery east of Stone Farm (Wessex Archaeology, 2011) through NMP research. The site is visible on 1946 Aerial Photography as several positions in a curve around a two distinct buildings, the aerial images combined with additional war diary research suggests that this is the location of Lepe searchlight position (WO 166/3066 & WO 166/2267).

### *Baseline Archaeological Significance*

The historic aerial photos suggest that this position is most likely to be a sandbagged or concrete emplacement. Such sites could potentially have left remains below the ground after being removed. Other permanent installations such as cabling for the generator may also be present. Lidar suggests that no features survive and the area is under plough. Further survey work may be able to reveal the true survival of any features and locate any other features that may be associated with the position.

### *Field Survey*

An initial site visit was undertaken to check hedgerows and fields, but no extant archaeology or areas of interest were noted and a more detailed survey was not merited. Additional research was done into the area using Lidar and modern aerial photography in an attempt to try and identify areas of interest with no success.

Additional research or information from oral histories will hopefully shed more light upon the nature of this site.

## RAF CALSHOT (MA1354)

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	Medium
Rarity	Low
Documentation	Medium
Group Value	High
Survival/Condition	High
Fragility/Vulnerability	Medium
Diversity	Low
Potential	Medium
Overall	<b>MEDIUM</b>
Surveyed	Yes
Updated	No

RAF Calshot first opened as Calshot Naval Air Station in 1913 and became Royal Naval Air Station (RNAS) Calshot in 1914. Seaplanes and flying boats used the spit as a base for flying from Southampton Water. Originally a training station, its role expanded to include the protection of shipping along the south coast during the war. A massive building programme in 1917 saw the first hangers built on the spit, including the Sunderland Hanger that is still in use today as part of Calshot activities Centre ([www.transportheritage.com](http://www.transportheritage.com)).

Between the wars, Calshot was renamed as RAF Calshot and used as the main base for Schneider Cup races in 1929 and 1931 (Lewis, 2011). T. E. Lawrence (Lawrence of Arabia) was also based here during the 1929 event. During WWII, Calshot was used as a maintenance and repair centre for flying boats and a training centre for RAF launches. Five of the station's tender boats took part in the Dunkirk evacuation ([www.southernlife.org](http://www.southernlife.org)). From 1942 it was also used as a base for Air-Sea Rescue high speed launches ([www.transportheritage.com](http://www.transportheritage.com)).

After the war, operation squadrons were based at RAF Calshot until 1961, when the station was closed ([www.transportheritage.com](http://www.transportheritage.com)).

### *Baseline Archaeological Significance*

The Hampshire Aggregate Landscape Enhancement NMP Project (Travarthen, 2010) digitally plotted the RAF station from period aerial photographs, which has identified three buildings that correspond with buildings still extant on the spit. To this must be added the three aircraft hangers. Their condition is not known, but the ancillary buildings are used for dwellings, classrooms and offices. There is a large activities centre including climbing walls and a velodrome in the Sunderland Hanger, and boat storage in the remaining two hangers. All three hangers are Grade II listed buildings. As well used buildings, their condition is presumably assessed regularly and their construction will be well recorded. Additional site visits may identify other elements of the station identified on the RAF plan.

### *Field Survey*

Field survey failed to identify any additional features relating to the flying boat base here apart from the buildings and hangers already in use and recorded. Additional

visits following storm events might reveal features that are buried under very mobile beach sediment.

#### *Significant Feature Short Sunderland Wreck (MA0142)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>High</i>
Documentation	<i>Low</i>
Group Value	<i>Low</i>
Survival/Condition	<i>Medium (presumed)</i>
Fragility/Vulnerability	<i>High</i>
Diversity	<i>Low</i>
Potential	<i>High</i>
<b>Overall</b>	<b><i>MEDIUM</i></b>
<b>Surveyed</b>	<b><i>No</i></b>
<b>Updated</b>	<b><i>No</i></b>

The NRHE records a wreck site immediately east of Calshot Spit. This has been identified as the site of a submerged Sunderland Flying Boat, believed to have been lost in 1944. This is most likely the wreck of a Sunderland that sank at its mooring in 1950. Of approximately 777 built, only one Sunderland remains airworthy today. A further six are still intact, and six wrecks are recorded in the NRHE. The Calshot wreck was last described as intact, but upside down and minus its tail section ([www.calshotdivers.com](http://www.calshotdivers.com)). It may be this wreck was

the source of a propeller that was salvaged in 2010 (Wessex Archaeology, 2010:33). Further investigation of the wreck could determine if it is the aircraft from 1950 or if it is another wreck from the war period.

## **CALSHOT CASTLE (MA1170)**

#### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>Low</i>
Rarity	<i>Medium</i>
Documentation	<i>High</i>
Group Value	<i>High</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Low</i>
Diversity	<i>Low</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b><i>MEDIUM</i></b>
<b>Surveyed</b>	<b><i>No</i></b>
<b>Updated</b>	<b><i>No</i></b>

Calshot Castle is a Henrician Device Fort built in 1540 to defend the approach to Southampton Water. It was supplemented by a battery in the 19<sup>th</sup> century and in the late 1800s became the base for a boom defence that protected Southampton Water. The defence consisted of hulks, laid end to end and moored to Dolphins in the centre of the channel. (Saunders, 1989:198). In WWII it was armed with two 12-pounder QF guns on its roof and was part of Calshot Fire Command, along with Bungalow Battery

on the other side of Southampton Water, and Stone Point Battery near Lepe (Coad, 1986:18).

#### *Baseline Archaeological Significance*

Calshot Castle's roof was significantly altered in the last 200 years to accommodate new guns. There is still a gun mounted there today. Survey of this weapon may identify its calibre and whether it is an original WWII piece. Calshot Castle is a Scheduled Ancient Monument and a Grade II listed building.

## EAGLEHURST CAMP (MA1187)

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>Medium</i>
Rarity	<i>Medium</i>
Documentation	<i>Medium</i>
Group Value	<i>High</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>Low</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>No</b>
<b>Updated</b>	<b>No</b>

Eaglehurst camp was first built during World War I as an ancillary site of RNAS Calshot, built to accommodate the ground staff and aircraft crews based there. The site was modified in WWII with the addition of defensive trenches and camouflage on the building's roofs (Travarthen, 2010:38). The camp was connected to RAF Calshot by a light railway (also built in World War I) and by 1940, the camp accommodated 500 trainee airmen (Frame, 2007:38).

Eaglehurst camp continued to be used as part of RAF Calshot until the 1950s. In the 1960s it was briefly used as temporary accommodation for displaced persons from the island of Tristan da Cunha.

### *Baseline Archaeological Significance*

Exactly when Eaglehurst Camp was demolished is not clear from the records so far assessed. However, several buildings of the camp are known to be extant; the present day St George's Hall is the former camp church, the officer's married quarters are a private residence and three quarters on Castle Lane are used as accommodation for staff at Calshot Activities Centre. Accurate survey of the buildings around the married quarters may reveal if any are original structures remain and further investigation of the main camp area may identify the extent to which building footings and trenches survive. A related pillbox on the coast is discussed below.

### *Significant Feature: Hillhead Pillbox (MA1096)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>Low</i>
Group Value	<i>High</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>Medium</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

The Hampshire AHBR records an unusual pillbox on the shore at Hillhead. Photographs of the pillbox suggest that it is more likely to be a generator bunker and the RAF site plan of Calshot records an engine room on this site. Only one loophole appears to be a firing position (the rest may be vents) and the doors and windows are too large and numerous to be protected firing positions. Accurate survey and the removal of the undergrowth around the site may enable a more detailed assessment of its features.

From this it may be possible to determine its actual purpose.

### *Field Survey*

A site visit confirmed this structure was a protected generator house rather than a pill box. The structure is a large concrete block structure 9m by 7m with a large number of air vents beneath the concrete roof. Apart from several small loopholes there is a



large entrance that could potentially accommodate a car and several larger windows now blocked up with metalwork. As the structure is on private land it was only assessed externally a return visit with agreed access might be able to add more information including interior condition and whether any other evidence of use survives inside.

## EXBURY HOUSE (MA0141)

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>Low - Medium</i>
Rarity	<i>Medium</i>
Documentation	<i>Medium</i>
Group Value	<i>High</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>Low</i>
Diversity	<i>High</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

Exbury House, was requisitioned by the Royal Navy in May 1942, and designated HMS *Mastodon* a few months later. The house was significantly modified for its new role as a Royal Navy amphibious landing planning HQ. The ground floor was converted to offices, messes and stores, while space upstairs was made into accommodation and a sick bay (Cunningham, 1994:11). In late 1943, HMS *Mastodon* expanded to cover several other sites, including Buckler's Hard (**MA1440**) and Lepe. To accommodate the ever growing staff, a number of ancillary buildings were constructed in the grounds, including a guard house, barracks capable of housing 300 personnel, a cinema, storerooms, a dentist and a sick bay. Landowner contributions have also identified an extant Nissen hut that may have been used as a NAAFI on the site (**MA1470**). A large tented encampment also existed in the grounds (Cunningham, 199:29). In 1944 the nursery was made into a HQ for G Force (the force attacking Gold Beach in Normandy). The tents were removed after D-Day, but HMS *Mastodon* remained active until July 1945. After it was closed, it was commissioned as HMS *King Alfred* in January 1946 and as HMS *Hawke* in August 1946. It was finally derequisitioned in May 1955 and returned to the Rothschild family (Cunningham, 1994:70-71).

### *Baseline Archaeological Significance*

The extensive modifications to Exbury House may have left interior evidence, although Nicholas de Rothschild (pers. comment) believed there to be little surviving. Equally, the locations of the various ancillary buildings (now removed) are not certain (Leete, 2004:87). An accurate survey of the site and further historical research may be able to pinpoint these locations.

### *Field Survey*

A site visit undertaken with the owner of the Exbury Estate and resulted in a guided tour of some of the few surviving WWII activity features on the estate. Most of these sites are discussed further in Lower Exbury AA position below. One of the Nissen huts is now used by the estate for storage of gardening equipment and is maintained

in good condition. Adjacent to this is a large brick built NAAFI, which is currently used as a workshop for grounds maintenance. Though the interior of the NAAFI has been changed to facilitate its current use the evidence of its history are visible on the walls; various individual bricks have been painted white with black text stencilled across them identifying items from bacon, to broad beans, carrots to coffee and chocolate. These mark where the various items would have been stored on shelves or in cupboards and suggest a very well stocked NAAFI. Personal memories and archives continue to add further information and highlight the activities undertaken at Exbury. Several oral histories and written memories collected refer to life at Exbury: <http://www.newforestww2.org/?keywords=Search&searchLocation=47&searchCategory=85&searchDate=Any&search=1>

As well as details of a Royal Visit on 24<sup>th</sup> May 1944 captured in George VI's personal diary made available to the project by the Royal Archives with the permission of Her Majesty Queen Elizabeth II: <http://www.newforestww2.org/aerolite-a-royal-visit-in-1944/>

## LOWER EXBURY AA POSITION

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>Medium</i>
Group Value	<i>High</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>High</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

War diary records and landowner contributions have highlighted a number of sites at Lower Exbury, adjacent to the mouth of the Beaulieu River. The tether of a Barrage Balloon is evident (**MA1468**), along with a Bofors AA gun pit (**MA1467**) and a concrete pit that may be a gun position or tank pit (**MA1471**). War diary entries indicate at least two LAA positions in the area (WO 166/7375). They also indicate two searchlight emplacements from different periods; 1942 (WO 166/6099) and 1944 (WO 166/14674), that may have occupied the same site. A beach defence light is also listed very close to the Bofors gun pit (WO 166/14506).

### *Baseline Archaeological Significance*

Reports from the landowner indicate that several of these features are still extant. Further investigation may be able to reveal other features indicated in the war diary. The presence of the Bofors gun pit may present an opportunity to fully survey and assess their construction, which may aid in the identification of the dozens of similar sites listed in the New Forest in war diary records.

### *Field Survey*

A site visit undertaken with the owner of the Exbury Estate resulted in a guided tour of some of the few surviving WWII activity features on the estate.



The barrage balloon winch (**MA1468**) is in very good condition apart from a light covering of bracken, part of the winching mechanism sits on top of a small concrete block. Though large numbers of barrage balloons are recorded at Lepe and Stanswood Bay and along Southampton Water this is the only local surviving example currently known. Though it is not fully complete this has a very high local archaeological significance.

The silo/pit (**MA1471**) is a three sided concrete rectangular walled area 9m by 4m orientated north-south open at the north end set in a small valley descending to the Beaulieu River. The concrete is in good condition, but is heavily covered in vegetation. It is hard to interpret if this is a tank pit as suggested by the owner or one of the light AA positions identified in the war diaries. Additional information from personal memories may solve the intended use of this feature.

The Bofors gun pit (**MA1467**) is set into a prominent position on the east bank of the Beaulieu River as it curves towards its mouth. A concrete breeze block construction entered from the northeast encloses an area roughly 4m<sup>2</sup> with various shelving areas and storage and a hard standing floor. Established vegetation is beginning to cause some damage to the breeze blocks, but the pit is still in fair condition. Numerous Bofors gun pits are recorded across the New Forest, but like the barrage balloon winching point this is the best example so far recorded or known about in the area.

## WHITEFIELD ROUGH CAMP (MA1320)

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>Medium</i>
Rarity	<i>Medium</i>
Documentation	<i>Low</i>
Group Value	<i>Low</i>
Survival/Condition	<i>Low</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>Low</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

2008:99).

Aerial photography from 1946 indicates what might be a WWII camp at Whitefield Rough alongside the Dark Water River. The photography indicates numerous building concentrated alongside Lepe Road. The camp is close to the embarkation point at Lepe and may be related to that in some way, although it does not appear on a map of staging areas. It has been suggested that it was an accommodation camp for the Mulberry construction workers (Berkshire Archaeological Services,

### *Baseline Archaeological Significance*

Further investigation may indicate what the site was used for and when it was in use. Field walking may identify similar structures in the same area.

### *Field Survey*

Site visits failed to identify or record any features surviving relating to any WWII activity in the target location. Half of the area is now used for pig farming so wasn't accessed, but it is unlikely any evidence will survive. The other half is covered by evergreen woodland plantation, which has removed any visible trace above ground.

## **BLACKFIELD ANTI-AIRCRAFT BATTERY (MA1518)**

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Low</i>
Documentation	<i>Low</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>Low</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>Medium</i>
Potential	<i>Low</i>
<b>Overall</b>	<b><i>MEDIUM</i></b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

The New Forest RCZA identified a potential AA Battery in Fields Heath at Blackfield (Wessex Archaeology, 2011). The site is visible on 1946 Aerial Photography as several potential gun emplacements.

War diary research undertaken as part of this desk based assessment has identified a number of Light AA positions in the immediate surrounding area (WO 166/11209, WO 166/7375), but as these entries refer only to single gun positions, it is unlikely that they refer to this site. However, it is significant that this site

is very close to the 'Vulnerable Position' of Fawley Petrol Centre, an area designated for increased AA defence in war diaries (WO 166/1319).

### *Baseline Archaeological Significance*


AA batteries were usually quite extensive sites that included services, magazines and accommodation. Further survey work may be able to identify these features and establish the relationship with surrounding trenches (**MA1225**) and buildings (**MA1222**, **MA1223**, **MA1224** and **MA1519**).

### *Field Survey*

Site visits failed to identify or record any features surviving relating to any WWII activity in the target location. However, the area is heavily gorse covered which will obscure any subtle surviving earthworks; a return visit if vegetation is removed might identify some features associated with Anti-Aircraft activity. Further information from personal memories or archives may also shed more light on this site.

### 3.4.16 Sub Unit Zone B

Sub Unit Zone B encompasses the south east coast of the National Park around Beaulieu and is 33.2km<sup>2</sup>. It contains 29 monuments that can be broken down as follows:

Location	Research Category	Monuments	Significant Monuments
	Defensive Structures	2	
	Anti-Aircraft	4	4
	Training Sites		
	Military Camps & Requisitioned Houses	9	1
	Airfields	1	1
	Experimental Sites	1	
	Domestic Sites	6	1
	Damage & Losses	6	

Amongst these monuments, the following were considered significant:

### **BUNKER'S HILL ANTI-AIRCRAFT BATTERY (BEAULIEU 33) (MA1305)**

#### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>High</i>
Group Value	<i>Low</i>
Survival/Condition	<i>Low</i>
Fragility/Vulnerability	<i>High</i>
Diversity	<i>Low</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b><i>Medium</i></b>
<b>Surveyed</b>	<b><i>Yes</i></b>
<b>Updated</b>	<b><i>No</i></b>

Bunker's Hill AA Battery was a Heavy AA battery built alongside Hatchet Lane. War diary entries show that the site was designated as Beaulieu 33 or S.33 and housed four 3.7 inch guns when activated in 1942 (WO 166/7375). They also record that in 1944, the battery was bombed and four personnel were killed. This documentation includes photographs and plans of the camp (HO 192/852). Further war diary records show that the site was scheduled to be cleared and levelled off on 4 August 1945 using 5 men and a bulldozer. The war diary suggests that the holdfasts for the guns were still in place. Whether these were removed is not clear and they may remain at the site (WO 166/16686).

#### *Baseline Archaeological Significance*

Modern aerial photography indicates that the Bunker's Hill site has been totally cleared and much of the land it was on is now under plough. However, further survey may be able to identify material remains of the battery and identify other features shown on the plans and photographs, including the bomb craters.

## Field Survey

A site visit confirmed that the area is under plough and though surrounding ditches and boundaries were checked, no related features were observed or recorded. Two small depressions were observed which correspond with the recorded bomb craters from the report (HO 192/852) into the bombing incident on the night of the 14<sup>th</sup> May 1944. <http://www.newforestww2.org/air-raid-damage-to-bunkers-hill-anti-aircraft-site-official-report/>

## BUCKLER'S HARD (MA1440)

### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	Low
Rarity	Low
Documentation	High
Group Value	Medium
Survival/Condition	Low
Fragility/Vulnerability	High
Diversity	Low
Potential	Medium
Overall	<b>MEDIUM</b>
Surveyed	Yes
Updated	No

Royal Navy personnel first began to arrive at the 18<sup>th</sup> century boatyard of Buckler's Hard in the winter of 1940. A temporary Nissan hut camp was established in the grounds and the men employed there worked on dumb barges, modifying them for military service. At various times throughout the following three years, houses were requisitioned for military use, but in November 1943 the entire village was requisitioned and turned into a repair and maintenance base for landing craft. Shortly after, the whole site was taken under control of HMS *Mastodon*, based in Exbury House (Cunningham, 1994:8,28).

Buckler's Hard waterfront was extensively modified with the addition of a concrete slipway and motorised winch, and a crane on one of the quays (Holland, 1984:165). Numerous buildings that appear to be of a military nature also appear on period photographs. It was used not only for the maintenance of landing craft attached to the units of HMS *Mastodon*, but also for servicing and maintaining Motor Torpedo Boats and the construction of dummy ships used in Operation *Quicksilver* (Cunningham, 1994:25:36).

### Baseline Archaeological Significance

The WWII slipway was surveyed in 2012 (Wessex Archaeology, 2012) as part of a project commissioned by the NFNPA. Most of the remaining features were in a generally good condition, although there was some damage to the steel rails. Little trace remains of the numerous huts, but one shed (currently used to store canoes), corresponds with the site of a shed in period photograph. A survey of this feature and further research may ascertain if it is a WWII structure.

## Field Survey

During a community excavation (see below) the opportunity was also taken to survey the surrounding area for extant archaeology. No trace of WWII huts were recorded and the one potential shed used for canoe storage was a more modern build, but

might have recycled the WWII concrete base though this was not possible to confirm. Survey in the nearby woodlands recorded some metal chain and corrugated metal sheeting, but it was not possible to tell whether this was dumped when the WWII huts were removed or were the result of more recent activity.

### *Excavation*

The New Forest Remembers project ran a community dig for Festival of British Archaeology 2012 focusing on the WWII riverfront activity at Buckler's Hard, Beaulieu. Three trenches were opened along with, two further test pits and five other excavation areas in order to investigate areas of interest that were visible in historic aerial photos and had been highlighted from a geophysical survey of the site in advance of the site being used for a new boat building shed by Wessex Archaeology in 2012.

The complete excavation report and results can be found in **Appendix 7**

## **CLOBB COPSE BOATYARD (MA1359)**

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>High</i>
Documentation	<i>Medium</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>High</i>
Potential	<i>High</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>No</b>
<b>Updated</b>	<b>No</b>

In 1941 the bank of the Beaulieu River at Clobb Copse was made ready to be used as a top secret building basin for an experimental concrete dry dock. The dry dock was launched in March 1944 and floated round to Portland, where it was used throughout the war. (Holland, 1984:169-171) In 1943 the site was extended whilst the dry dock was still being constructed to create space for the construction of concrete 'Beetle' barges; components of Mulberry Harbours that made up the roadways connecting the caissons to the shore. The existing oyster bed was cleaned out and given a concrete bottom. The dock was then sealed with timber gates constructed behind a steel coffer dam. Upon completion of the dock, the coffer dam was removed at low tide (Hartcup, 1977:87). More than fifty Beetles were constructed in Clobb Copse in the build-up to D-Day. Finally, six much larger 'Intermediate Pontoons' were built in the basin in the final months before the invasion (Cunningham, 1994:21-22).

### *Baseline Archaeological Significance*

470 Beetles were built in advance of D-Day. It would appear that there were only four construction sites, the others being London, Marchwood and Southsea. There is little or no evidence of these three sites, potentially leaving Cobb Copse as the only remaining extant site of Beetle construction from WWII. Clobb Copse was also

unique in that construction took place in a basin, whereas it was done directly on the waterfront at Southsea and Marchwood, and in established docks in London.

An accurate survey of the basin at Clobb Copse would help establish the way in which the site was prepared for its role and the extent of the features associated with it.

### *Field Survey*

Several approaches were made to the landowner to survey the 'Beetle' construction site, but to no avail. The house is currently up for sale so another approach to the new owner would be recommended. Several photos have been identified in the Beaulieu Estate Archives which depict some of the Beetle construction and other Mulberry Harbour activity at Clobb Copse: <https://nfknowledge.org/contributions/beetles-on-the-beaulieu-river/>

## **NEEDS ORE ADVANCED LANDING GROUND (MA1331)**

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	High
Rarity	Medium
Documentation	High
Group Value	Medium
Survival/Condition	Low
Fragility/Vulnerability	High
Diversity	Medium
Potential	Medium
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

Needs Ore ALG was constructed in the summer of 1943 in preparation for the invasion of mainland Europe. It was occupied by RAF British and Commonwealth squadrons flying Hawker Typhoons. Four such squadrons with a total of some 150 aircraft were based here in the build-up to D-Day, along with over 900 ground crew. During the spring and summer of 1944, it is estimated that the airfield was so busy that aircraft took off or landed every 45 seconds. As with many of the ALGs along the south coast, the airfield was totally vacant by July and would not be used as an airfield again. The Royal Navy used the site as a depot until 1946, at which point it was returned to the Beaulieu Estate (Brooks, 1996:164).

### *Baseline Archaeological Significance*

ALGs were not designed as anything more than temporary airfields with tented accommodation. The landing strip was made of steel mesh pinned to the ground with large stakes that could be removed when the airfield was closed. As such they leave little evidence of their past on the ground. At Needs Ore, this evidence takes the form of field boundaries along a former perimeter track and traces of dispersal areas identifiable in Lidar survey. However, at least one present day building corresponds with the location of a small arms store at the north end of the airfield. Several buildings around Rolf Farm at the southern end may also be WWII structures. Further investigation may be able to determine if these are original airfield buildings.

## Field Survey

A detailed survey of the ALG footprint was undertaken guided by a 1944 RAF asset plan focused on the small woodland copses surrounding the temporary runways that are now under plough. The temporary nature of the ALG and its tented accommodation would suggest that little extant archaeology may survive. The best potential is relating to some of the bigger temporary buildings or the numerous 'Air Raid Slit Trenches' that have been recorded at Lymington ALG (**MA1316**). The survey did record some vegetation marks in Rye Errish Copse relating to accommodation sites No.1 – 6, but no definite features. All other areas visited were either under plough or evidence has been removed by modern housing. Park Farm which was requisitioned for officer quarters has potential for some surviving features from its WWII activity, but the current occupant has not discovered any. One feature recorded was a large concrete rectangular hard standing area now used for storing hay bales adjacent to the road south of Great Buckersley Copse which was a refuelling point for the airfield.

It is expected that potentially the most useful additional information on this site will come to light from personal archives or oral histories added to the New Forest Remembers Portal.

## NEEDS ORE ANTI-AIRCRAFT BATTERY (MA1441)

### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	High
Rarity	Low
Documentation	Medium
Group Value	High
Survival/Condition	Medium
Fragility/Vulnerability	High
Diversity	Medium
Potential	Low
Overall	<b>MEDIUM</b>
Surveyed	Yes
Updated	Yes

War diary research undertaken as part of this desk based assessment has indicated the presence of a Heavy AA Battery, designated S.101, immediately west of Needs Ore Airfield in late 1944 (WO 166/14674). Aerial photographs from the Beaulieu Estate also show this AA battery. It appears to consist of 8 gun pits circled around a central command bunker and another, well camouflaged, building (most likely a magazine). What may be two GL Radars are nearby. There also appears to be a line of tented accommodation running north-south alongside the battery. It is difficult to ascertain if the guns are HAA or LAA. However, the airfield is active in all the photographs, indicating that they date from between summer 1943 and summer 1944. A further war diary record indicates that S.101 was an Overlord Battery and was scheduled for clearance by five men with a bulldozer on 4 August 1945, by which time all holdfasts and hutting would have been removed (WO 166/16686).

### Baseline Archaeological Significance

The removal of the site with a bulldozer and the subsequent return to crop of the field may explain why no trace of the battery was identified in the RCZA (Wessex



Archaeology, 2011). The site was clearly a temporary type (based on its classification as an Overlord Battery). Field walking may identify the site of the accommodation or the gun pits.

### *Field Survey*

No evidence of this AA battery was recorded or visible during field survey, though reports from the local farmer suggested that material regularly came up in ditching work. Following a selection of low level detailed aerial photographs identified in the Beaulieu Estate Archive (<http://www.newforestww2.org/park-farm-heavy-aa-and-needs-ore-alg/>) and some geophysical anomalies when work was being undertaken on a nearby site of interest it was decided with the permission of Beaulieu Estate and the tenant farmer to host a test excavation in the target field.

### *Excavation*

The New Forest Remembers project ran a community dig for Festival of British Archaeology 2013. Five trenches were opened to investigate and evaluate any remains from a WWII Diver Battery (**MA1441**) located in the field. The complete excavation report and results can be found in **Appendix 8**. The results, however, show that though this work has looked at surveying and assessing surviving extant archaeology sites where no visible evidence has been recorded or observed they have a very high potential for substantial remains buried underground.

## **NAVAL COAST BOMBING DECOY 606 (MA1369)**

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>Medium</i>
Group Value	<i>Low</i>
Survival/Condition	<i>Low (Probably)</i>
Fragility/Vulnerability	<i>High</i>
Diversity	<i>Medium</i>
Potential	<i>Low</i>
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

This site was a QL Decoy Site used as Naval Coast Bombing Decoy 606 in 1943. The decoy was one of a number built for Portsmouth Command as part of Operation *Fortitude South*, a deception scheme that aimed to direct Luftwaffe attention away from genuine coastal sites building up towards Operation *Overlord*. QL sites were used to represent industrial areas at night and used lights, signal lamps and small furnaces (as might be found at factories or marshalling yards) to distract enemy bombers from genuine targets. Site 606 was fitted with the standard parts of A QL site (a control bunker and fittings for the lights), but it is not recorded if any electrical equipment was ever fitted (Dobinson, 2000a:178-179). It has been suggested that the site involved shining lights onto water to simulate a coastal location (Pasmore, 2012), but this is not clear from the NRHE.



### *Baseline Archaeological Significance*

The NRHE records over 260 QL sites in England and 13 such sites used by Portsmouth Command in Operation *Fortitude South*. There are no examples of complete sites, although occasionally the control bunker may be the extant remains. The features of site 606 are recorded as being invisible in 1968 (Anderton, 1999:102). A site visit would be necessary to assess the accuracy of this.

### *Field Survey*

Following permission from the Sowley Estate an initial site visit was undertaken to check hedgerows and fields, but no extant archaeology or areas of interest were noted and a more detailed survey was not merited. Additional research was done into the area using Lidar and modern aerial photography in an attempt to try and identify areas of interest with no success. Additional research or information from oral histories uploaded to the New Forest Remembers Portal will hopefully shed more light upon the nature and activities of this site.

## **SOWLEY ANTI-AIRCRAFT BATTERY (BEAULIEU 32) (MA1360)**

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>Low</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>Low</i>
Fragility/Vulnerability	<i>High</i>
Diversity	<i>Medium</i>
Potential	<i>Low</i>
<b>Overall</b>	<b><i>MEDIUM</i></b>
<b>Surveyed</b>	<b><i>Yes</i></b>
<b>Updated</b>	<b><i>No</i></b>

Sowley AA Battery was a Heavy AA battery built alongside Sowley Marsh. The site at Sowley is visible on 1946 aerial photography as four or five potential gun positions with ancillary buildings nearby. It is believed the battery was active in 1942 and armed with four 3.7 inch guns (Dobinson, 1996a) No reference has been found to this AA position in extensive war diary research undertaken as part of this desk based assessment, although a searchlight position is identified in the area (WO 166/2262).

### *Baseline Archaeological Significance*

AA batteries were usually quite extensive sites that included services, magazines and accommodation. Further survey work may be able to reveal the true nature of these features and locate any other features that may be associated with them.


### *Field Survey*

Following permission from the Sowley Estate a visit was undertaken to a patch of land on the eastern side of Sowley sluice just behind the foreshore. The first feature recorded was an old fence line marked by heavy duty 2m high concrete pillars similar to ones seen on military sites, where the top bends outwards to prevent

public climbing. In this location the bend was angled to prevent access into this small parcel of land on the foreshore rather than from the foreshore onto estate land. Though the fence has now been superseded by a small barbed wire fence the original pillars survive in good condition and mark the perimeter of the heavy AA site here. Four large shallow grass covered mounds were recorded with concrete blocks and metal work eroding out of the grass curving around a central larger shallow mound also grassed over with debris visible. This corresponds with the record of four guns positioned here and a central command post. Also, recorded in the area was a small concrete building base and extensive concrete blocking in the sediment, which looks like it was positioned to prevent coastal erosion. It is unclear whether this was completed contemporary to the AA site or post this activity. The fencing and size of the mounds recorded favours the interpretation of an AA position rather than a searchlight position. The site is in poor condition with very little that is visible above ground, but an excavation here might reveal a large amount of information on the sites activity. This would only be recommended if the threat of coastal erosion increases following future storm damage.

### 3.4.17 Sub Unit Zone C

Sub Unit Zone C encompasses the most southerly section of coast of the National Park at Hurst and is 30.5km<sup>2</sup>. It contains 13 monuments that can be broken down as follows:

Location	Research Category	Monuments	Significant Monuments
	Defensive Structures	7	3
	Anti-Aircraft	2	1
	Training Sites		
	Military Camps & Requisitioned Houses		
	Airfields	1	1
	Experimental Sites		
	Domestic Sites	1	
	Damage & Losses	2	

Amongst these monuments, the following were considered significant:

### LYMINGTON ADVANCED LANDING GROUND (MA1316)

#### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	High
Rarity	Medium
Documentation	High
Group Value	Medium
Survival/Condition	Low
Fragility/Vulnerability	High
Diversity	Medium
Potential	Medium
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

Lymington ALG was constructed in the summer of 1943 in preparation for the invasion of mainland Europe. However, it was not occupied until April 1944 when three US squadrons of the 50<sup>th</sup> Fighter Group arrived. These squadrons were equipped with Thunderbolt fighters and flew numerous missions over the D-Day period, before they departed to an airfield in France on June 24<sup>th</sup>. After that only a small holding party remained at the airfield and little flying took place before the site was broken down in spring 1945 (Freeman, 1994:238-239). There is some suggestion that the airfield was a prototype for construction methods for the airfields that would be built in France, but this is not confirmed.

#### Baseline Archaeological Significance

ALGs were not designed as anything more than temporary airfields. The landing strip was made of steel mesh pinned to the ground with large stakes that could be removed when the airfield was closed. As such they leave little evidence of their past on the ground. At Lymington, this evidence takes the form of a crop mark of one of the perimeter tracks, and a blister hanger that is still in use as a farm store. This

was apparently renovated (Leete, 2004:68), but a survey of this site may be warranted to assess its condition (Freeman, 1994:239).

### *Field Survey*

Following permission from the Pylewell Estate a targeted survey was undertaken using the 1944 airfield plan from the RAF Museum in the various wooded areas and copse around ploughed fields which retain no trace of the runways. Due to the temporary nature of the airfield most accommodation would have been tented leaving little evidence now, but the plan identifies some temporary brick buildings and numerous 'Air Raid Slit Trenches'. Two possible zig zag depressions and a concrete platform were identified in Accommodation Site No.2; located in Church Copse. In the woodland to the South of Pylewell House, where the Communal Site was located, it was possible to identify some of the old road track and a few faint zig zag depressions as well as brick and tiles debris. Several faint zig zag depressions were recorded in the woodland to the west of Pylewell House. These recorded zig zag depressions correspond with the locations of the 'Air Raid Slit Trenches', which have been slowly filling in over 70 years. The renovated Blister Hanger on Shotts Lane was observed and assessed externally, but not visited. A concrete base for another Blister Hanger was recorded further south in Shotts Copse. Field survey confirms the temporary nature of this ALG airfield with little surviving except some faint earthworks.

### *Significant Feature: Fuel Pump House (MA1599)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>High</i>
Documentation	<i>Low</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>High</i>
Potential	<i>High</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>Yes</b>
<b>New</b>	<b>Yes</b>

Field Survey recorded a brick built structure at South Baddesley on the southern side of South Baddesley Road. The structure is not marked on the 1944 RAF map of Lymington Advanced Landing Ground, though two 'Air Raid Slit Trenches' are recorded in the area as well as access from the main road. This initially led to a suggestion that it was used as a local resident's air raid shelter. Though there are also suggestions that this structure is similar to a fuel pump house found at RAF Chailey ALG in East Sussex.

The 'L' shape brick structure is separated by an internal wall creating two distinct compartments accessed individually through a metal door that is sheltered by a brick wall wing. There is internal break between the two rooms through a gap at floor level. The unclean nature of the gap suggests something has been removed creating the hole. A large concrete slab runs between the two rooms with metal retaining bolts set into it. Photos from inside a fuel installation at RAF Hawkinge suggests that a pumping mechanism would have been bolted to the plinth, with metal work running through the wall, the removal of which has created the gap. The location within the ALG perimeter lends itself towards the fuel pump house identification rather than a

public shelter, even though the construction effort is not something that has been seen on other New Forest ALG's. Further information from personal archives or memories, may fully reveal the activity at the site. Apart from some recent damage caused by a falling tree the shelter is in good condition. The estate have been approached in regards to removing the tree to ensure condition does not deteriorate.

## COASTAL OBSERVATION POSTS (MA1606 & MA1607)

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>Low</i>
Group Value	<i>High</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>Medium</i>
Potential	<i>High</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>Yes</b>
<b>New</b>	<b>Yes</b>

Two brick built observation posts survive along the Lymington River. One located in the marina, behind the ferry terminal, between the coast and the railway track and the other on Normandy Farm covers the entrance to the Lymington River.

The post located in Lymington marina is a brick built tower with a flat concrete roof and metal rods supporting the roof where the southwest is open to provide unobstructed views of the marina. The post is

in good condition

The observation post at Normandy farm on Hampshire County Council land is a brick tower built on top of a brick built concrete roofed garage. Metal rods help support the concrete roof held up by minimal brick walls to provide 360° views of the Lymington River mouth. The post is in good condition.

## NAVAL COAST BOMBING DECOY 609 (MA1370)

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>Medium</i>
Group Value	<i>Low</i>
Survival/Condition	<i>Low (Probably)</i>
Fragility/Vulnerability	<i>High</i>
Diversity	<i>Medium</i>
Potential	<i>Low</i>
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

This site was a QL Decoy Site used as Naval Coast Bombing Decoy 609 in 1943. The decoy was one of a number built for Portsmouth Command as part of Operation *Fortitude South*, a deception scheme that aimed to direct Luftwaffe attention away from genuine coastal sites building up towards Operation *Overlord*. QL sites were used to represent industrial areas at night and used lights, signal lamps and small furnaces (as might be found at factories or marshalling yards) to distract enemy bombers from

genuine targets. Site 609 was fitted with the standard parts of A QL site (a control bunker and fittings for the lights), but it is not recorded if any electrical equipment was ever fitted (Dobinson, 2000a:178-179). It has been suggested that the site involved shining lights onto water to simulate a coastal location (Pasmore, 2012), but this is not clear from the NRHE data.

### *Baseline Archaeological Significance*

The NRHE records over 260 QL sites in England and 13 such sites used by Portsmouth Command in Operation *Fortitude South*. There are no examples of complete sites, although occasionally the control bunker may be the extant remains. The features of site 609 are recorded as being invisible in 1968 (Anderton, 1999:102). A site visit would be necessary to confirm the accuracy of this.

### *Field Survey*

Naval bombing decoy 609 was located in Pennington Marshes behind the sea wall and the area is regularly submerged underwater. This supports the theory that the decoy worked by shining lights onto standing water. Several visits failed to identify anything potentially corresponding with the decoy. However, closer inspection of a series of aerial photos, Infra-Red and Lidar data from different periods reveal a network of intersecting ditches or trenches in the target area, which are potentially related to decoy activity.

## **HURST CASTLE (MA1088)**

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>Medium</i>
Rarity	<i>Medium</i>
Documentation	<i>Medium</i>
Group Value	<i>High</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>High</i>
Potential	<i>High</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>Yes</b>

Hurst Castle is a Henrician Device Fort built in 1540 to defend the Needles Passage. In the 1860s it was extensively modified to include massive concrete batteries on either side of the original round tower, which make up the bulk of the fort today (Fisher, 2011:10). The site was still in the hands of the War Department at the outbreak of WWII and quickly reoccupied by the Royal Artillery. Two new gun positions and a lookout tower were built on the roof of the western casemates (James, 1986:108). A searchlight emplacement was built onto the front of the west casemates, to join another built in the late 19<sup>th</sup> century (James, 1986:85)

Several other earlier features were reused in the same period. Two of the Victorian casemates in the west wing were converted into a theatre in order to provide entertainment for the garrison that was quite cut off from the nearest settlement. A NAAFI bar was set up in another casemate, and an oven and kitchen in another.

### *Baseline Archaeological Significance*

The WWII additions to Hurst Castle are still extant and are believed to be in reasonable condition (Coad, 1985:30). The Bread oven space has recently been refurbished by volunteers and several elements of the NAAFI bar are still intact (James Brown, pers comm, March 2013). A full survey of the WWII features

exclusively would be able to establish their exact condition. Hurst is already a Scheduled Ancient Monument leased out but owned by Historic England.


### *Field Survey*

Several visits to Hurst Castle were required to appreciate the range of conversions and attachments added to this historic defensive structure during WWII. The additional gun positions and observation posts are clearly visible built in concrete upon the stone casemates. These additions on top of the castle walls have left them open to the full force of weathering processes over the last 70 years and though their condition is reasonable it is deteriorating. This needs to be considered when work is done on the external fabric of the castle. Inside the castle in more sheltered conditions a variety of WWII alterations have been crowbarred into the Victorian casemates, including latrines, stores, accommodation, wash rooms and entertainments. A very active volunteer group 'Friends of Hurst' have been working to conserve and open up some of these additions to the public. The Garrison theatre and bread oven have been refurnished and a project is currently being put together with help from the NFNPA to refurbish the NAAFI to its former appearance and provide an education area. A WWII exhibition is also being put together by the volunteers.

Recognising the constant work of the volunteers and local managers along with the variety of WWII additions within the Victorian adapted Henrician Device Fort the overall archaeological significance has been updated to: High.

### 3.4.18 Sub Unit Zone D

Sub Unit Zone D encompasses the land south of the National Park between Lymington and Christchurch and is 74.7km<sup>2</sup>. It contains 72 monuments that can be broken down as follows:

Location	Research Category	Monuments	Significant Monuments
	Defensive Structures	41	25
	Anti-Aircraft	3	1
	Training Sites		
	Military Camps & Requisitioned Houses	7	1
	Airfields	2	2
	Experimental Sites	4	
	Domestic Sites	8	1
	Damage & Losses	6	

Amongst these monuments, the following were considered significant:

### CHRISTCHURCH AIRFIELD (MA1044)

#### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	Medium
Rarity	Low
Documentation	Medium
Group Value	Low
Survival/Condition	Low
Fragility/Vulnerability	High
Diversity	Low
Potential	Low
<b>Overall</b>	<b>LOW</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

Christchurch Airfield was first opened in 1932 as a private and commercial airfield. The airfield was requisitioned in 1939 and became RAF Christchurch. The Air Ministry Research Establishment moved onto the airfield and it was put to use testing new aircraft. Only three fighter aircraft were deployed at the site during the Battle of Britain (Smith, 1999:89). At the same time a Ministry of Aircraft Production factory, managed by Airspeed Ltd was built at the north end of the airfield (Smith, 1999:93).

In October 1943 work began to upgrade the airfield to an Advanced Landing Ground. This necessitated lengthening the runway (the River Mude had to be piped underground to allow this) and laying a landing strip made of steel mesh pinned to the ground with large stakes that could be removed when the airfield was closed. (Freeman, 1994:224) The airfield was occupied by three squadrons of American fighter aircraft. The proximity of residential housing posed a problem for the pilots and there were two crashes that destroyed three local bungalows and killed 14 people (Freeman, 1994:224-226).

In March 1945 the airfield returned to RAF control and was used by RAF Transport Command. In January 1946 RAF Christchurch was closed and the airfield was



passed to the Ministry of Aircraft Production. They vacated it in 1962 and the airfield was closed two years later. Most of the land was bought by developers and is now occupied by housing (Freeman, 1994:226-227).

#### *Baseline Archaeological Significance*

There is little left of the original airfield today, but one of the large hangers of the Air Ministry Research Establishment appears to remain in an industrial estate at the north east end of the airfield. A site visit may identify other buildings from the same period that are still extant.

#### *Field Survey*

A visit to the former airfield verified that this airfield has now disappeared under a housing and industrial estate, though there is a nod to this fact in the estate road names; *Airfield Road* and *Airfield Way*. It is expected that any additional information on this site will only come to light from personal archives or oral histories added to the New Forest Remembers Portal.

#### *Significant Feature: Airspeed Factory (MA1508)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>High</i>
Documentation	<i>Medium</i>
Group Value	<i>High</i>
Survival/Condition	<i>Medium (presumed)</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>Low</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>No</b>
<b>Updated</b>	<b>No</b>

Airspeed Ltd. were brought in to manage a Ministry of Aircraft Production factory in 1940. The factory was built at the north end of the airfield and used to build Airspeed Oxford training aircraft. In 1941 the company began work on the air assault Horsa glider. Over 3,600 Horsas were built nationwide – 695 at Christchurch. Christchurch was significant as it was the only place where entire gliders were assembled and test flown from one location.

Airspeed continued making aircraft after the war until 1962. Several of their hangers and ancillary buildings may still be extant at an industrial estate that now occupies the site. A site visit may be able to confirm if this is the case.

#### *Field Survey*

Several large buildings associated with the Airspeed factory were identified on the former factory site. Following an initial site visit and details obtained from signs attached to the perimeter fence several approaches have been made for access with no success. It is expected that potentially the most useful information on this site will come to light from personal archives or oral histories added to the New Forest Remembers Portal. Friends of New Forest Airfields have uploaded one article on the factory already: <http://www.nfknowledge.org/contributions/airspeed-factory-christchurch/>

### *Significant Feature: Pillboxes (MA0213 & MA0214)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Low</i>
Documentation	<i>Medium</i>
Group Value	<i>High</i>
Survival/Condition	<i>Unknown</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>High</i>
Potential	<i>High</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>No</b>
<b>Updated</b>	<b>No</b>

There are two pillboxes recorded at Medford on the site of the airfield in the Dorset HER. Their type and condition are not recorded, but modern aerial photography suggests at least one is still extant. A site visit would be required to assess their condition.

#### *Field Survey*

This site has not been visited, but one of the pillboxes is clearly visible on recent aerial photos.

## **CHRISTCHURCH ANTI-TANK ISLAND (MA1048)**

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>Medium</i>
Group Value	<i>High</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>High</i>
Potential	<i>High</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>No</b>
<b>Updated</b>	<b>No</b>

Anti-Tank islands were defensive points, usually centred on major road junctions, bridges or natural features that, if obstructed, would delay the advance of German forces, giving time for Allied reinforcements to move to the area. These sites were usually made up of bunkers, roadblocks, trenches and, in the event of a withdrawal being necessary, explosives that could be used to demolish a bridge or road altogether. The anti-tank island at Christchurch was centred on the mouth of the River Avon. War

diary research undertaken as part of this desk based assessment indicates that there were five roadblocks and five railblocks in and around the Avon Valley at Christchurch in 1941 (WO 166/1319 & WO 166/14506). There are also six pillboxes listed in the Dorset HER in the area around the anti-tank island. Thirty one anti-tank blocks can still be found alongside the railway line.

### *Baseline Archaeological Significance*

The monuments associated with Christchurch anti-tank island that appear to still be extant represent a diverse and concentrated collection. Road blocks came in various different types during the war. Some would have been temporary wood and barbed wire obstacles that would not necessarily leave any trace. On the other hand, more complex structures would have involved modifications to the road or the installation of concrete blocks on the verge. Site visits to the road and rail block locations may determine if any features survive. Four pillboxes and a line of anti-tank blocks are still extant and are discussed below:

#### *Field Survey*

*This collection of sites in Christchurch has not been surveyed or visited due to location outside of project main focus area. However, the potential importance and group value of these sites should not be underestimated and they will be added to further recommendations in Section 4. It is hoped that visits by a trained survey volunteer based locally will be able to add information including condition and survival that can be used to update this report at a later date.*

**Significant Feature: Type FW3/22 Pillbox (MA0041)**

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Low</i>
Documentation	<i>Medium</i>
Group Value	<i>High</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>High</i>
Potential	<i>High</i>
<b>Overall</b>	<b>HIGH</b>

The Type 22 or FW3/22 pillbox was the most common standard pillbox. It was a hexagonal single storey pillbox with concrete walls approximately 1 foot thick. Each wall had a single embrasure, except the side facing away from the expected direction of attack, where a door provided access to the pillbox interior (Lowry, 1996:82).

Modern aerial photography suggests that this pillbox is still extant alongside a line of the anti-tank blocks (**MA0040**). A site visit would be required to assess its condition.

**Significant Feature: Anti-Tank Blocks (MA0040)**

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Low</i>
Documentation	<i>Medium</i>
Group Value	<i>High</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>High</i>
Potential	<i>High</i>
<b>Overall</b>	<b>HIGH</b>

Anti-Tank blocks were built in massive quantities during the war and today are possibly the most prevalent surviving type of anti-invasion defence (Lowry, 1996:85). The most popular design was the anti-tank cube, a solid block of concrete approximately 1.07m or 1.5m square. It has been suggested that blocks laid side to side may predate 1941; post 1941 blocks being laid corner to corner.

31 blocks are listed here. Modern aerial photography suggests this grouping is still extant and may be made up of cubes. Historic England have recently begun listing groups of anti-tank blocks, and a large group such as this one may warrant similar protection (Medway Council, 2012). The Dorset Historic Towns Project survey of Christchurch records that the blocks in Christchurch have been scheduled (2011:52), but there is no record in the NRHE. A site visit would be able to assess their condition and if all 31 are still present.

*Significant Feature: Pillbox (MA0212)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Low</i>
Documentation	<i>Medium</i>
Group Value	<i>High</i>
Survival/Condition	<i>Unknown</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>High</i>
Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Low</i>
Documentation	<i>Medium</i>
Group Value	<i>High</i>
Survival/Condition	<i>Unknown</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>High</i>
Potential	<i>High</i>
<b>Overall</b>	<b>MEDIUM</b>

There is a pillbox recorded at Knap Mill Avenue on the River Avon in the Dorset HER. Its type and condition are not recorded. A site visit would be required to assess its condition.

*Significant Feature: Pillbox (MA1073)*

There is a pillbox recorded on the River Stour in the Dorset HER. Its type and condition are not recorded. A site visit would be required to assess its condition.

*Significant Feature: Pillbox (MA1075)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Low</i>
Documentation	<i>Medium</i>
Group Value	<i>High</i>
Survival/Condition	<i>Unknown</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>High</i>
Potential	<i>High</i>
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

There is a pillbox recorded alongside the railway line just east of the River Stour in the Dorset HER. Its type and condition are not recorded. A site visit would be required to assess its type condition.

*Field Survey*

Following conversations with Network Rail, access was permitted to this Type 22 hexagonal concrete pillbox built adjacent to the south side of the railway line between Christchurch and Bournemouth. The

pillbox is in good condition, though a large tree is recorded as growing next to and leaning on the pillbox, which could cause substantial damage if it topples.

### *Significant Feature: Pillbox (MA1056)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Low</i>
Documentation	<i>Medium</i>
Group Value	<i>High</i>
Survival/Condition	<i>Unknown</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>High</i>
Potential	<i>High</i>
<b>Overall</b>	<b><i>MEDIUM</i></b>

There is a pillbox recorded alongside Tuckton Bridge on the River Stour in the Dorset HER. Its type and condition are not recorded. A site visit would be required to assess its type and condition.

### *Significant Feature: Pillbox (MA0212)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Low</i>
Documentation	<i>Medium</i>
Group Value	<i>High</i>
Survival/Condition	<i>Unknown</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>High</i>
Potential	<i>High</i>
<b>Overall</b>	<b><i>HIGH</i></b>

There is a pillbox recorded at Convent Meadow on the River Avon in the Dorset HER. Its type and condition are not recorded but modern aerial photography suggests it is still extant and may be a Type F3/22. A site visit would be required to assess its condition.

## **WALKFORD RAIL PILLBOX (MA0221)**

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Low</i>
Documentation	<i>Low</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Low</i>
Diversity	<i>Medium</i>
Potential	<i>High</i>
<b>Overall</b>	<b><i>HIGH</i></b>
<b>Surveyed</b>	<b><i>Yes</i></b>
<b>New</b>	<b><i>Yes</i></b>

The Dorset HER records a pillbox built into the road bridge over the railway line at this location. Its type and condition are not recorded.

### *Baseline Archaeological Significance*

Owing to the current lack of records or archaeological information, a site visit would be able to establish the type and condition of the pillbox. It would also be necessary to more closely inspect the site of the second pillbox to see if there is any evidence of one.

### *Field Survey*

A site visit photographed and documented the exterior condition of this pillbox, but as the pillbox is situated on Network Rail land access wasn't gained to the interior at the time of the visit; a return visit with permitted access would add more detail to this record.

The small rectangular concrete box 3m by 2m is located at the south corner of the Ringwood Road railway bridge and is orientated NW-SE not the NE-SW suggested on Ordnance Survey mapping. The main direction of fire is northeast covering the railway line running from Hinton Admiral to New Milton. Access is from the southwest side which has also had earth banked up against it, though this may be later activity to remove it from sight. The exterior condition is fair in light of well-established vegetation growing on and against the structure.

## HIGHCLIFFE COASTAL DEFENCES

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Low</i>
Documentation	<i>Medium</i>
Group Value	<i>High</i>
Survival/Condition	<i>Low</i>
Fragility/Vulnerability	<i>High</i>
Diversity	<i>Medium</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b><i>MEDIUM</i></b>
<b>Surveyed</b>	<b><i>Yes</i></b>
<b>Updated</b>	<b><i>No</i></b>

Three pillboxes that date from approximately 1940 have been identified along the shore at Highcliffe (one in the NRHE and two in the Dorest HER) and war diary research undertaken as part of this desk based assessment indicates a coastal gun site immediately to the east in 1941 (WO 166/774). Further records suggest two beach defence lights in position nearby in 1944 (WO 166/14506). Nearby Chewton Bunny has no records of defences, but given the ease with which vehicles can advance off the beach at the chine, it seems likely that some anti-tank defences were deployed there. It is possible that the three pillboxes referred to in two different datasets are in fact just one or two pillboxes whose positions have been misreported in different databases, creating the illusion of three separate structures along the cliff.

### *Baseline Archaeological Significance*

These pillboxes represent a close group of coastal defences that served as the basis for a variety of uses over the course of the war. Initially emergency measures in the event of an invasion, the pillboxes were strengthened through the addition of a coastal battery and several years later were further equipped with specific searchlight positions. A site visit would be required to identify any possible features at Chewton Bunny. Further research may be able to establish the exact number of pillboxes at Highcliffe during the war. Known features are discussed below:

*Significant Feature: Type FW3/22 Pillbox (MA0039)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	High
Rarity	Low
Documentation	Low
Group Value	High
Survival/Condition	High
Fragility/Vulnerability	Medium
Diversity	Low
Potential	Medium
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>Yes</b>

The Type 22 or FW3/22 pillbox was the most common standard pillbox. It was a hexagonal single storey pillbox with concrete walls approximately 1 foot thick. Each wall had a single embrasure, except the side facing away from the expected direction of attack, where a door provided access to the pillbox interior (Lowry, 1996:82).

Modern aerial photography suggests that this pillbox has slipped significantly down the cliff face at Highcliffe. A site visit would be required to assess its

condition.

*Field Survey*

This Type 22 hexagonal pill box currently resides just behind the first line of beach reinforcement/defence on Highcliffe beach. The pill box is embedded in grass at an approximate 45° angle blocking some of the loopholes and supporting the suggestion that it has slipped down the cliff from its original position. The pillbox is in good condition. Visible loopholes have been blocked up, but one that was opened showed the internal brick partition wall survives and there is a dump of building rubble inside the pillbox.

Following survey the overall archaeological significance has not been updated, but the survival has been updated to 'High' and the vulnerability downgraded to 'Medium'

*Significant Feature: Pillbox (MA1050)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	High
Rarity	Low
Documentation	Low
Group Value	High
Survival/Condition	Low
Fragility/Vulnerability	High
Diversity	Low
Potential	Low
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

There is a pillbox recorded on the cliff at Highcliffe in the Dorset HER. Its type and condition are not recorded.

Modern aerial photography suggests that this pillbox may have been removed. A site visit would be required to assess its condition.

*Field Survey*

Field survey failed to find this pill box supporting the suggestion that it has been removed. Further research may identify when this happened and gather information through personal memories or archives as to its type and activity that occurred here.



### *Significant Feature: Pillbox (MA0220)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	High
Rarity	Low
Documentation	Low
Group Value	High
Survival/Condition	Low
Fragility/Vulnerability	High
Diversity	Low
Potential	Low
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

There is a pillbox recorded on the cliff at Highcliffe in the Dorset HER. Its type and condition are not recorded.

Modern aerial photography suggests that this pillbox may have been removed. A site visit would be required to assess its condition.

#### *Field Survey*

Field survey failed to find this pill box supporting the suggestion that it has been removed. Further research may identify when this happened and gather information through personal memories or archives as to its type and activity that occurred here.

### *Significant Feature: Coast Battery*

Criteria (DCMS, 2011)	Archaeological Significance
Period	High
Rarity	Low
Documentation	Low
Group Value	High
Survival/Condition	Low
Fragility/Vulnerability	High
Diversity	Low
Potential	Low
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

This coast battery was probably more properly a Beach Defence Battery, designed to provide flanking fire across the beach in the event of an enemy landing, rather than fire out to sea. The installation and type of gun used in beach defences was varied (Lowry, 1996:95). A site visit would be required to see if the position can still be located.

#### *Field Survey*

Walkover survey during the New Forest Remembers project and during a previous Rapid Coastal Zone Assessment failed to identify any material relating to a Beach Defence Battery in the locale. This is not surprising considering the mobility of the cliffs and sediment in this area. Any surviving archaeology has likely either been buried or destroyed by wave action.

### *Significant Feature: Beach Defence Lights*

Criteria (DCMS, 2011)	Archaeological Significance
Period	High
Rarity	Low
Documentation	Low
Group Value	High
Survival/Condition	Low
Fragility/Vulnerability	High
Diversity	Low
Potential	Low
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

The installation and type of searchlight used in beach defences was varied. A site visit would be required to see if the two positions listed in war diary records can still be located.

#### *Field Survey*

Walkover survey during the New Forest Remembers project and during a previous Rapid Coastal Zone Assessment failed to identify any material relating to



Beach Defence lights in both areas. This is not surprising considering the mobility of the cliffs and sediment in this area. Any surviving archaeology has likely either been buried or destroyed by wave action.

## **BARTON CLIFF CAMP / ANTI-AIRCRAFT BATTERY (MA0099)**

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>Low</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>Low</i>
Fragility/Vulnerability	<i>High</i>
Diversity	<i>Medium</i>
Potential	<i>Low</i>
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

Historical aerial photography indicates what might be a camp on the cliff tops at Barton Cliff. However, war diary research undertaken as part of this desk based assessment indicates that a Heavy AA battery was established in this area in 1944 (designated S.205) (WO 166/14674).

### *Baseline Archaeological Significance*

Modern aerial photography indicates that a large area of this site is now occupied by a golf course.

However, a substantial amount of concrete remains in an area that may represent a battery command post. A site visit may be able to determine if this is a period feature and if any other features remain that can more positively identify this site.

### *Field Survey*

A survey of the golf course failed to identify any material relating to the HAA located at this site. However, two concrete slabs potentially in situ were recorded hanging precariously over the cliff edge with elements already broken and toppled over, further concrete was visible broken up in the eroding cliffs and four large concrete slabs with metal work have been recorded on the beach. These likely gun emplacement bases have toppled over the cliff and are now being slowly eroded by the waves. Though the large amount of concrete in the area supports the location of a HAA it is not possible to fully interpret the site from the disturbed and broken up material.

## **LYMINGTON ANTI-AIRCRAFT BATTERY (L1) (MA0133)**

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>Low</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>Low</i>
Fragility/Vulnerability	<i>High</i>
Diversity	<i>Medium</i>
Potential	<i>Low</i>

Overall	<b>MEDIUM</b>
Surveyed	<b>Yes</b>
Updated	<b>No</b>

Lymington L1 AA Battery was a Heavy AA battery built north of Keyhaven. The site is visible on 1946 Aerial Photography as four potential gun positions with ancillary buildings nearby. Although the site was supposedly unarmed in 1942 (Dobinson, 1996a:410), war diary research undertaken as part of this desk based assessment indicates that the site was active in 1944 (WO 166/14674) and may have been of later construction than other batteries in the study area.

#### *Baseline Archaeological Significance*

Modern aerial photography indicates that the site has been totally cleared and the land it was on is now under plough. A site visit may be able to determine if any features remain.

#### *Field Survey*

An initial site visit was undertaken to check hedgerows and fields, but no extant archaeology or areas of interest were noted and a more detailed survey was not merited. Additional research was done into the area using Lidar and modern aerial photography in an attempt to try and identify areas of interest with no success. Additional research or information from oral histories will hopefully shed more light upon the nature of this site.

## **HINTON ADMIRAL PILLBOX (MA0199)**

#### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Low</i>
Documentation	<i>Low</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Low</i>
Diversity	<i>Medium</i>
Potential	<i>High</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

The Dorset HER records a pillbox built into the road bridge over the railway line at this location. Its type and condition are not recorded. It also records another pillbox on the other side of the railway line (**MA0200**), although this may be a double record.

#### *Baseline Archaeological Significance*

Owing to the current lack of records or archaeological information, a site visit would be able to establish the type and condition of the pillbox. It would also be necessary to more closely inspect the site of the second pillbox to see if there is any evidence of one.

#### *Field Survey*

Following conversations with Network Rail, access was gained to this 5.5m<sup>2</sup> square pillbox built into the Hinton Admiral Lyndhurst Road railway bridge. The concrete pillbox is set on top of the northwest corner of the brick built bridge. One loop hole faces west along the railway line towards Christchurch, four face north over fields

and one faces east over fields. The entrance from the south enters the pillbox and then there is another entrance giving access in to a recess between the pillbox and brick bridge to provide another firing point west along the railway line. Apart from some internal brick damage and graffiti the pillbox is in very good condition with woodwork surviving in the loopholes. Following survey the overall archaeological significance has been changed to 'High'.

## ASHLEY PILLBOX (MA1377)

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Low</i>
Documentation	<i>Low</i>
Group Value	<i>Low</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>Medium</i>
Potential	<i>High</i>
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

The Defence of Britain database records a pillbox here at this location. Its condition and type are not known.

### *Baseline Archaeological Significance*

Owing to the current lack of records or archaeological information, a site visit would be able to establish the type and condition of the pillbox.

### *Field Survey*

A site visit photographed and documented the exterior condition of this pillbox, but as the pillbox is situated in a private tenanted field access wasn't gained to the interior at the time of the visit; a return visit with permitted interior would add more detail to this record.

The pillbox is a type 24 irregular hexagonal built in brick with concrete reinforced loopholes. Access is from the north side with loopholes giving 360° lines of fire. Several cracks were observed in the brick work on the southern facing sides resulting in the current survival/condition remaining as 'Medium'

## TADDIFORD PILLBOX (MA1378)

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Low</i>
Documentation	<i>Low</i>
Group Value	<i>Low</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>Medium</i>
Potential	<i>High</i>
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

A pillbox is visible on modern aerial photography at this location behind Barton Cliff. Its condition and type are not known.

### *Baseline Archaeological Significance*

Owing to the current lack of records or archaeological information, a site visit would be able to establish the type and condition of the pillbox.

### *Field Survey*

A site visit photographed and documented the exterior condition of this pillbox, but as the pillbox is situated in a private tenanted field access wasn't gained to the interior at the time of the visit; a return visit with permitted interior access would add more detail to this record.

The pillbox is a rectangular concrete construction 3.5 by 6.5m orientated NW-SE built into the side of a hill overlooking approaches inland from Barton beach. Three loopholes are contained on the long axis facing southwest and one in the short axis's facing northwest. A few small cracks were observed in the concrete exterior.

## BRAXTON PILLBOX (MA1093)

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Low</i>
Documentation	<i>Low</i>
Group Value	<i>Low</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Low</i>
Diversity	<i>Medium</i>
Potential	<i>High</i>
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

The Hampshire AHBR records a pillbox at this location, alongside Milford Road. Its condition and type are not recorded, but it may have been built into a barn.

### *Baseline Archaeological Significance*

Owing to the current lack of records or archaeological information, a site visit would be able to establish the type and condition of the pillbox.

### *Field Survey*

A site visit photographed and documented the exterior condition of this pillbox, but unfortunately the building occupiers did not have a key to access the pillbox so access wasn't gained to the interior; a return visit with additional access would add more detail to this record.

This pillbox is built partially into the side of a barn building but extending outwards to increase the building footprint. It is a brick built rectangular pillbox 2.5m by 5m orientated E-W with three concrete reinforced loopholes facing south, one facing east and another facing west. The loopholes have been blocked up with bricks and rubble, but the associated metal work is still in situ and the exterior of the pillbox is in very good condition.

## WHITE HOUSE PILLBOX (MA1379)

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Low</i>
Documentation	<i>Low</i>
Group Value	<i>Low</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>Medium</i>
Potential	<i>High</i>
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

A pillbox has been built into the side of the White House on the beach front at Milford-on-Sea. Its condition and type are not known. However, it may be related to a war diary entry describing a gun position in the vicinity (WO 166/1319).

### *Baseline Archaeological Significance*

Owing to the current lack of records or archaeological information, a site visit would be able to establish the type and condition of the pillbox.

### *Field Survey*

A site visit photographed and documented the outside condition of this pillbox, but as all loopholes and access have been blocked up, it is impossible to assess the interior condition of this pillbox. The Type 22 hexagonal concrete pillbox built into the Milford-On-Sea seafront promenade is in good condition on the exterior.

## EVERTON GRANGE PILLBOXES (MA1094, MA1386 & MA1399)

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>High</i>
Documentation	<i>Low</i>
Group Value	<i>Low</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Low</i>
Diversity	<i>Medium</i>
Potential	<i>High</i>
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>Yes</b>

The Hampshire AHBR and Defence of Britain database records three pillboxes alongside Milford Road at Everton. Their condition and type are not recorded.

### *Baseline Archaeological Significance*

Owing to the current lack of records or archaeological information, a site visit would be able to establish the type and condition of the pillbox.

### *Field Survey*

Field survey located and recorded two of these pillboxes still extant; within 26 metres of each other on a corner of Milford Road adjacent to the road on private land.

**MA1094** is a rectangular concrete pillbox 2m by 9m orientated NE-SW with nine loopholes five of which face southeast over what is now Everton nurseries including a larger loophole for a Vickers Light Machine Gun emplacement. The condition of the pillbox is very good, with surviving metal work associated with shelves and loophole covers as well as brick firing steps under each loophole.

**MA1399** is a rectangular concrete pillbox 2m by 8m orientated NW-SE, covering the adjacent Milford Road. The condition is fair compared to the nearby **MA1094** being extensively covered in vegetation.

The presence of several pillboxes on this road corner and the condition of MA1094 containing the Vickers Machine Gun emplacement has led to an updated overall archaeological significance to 'High'. Further research may reveal the need for two pillboxes in such close proximity and identify what has happened to the third pillbox (**MA1386**) that was not located.

## **BASHLEY PILLBOX (MA1400)**

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>Low</i>
Group Value	<i>Low</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Low</i>
Diversity	<i>Medium</i>
Potential	<i>High</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

The Defence of Britain database records a pillbox at this location, alongside Milford Road. Its condition and type are not recorded.

### *Baseline Archaeological Significance*

Owing to the current lack of records or archaeological information, a site visit would be able to establish the type and condition of the pillbox.

### *Field Survey*

This pillbox is located on private land, and access was agreed with the landowner to allow a complete condition assessment.

The variant pillbox is best described as a flat bottomed 'U' shape structure with brick foundations and concrete upper build that is partially dug into the ground. The base of the 'U' faces southeast and has four loopholes covering the railway line running from New Milton to Sway. The right extension of the 'U' is at 90° to the base and has four loopholes facing northeast and one at the top of the extension facing northwest. The left extension of the 'U' is at 70° from the base and has three loopholes facing southwest and one at the top of the extension facing northwest. The inside of the 'U' is currently used as a BBQ area for the campsite, but the hard standing here suggests the possible presence of a light anti-aircraft gun position. The exterior is in very good condition.

Access to the interior is from the right extension arm of the 'U', the interior is in good condition with brick ledges and blocks to stand on to look out of the loopholes. Two brick arches reinforce the corners of the flat bottomed 'U'.

The unconventional shape of this pillbox suggests that the structure could also be recorded as a reinforced section trench. The condition and local uniqueness have resulted in the overall archaeological significance being changed to 'High'.

## HORDLE PILLBOX (MA1398)

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Low</i>
Documentation	<i>Low</i>
Group Value	<i>Low</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>Medium</i>
Potential	<i>High</i>
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

The Defence of Britain database records a pillbox at this location, alongside Milford Road. Its condition and type are not recorded.

### *Baseline Archaeological Significance*

Owing to the current lack of records or archaeological information, a site visit would be able to establish the type and condition of the pillbox.

### *Field Survey*

A site visit photographed and documented the exterior condition of this pillbox, but as the pillbox is situated in a private field, access wasn't gained to the interior at the time of the visit; a return visit with permitted interior access would add more detail to this record.

The pillbox is a 6m<sup>2</sup> squared construction with brick built corners encasing concrete walls and supporting a flat concrete roof. It is situated adjacent to an offset crossroads Woodcock Lane and Agars Lane running N-S meet Silver Street running E-W. The pill box has nine loopholes covering the south, east and west with access from the north. The pillbox is in good condition though there are some small trees beginning to establish on and abutting the structure.

## LYMINGTON PILLBOX (MA1425)

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Low</i>
Documentation	<i>Low</i>
Group Value	<i>Low</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>Medium</i>
Potential	<i>High</i>
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

The Defence of Britain database records a pillbox here. Its condition and type are not known.

### *Baseline Archaeological Significance*

Owing to the current lack of records or archaeological information, a site visit would be able to establish the type and condition of the pillbox.

### *Field Survey*


This 'L' shaped concrete variant pillbox is located on higher ground overlooking the junction of Southampton Road and Sway Road, just south of Buckland Rings.

Access was from the southeast end which is the top of the 'L' shape. Four loopholes along the long 6m axis face southwest and two loopholes along the 4m short axis or base of the 'L' face northwest and one at the end faces northeast. The pillbox is heavily overgrown by ivy and bracken, but the interior is in good condition.



### 3.4.19 Sub Unit Zone E

Sub Unit Zone E covers the area of the National Park between Lymington and Holmsley and is 23.9km<sup>2</sup>. It contains nine monuments that can be broken down as follows:

Location	Research Category	Monuments	Significant Monuments
	Defensive Structures	1	
	Anti-Aircraft	1	1
	Training Sites		
	Military Camps & Requisitioned Houses	4	
	Airfields	1	1
	Experimental Sites		
	Domestic Sites		
	Damage & Losses	2	

Amongst these monuments, the following were considered significant:

### SWAY EMERGENCY LANDING GROUND (MA0130)

#### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	High
Rarity	Medium
Documentation	High
Group Value	Medium
Survival/Condition	Low
Fragility/Vulnerability	High
Diversity	Medium
Potential	Low
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>No</b>
<b>Updated</b>	<b>No</b>

Emergency Landing Grounds (ELGs) were set up early in the war, primarily during the Battle of Britain, to provide a reasonably safe area for fighter aircraft to touch down in an emergency, either as a result of battle damage, lack of fuel or injury to the pilot.

Sway ELG was opened in the summer of 1940. There are no records yet identified of emergency landings at the airfield, but it was used as a dispersal site for aircraft of the Air Ministry Research Establishment at RAF Christchurch (MA1044). The site was bombed in

a Luftwaffe raid in April 1941. (Smith, 1999:91). A number of the circular features identified in the fields may therefore be bomb craters. The airfield is understood to have closed in 1941.

#### Baseline Archaeological Significance

Emergency Landing Grounds were little more than grass landing strips with hutted or tented accommodation for ground crews. As such, they are unlikely to leave much evidence on the ground. However, a site visit and field walking may provide an opportunity to learn more about this site and they was in which its various elements (workshops, accommodation etc...) were constructed and may identify artefacts from the period.

## Field Survey

Following field survey at Needs Ore ALG and Lymington ALG two more substantial temporary airfields revealed very little extant archaeology apart from vegetation and vegetational changes like crop marks. Sway was moved down the priority list for walkover survey. It has been added to further recommendations in Section 4 as it would still benefit from a site visit; however, it is expected that the best potential information on the airfield and its activities will come to light through further war diary research or personal memories or archive material uploaded to the New Forest Remembers Portal.

## LYMINGTON ANTI-AIRCRAFT BATTERY (L2) (MA0134)

### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	High
Rarity	Medium
Documentation	Low
Group Value	Medium
Survival/Condition	Low
Fragility/Vulnerability	High
Diversity	Medium
Potential	Low
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

Lymington L2 AA Battery was a Heavy AA battery built just south of Mount Pleasant. The site is visible on 1946 Aerial Photography as four potential gun positions with ancillary buildings nearby. Although the site was supposedly unarmed in 1942 (Dobinson, 1996a:410), war diary research undertaken as part of this desk based assessment indicates that the site was active in 1942 (WO 166/7392).

### Baseline Archaeological Significance


Modern aerial photography indicates that the site has been totally cleared and the land it was on is now under plough. A site visit may be able to determine if any features remain.

## Field Survey

An initial site visit was undertaken to check hedgerows and fields, but no extant archaeology or areas of interest were noted and a more detailed survey was not merited. Additional research was done into the area using Lidar and modern aerial photography in an attempt to try and identify areas of interest with no success. Additional research or information from oral histories uploaded to the New Forest Remembers Portal will hopefully shed more light upon the nature and activities of this site.

### 3.4.20 Sub Unit Zone F

Sub Unit Zone F encompasses the south west corner of the National Park and is 27.2km<sup>2</sup>. It contains 33 monuments that can be broken down as follows:

Location	Research Category	Monuments	Significant Monuments
	Defensive Structures		
	Anti-Aircraft	2	
	Training Sites	9	5
	Military Camps & Requisitioned Houses	4	2
	Airfields	3	
	Experimental Sites		
	Domestic Sites	7	
	Damage & Losses	8	

Amongst these monuments, the following were considered significant:

### AVON TYRRELL CAMP (MA1165)

#### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	Low
Rarity	Medium
Documentation	Medium
Group Value	High
Survival/Condition	High
Fragility/Vulnerability	Low
Diversity	High
Potential	High
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>No</b>
<b>Updated</b>	<b>No</b>

Avon Tyrrell House was requisitioned in WWII and occupied by the US 114 Signal Radio Intelligence Company, a support group of the 12<sup>th</sup> US Army Group, whose role was to intercept and record enemy radio transmissions ([www.usarmygermany.com](http://www.usarmygermany.com)). Exactly when they arrived at and left Tyrrell House is uncertain from the records so far examined, but it is known that a number of ancillary buildings were constructed around the house (**MA1166**). These remained for some time after the war but have since been demolished ([www.avontyrrell.org](http://www.avontyrrell.org)).

War diary research undertaken as part of this desk based assessment also indicates that the house and its grounds were used as a Battle School by HQ 47 Division (WO 166/10967). This may, however, be a mistake in the war diary entry, as there was no American or British 47 Division active in WWII.

Aerial photography has indicated a possible searchlight emplacement in the grounds of the house (**MA0383**), although extensive war diary research has not found any reference to this installation.

The 1943 New Forest Training Areas map shows a rifle range immediately east of Avon Tyrrell House. A survey commissioned by NFNPA conducted in 2010 found a

number of pits and banks in the same area (**MA1162, MA1163, MA1164**), which may be related (Berkshire Archaeological Services, 2010, 2010).

Avon Tyrrell was never re-occupied by the family that owned it after WWII. Instead, Lord Manners donated it to the Youth of the Nation in 1949. It has since become an activity centre and the house and grounds have been extensively modified ([www.avontyrrell.org](http://www.avontyrrell.org)).

#### *Baseline Archaeological Significance*

The survey of the grounds conducted in 2010 commissioned by NFNPA was able to identify the concrete bases of the Nissan huts and other accommodation built in the grounds, although they were substantially overgrown (Berkshire Archaeological Services, 2010).

A site visit may be able to identify the possible searchlight position and determine if it is likely to have been one. However, as with much of the estate, its location may have been substantially altered in recent years.

A site visit may be able to identify the rifle range east of the main house. New Forest Training Areas map shows a rifle range immediately east of Avon Tyrrell House. The earth banks have been integrated into a cycle track and have been damaged as a result. However, a survey of their exact location and arrangement may be able to determine if they were part of a rifle range.

#### *Field Survey*

Avon Tyrrell House, the former home of Lord Manners is now an activity centre run by the charity UK Youth. The site has not been fully surveyed, but various activities such as cycle tracks have changed the grounds. A survey is recommended in (**Section 4**), however the best potential source for material will likely be personal memories and archives uploaded to the New Forest Remembers portal. One already uploaded: <http://www.newforestww2.org/avon-tyrrell-house/> records that the building footings are still in place and includes historic photos and accounts of some of the site activities.

## BISTERNE COMMON (MA0455 & MA0456)

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>Low</i>
Group Value	<i>Low</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>Low</i>
Diversity	<i>High</i>
Potential	<i>High</i>
<b>Overall</b>	<b><i>HIGH</i></b>
<b>Surveyed</b>	<b><i>No</i></b>
<b>Updated</b>	<b><i>No</i></b>

A number of features were identified in historical aerial photography of Bisterne Common. The NMP identified what appear to be two features enclosed by separate rings of barbed wire. A number of bomb craters and/or foxholes are also located in and around each ring of barbed wire.

Bisterne Common, although falling within the New Forest Training Area as indicated on the 1943 map, was not classed as a live firing range. This might imply that the craters were caused by aircraft bombs

and may have been an attack on installations enclosed in the barbed wire. A more likely possibility is that these are training areas used to practice attacks on enemy strongpoints or installations.

### *Baseline Archaeological Significance*


A number of the craters are still visible on modern aerial photography and may not have been filled since the war. Closer inspection of these features may be able to determine if they were foxholes, bomb craters or shell craters. Further documentary research may be able to determine the nature of activities here.

### *Field Survey*

This site has not been surveyed and a survey at the same time of a visit to Avon Tyrrell House is highly recommended.

### 3.4.21 Sub Unit Zone G

Sub Unit Zone G encompasses the land east of the National Park between Christchurch and Ringwood and is 68.2km<sup>2</sup>. It contains 39 monuments that can be broken down as follows:

Location	Research Category	Monuments	Significant Monuments
	Defensive Structures	3	2
	Anti-Aircraft	4	1
	Training Sites		
	Military Camps & Requisitioned Houses	3	1
	Airfields	28	3
	Experimental Sites		
	Domestic Sites	1	
	Damage & Losses	1	

It should be noted that several of the Auxiliary Unit bases in this section fall into neighbouring sub units, but are described in this area (where most are believed to remain) in order to keep them grouped together. Amongst the other monuments, the following were considered significant:

### WINKTON ADVANCED LANDING GROUND (MA0140)

#### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	High
Rarity	Medium
Documentation	High
Group Value	Medium
Survival/Condition	Low
Fragility/Vulnerability	High
Diversity	Medium
Potential	Medium
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>No</b>
<b>Updated</b>	<b>No</b>

Winkton ALG was constructed in the summer of 1943 in preparation for the invasion of mainland Europe. However, it was not occupied until April 1944 when three US squadrons of the 404<sup>th</sup> Fighter Group arrived. These squadrons were equipped with Thunderbolt fighters and after a month of training began their first fighter sweeps over mainland Europe (Freeman, 1994:246-247). The squadrons departed for France on 19 June, after which no further use was made of the airfield (Brooks, 1996:164). It was derequisitioned in the late summer and handed back to the local farms in 1945, even before No.5018 Airfield Construction Squadron had finished reinstating the site. There is next to no evidence of the site on the ground today (Freeman, 1994:246-247).

#### Baseline Archaeological Significance

ALGs were not designed as anything more than temporary airfields. The landing strip was made of steel mesh pinned to the ground with large stakes that could be

removed when the airfield was closed. As such they leave little evidence of their past on the ground. At Winkton, all features appear to have been removed in their entirety. There is no RAF site plan of the airfield, which makes it difficult to assess whether any present day buildings can trace their lineage back to the airfield.

### *Field Survey*

Conversations with the Friends of New Forest Airfields based nearby suggest there are no features relating to the ALG to be found. This is one of the few New Forest Airfields for which an RAF asset plan has not been identified, which limits the ability for targeted survey. Clockhouse Copse and Barrett's copse would be a sensible starting point, though the former now has a large manmade lake that will have disturbed any surviving evidence.

Personal memories and archive material added to the New Forest Remembers portal will hopefully shed more light on the ALG's activity, impact on the local area and whether there are any surviving features. One such article uploaded by the Friends of New Forest Airfields contains colour photos of the accommodation tents and daily life in Barrett's Copse: <http://www.nfknowledge.org/contributions/daily-life-at-winkton-airfield/>.

## **BISTERNE ADVANCED LANDING GROUND (MA0092)**

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>High</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>Low</i>
Fragility/Vulnerability	<i>High</i>
Diversity	<i>Medium</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>No</b>
<b>Updated</b>	<b>No</b>

Bisterne ALG was constructed in the spring and summer of 1943 in preparation for the invasion of mainland Europe. However, it was not occupied until March 1944 when three US squadrons of the 50<sup>th</sup> Fighter Group arrived. These squadrons were equipped with Thunderbolt fighters and flew numerous missions over the D-Day period, before all of them departed to France. The airfield had experienced numerous problems during its brief career – the runways regularly broke up during landing and the east west runway was eventually abandoned. The airfield was totally vacant by the end of June and was returned to arable in the late summer of 1944 (Freeman, 1994:238-239).

### *Baseline Archaeological Significance*

ALGs were not designed as anything more than temporary airfields. The landing strip was made of steel mesh pinned to the ground with large stakes that could be removed when the airfield was closed. As such they leave little evidence of their past on the ground. However, hard-core was used at Bisterne to counter the problem of the disintegrating runway and this proved harder to remove. Eventually the runway



tracking, hard-core and other elements were simply piled in a long bank on the east side of the main runway (Freeman, 1994:239). Modern aerial photography suggests that this bank is still extant and may contain fragments of the materials used to construct such airfields.

### *Field Survey*

Conversations with the Friends of New Forest Airfields based nearby suggest there are no features relating to the ALG to be found. However, local landowners have confirmed the presence of bank with potential to be made of material from the airfield post 1944 activity. An opportunity may present itself within the NFNPA's continuing work with the landowner to investigate the bank in question and whether it may shed any light on the ALG activity. Until then the best potential for adding to our knowledge is material and memories shared with the project or the Friends of New Forest Airfields.

## **St Leonards Hospital (MA1596) & POW Camp (MA1597)**

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>Medium</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>High</i>
Potential	<i>High</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>No</b>
<b>Updated</b>	<b>No</b>

St. Leonards Hospital was built as a wartime hospital for American and Canadian military forces who flew their injured servicemen into Hurn Airport. A mix of wooden and brick buildings were built in 1942. A record layout plan from 1943 made available by the Ringwood Meeting House & History Centre shows the original layout and details that the Hospital was built for 750 beds and accommodated 545 staff.

An amendment to the 1943 plan dated June 1945 maps a POW tented enclosure to the south of the main hospital buildings. The POWs are reported as working in the hospital. In 1950 with the advent on the new National Health Service, St Leonards became a hospital for the elderly with 350 beds.

### *Baseline Archaeological Significance*

Most of the WWII buildings were reportedly demolished sometime in the 1960s and all that remains are their concrete bases, though several are recorded as still standing along with the site water tower. The 1943 plan has some recent additional markings that appear to indicate which parts of the hospital survive as platforms or extant buildings and which parts have been completely removed. The area of the POW enclosure is now a sports field and woodland. A site visit to assess the remaining platforms and extant buildings as well as targeting the other locations indicated on the 1943 layout plan is a high priority.

### *Field Survey*



The layout plan for St Leonards was shared with the project to sort access permissions for a detailed survey. As such this site has been added to the list of further recommendations in **Section 4**.

## RAF HURN (MA1442)

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>Medium</i>
Rarity	<i>Low</i>
Documentation	<i>High</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Low</i>
Diversity	<i>High</i>
Potential	<i>High</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>No</b>
<b>Updated</b>	<b>No</b>

Construction of an airfield at Hurn first began in the winter of 1940. Hurn was originally specified as a Fighter Command airfield but was first used by the Telecommunications Research Establishment in November 1941 (Smith, 1999:130). The airfield was extended in 1942 (becoming to all intents and purposes a Class A airfield) and was subsequently occupied by various RAF Transport Command units operating in support of the British Army's Airborne Forces (Freeman, 1994:232). In this period both Eisenhower and Churchill flew from the airfield (Levesley, 2012).

In the build-up to D-Day, numerous tactical fighter squadrons moved into Hurn; often up to six squadrons were operating from the airfield at the same time. In August 1944 the airfield was handed over to the USAAF, who flew bomber aircraft from the airfield for the month, before moving to France. In October, the airfield was returned to the RAF but, unusually for a tarmac airfield, was closed in November and handed to the Ministry of Civil Aviation (Smith, 1999:146).

Post war, the airfield became the main airport for transatlantic flights until Heathrow opened in 1946. However, the airfield remained in operation and in 1969 became Bournemouth Airport (Smith, 1999:148).

### *Baseline Archaeological Significance*

Bournemouth Airport is still an active airport today and has therefore been extensively modified since its wartime role. However, its runway arrangement remains unaltered and many of the original dispersal bays are still extant on the perimeter track. Site visits would be required to assess how many other structures may have a wartime origin, but this would be extremely difficult to do at an active international airport.

### *Field Survey*

Permission was not sought to survey this site due to its active use as an international airport.

## RAF SOPLEY (MA0004)

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>High</i>
Documentation	<i>High</i>
Group Value	<i>High</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>Medium</i>
Potential	<i>High</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>No</b>
<b>Updated</b>	<b>No</b>

RAF Sopley was a Ground Control Intercept (GCI) radar station, established at Sopley (on land requisitioned from the estate of Lord Manners) in December 1940. The first installation was a mobile unit designed to be set up in 12 hours and capable of operating 24 hours a day. The CGI station was designed to identify enemy bombers and guide both searchlights and night fighter interceptors towards them. RAF Sopley served the night fighter squadrons based at RAF Middle Wallop and RAF Hurn throughout the war. The antenna arrangement at Sopley was so successful that its style was used at several other GCI stations, and Sopley achieved one of the highest success rates of intercepts of any GCI station in the war (Catford, 2000).

In 1941 the installation was upgraded to an 'intermediate transportable' type and in 1943 Sopley was made into a permanent station with a fixed antenna (Catford, 2000). The construction took place in an adjacent field and consisted of large brick buildings for operations rooms and equipment. A permanent Type 7 radar antenna was built alongside it. This station operated until the end of the war (Catford, 2000).

In 1950 Sopley became the Sector Operations Centre for Southern England. It was substantially upgraded and in 1954 a new centre was opened in the field originally occupied by the mobile radar station. This consisted of a large building built above a two-storey below ground bunker. An accommodation base was built almost a mile to the east at Bransgore (**MA1477**) (although before this was ready, personnel were accommodated at RAF Ibsley). The base continued to operate until it was closed by the RAF in 1974. The following year it was taken over by the Army and used as a signals establishment and HQ. The MoD sold the entire site in 1993 (Catford, 2000).

### *Baseline Archaeological Significance*

Several features of all three phases of RAF Sopley's life are still extant. In the early mobile station area (1940-1943) are three concrete buildings. These may, however, date from the 1950 expansion of the site, rather than the 'mobile' phase. On the other side of the road the 1943 site still has several buildings and a large concrete footing, possibly the antenna base. The 1950s installation is still present, including the below ground bunker and the building above it. To the east, the entire accommodation area seems to be intact and in use as a business park.

Although most of these structures are of the post war era, their lineage to an original GCI station makes them particularly significant to the evolution of radar technology in the UK. A survey to assess their condition and future options is highly recommended.

## Field Survey

All features on this radar site and nearby accommodation date from post war activity at RAF Sopley. Very detailed accounts of the sites history and photos of a recent visit to the underground bunker can be found on the Friends of New Forest Airfields Sopley page:

<http://www.winkton.net/RAF%20Sopley%20pages/sopleyww2.htm>

The Subterranea Britannica Page compiled by Nick Catford:

<http://www.subbrit.org.uk/rsg/sites/s/sopley/index.html>

Even though the period of the current buildings and the accommodation site fall outside of the project remit, the archaeological potential of the site remains high and any future work should take account of the collective history and use of the site.

## RINGWOOD ANTI-TANK ISLAND (MA0037)

### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	High
Rarity	Medium
Documentation	Low
Group Value	High
Survival/Condition	Medium
Fragility/Vulnerability	Medium
Diversity	High
Potential	Medium
Overall	<b>MEDIUM</b>
Surveyed	Yes
Updated	No

Anti-Tank Islands were defensive points, usually centred on major road junctions, bridges or natural features that, if obstructed, would delay the advance of German forces, giving time for Allied reinforcements to move to the area. These sites were usually made up of bunkers, roadblocks, trenches and, in the event of a withdrawal being necessary, explosives that could be used to demolish a bridge or road altogether. The anti-tank island at Ringwood was centred on the River Avon crossing. War diary research undertaken as part of this desk based assessment indicates that there were two roadblocks and five railblocks in and around the Avon Valley at Ringwood in 1941 (WO 166/1319 & WO 166/14506).

### Baseline Archaeological Significance

Road blocks came in various different types during the war. Some would have been temporary wood and barbed wire obstacles that would not necessarily leave any trace. On the other hand, more complex structures would have involved modifications to the road or the installation of concrete blocks on the verge. Site visits to the road and railblock locations may determine if any features survive. One feature are still extant and are discussed below:

### *Field Survey*

Apart from the significant feature looked at in more detail below, nothing extant was recorded relating to Ringwood Anti-Tank Island. It is very possible that evidence of the roadblocks survive under post war road surfacing and repairs. A more targeted survey may reveal features missed, though this relies on additional information captured through war diary research, personal memories or personal archives along the lines of Major Crofton's information on Beaulieu Anti-Tank Island (**MA1436**). A series of photos from the Imperial War Museum show Anti-Tank gunners manning a temporary very low impact road block in the centre of Ringwood: <http://www.nfknowledge.org/contributions/anti-tank-gunners-in-ringwood-high-street/>

### *Significant Feature: Section Post (MA1380)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>High</i>
Documentation	<i>Low</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>High</i>
Potential	<i>High</i>
<b>Overall</b>	<b><i>HIGH</i></b>
<b>Surveyed</b>	<b><i>Yes</i></b>
<b>Updated</b>	<b><i>No</i></b>

Section posts were essentially reinforced trenches, which may have begun life as a normal trench and been strengthened with concrete at a later date. The trench had a concrete and turf covered roof supported by concrete columns. The gaps between the columns served as firing ports. Although listed in the NMR Thesauri, there are no entries for Section Posts in the NRHE. Only one Section Post is known to have been listed; as a Grade II building in West Somerset (The National Heritage List for England).

### *Field Survey*

Field survey recorded a concrete structure bisecting the old railway track running north-south and south of the junction of the A31 for Ashley. It was identified initially as seagull variant pillbox or defended section post. The structure is a shallow curved C shape in plan and has a brick built base with concrete top. There are nine firing gaps in the post facing south to slow enemies advancing inland along the railway line. The structure is in good condition, though does have a fence line running through it.

## AUXILIARY UNIT BASES

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>High</i>
Documentation	<i>Low</i>
Group Value	<i>High</i>
Survival/Condition	<i>Unknown</i>
Fragility/Vulnerability	<i>High</i>
Diversity	<i>High</i>
Potential	<i>High</i>
<b>Overall</b>	<b><i>HIGH</i></b>
<b>Surveyed</b>	<b><i>Yes</i></b>
<b>Updated</b>	<b><i>No</i></b>

Auxiliary Units were secretly recruited men who would, in the event of a German invasion, operate as resistance fighters behind enemy lines. Typically, Auxiliary Units were recruited from professions of those who knew how to live off the land (such as gamekeepers or, in the New Forest, Agisters and keepers) and trained to carry out acts of sabotage. Their existence was not publicly known during the war and has only very recently started to become clear (BBC, June 2010).

Auxiliary Units were organised into patrols who would operate in an area local to them. Each patrol had one or several bases from which they could operate. These could be bases for supplies, or accommodation in the event that they could no longer live at home (BBC, June 2010).

Although many such bases were constructed during the war, the whereabouts of the vast majority are unknown. In 1966 an Auxiliary Base was discovered during building works in the grounds of Avon Castle near Ringwood. The site was demolished shortly after its discovery (Ringwood and Fordingbridge Journal, 1966). Other bases are understood to have existed in the grounds of Somerley House (Sub-Unit I), in the vicinity of Hangersley Hill (Sub-Unit H), in the vicinity of Three Tree Hill near Moyles Court (Sub-Unit H) and near Burley (demolished, Sub-Unit 8) (CART, 2013).

### *Baseline Archaeological Significance*

The exact location of these bases is unknown and unlikely to be positively identified. Any attempts to find them must at this stage be based upon field walking in these locations and looking for features (such as entrances, chimneys and air vents) that might indicate a base buried below.

### *Field Survey*


Information on the Auxiliary Units; patrols and operational bases in the New Forest continues to grow and the best source of information is 'British Resistance Archive': <http://www.coleshillhouse.com/hampshire-auxiliary-units-and-obs.php>

The project has been made aware of rough locations of potential Auxiliary Unit features in Burley and Ibsley, but nothing has been verified to date through field survey, or analysis of Lidar, Near Infra-Red or aerial imagery.

This area of study is revealing new previously unknown information about Auxiliary Patrols in the New Forest and the individuals involved. Several memories have now been uploaded to the New Forest Remembers portal: <https://nfknowledge.org/subjects/oral-history/>

### 3.4.22 Sub Unit Zone H

Sub Unit Zone H encompasses the north west extent of the National Park and is 133.1km<sup>2</sup>. It contains 55 monuments that can be broken down as follows:

Location	Research Category	Monuments	Significant Monuments
	Defensive Structures	33	23
	Anti-Aircraft	1	1
	Training Sites		
	Military Camps & Requisitioned Houses	1	
	Airfields	2	2
	Experimental Sites		
	Domestic Sites	15	
	Damage & Losses	3	

Amongst these monuments, the following were considered significant:

### AIRFIELD BOMBING DECOY Q160B (MA0047)

#### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	High
Rarity	High
Documentation	Low
Group Value	Medium
Survival/Condition	Medium
Fragility/Vulnerability	Medium
Diversity	High
Potential	High
Overall	HIGH
Surveyed	No
Updated	No

Bombing Decoy Q160B was a Q type decoy site, designed to represent an airfield at night and was built to direct enemy attention away from Hurn and Ibsley airfields. It would have consisted of lighting poles arranged in a pattern similar to an airfield's landing lights, powered by a generator in a small command bunker. The site, and its twin site Q160A (MA0046) were probably in use in 1942 (Dobinson, 1996c:98).

#### Baseline Archaeological Significance

The NRHE records over 217 Q sites in England. There are no examples of complete sites, although occasionally the control bunker may be extant remains. The bunker at Q160B was recorded as being extant in 1981 (Anderton, 1999:86) and modern aerial photography indicates what might be the same bunker just west of Moors Valley Golf Course. A site visit would firmly establish the location and full extent of the remains.

#### Field Survey

This site has not been visited due to it falling outside the field survey area. It has been added to further recommendations in **Section 4** for a possible future survey and highlighted to encourage additional information gathering or volunteer survey.

## RAF IBSLEY (MA0113)

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>Medium</i>
Rarity	<i>Medium</i>
Documentation	<i>Medium</i>
Group Value	<i>High</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>High</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

Construction of an airfield at Ibsley first began in 1940. The airfield was originally meant to act as a satellite station of RAF Middle Wallop but eventually became a Fighter Command station in its own right – it became the only fighter base with concrete runways in the entire Avon Valley. Ibsley was pressed into service in February 1941 (even though construction would last another eight months) and was home to 19 different RAF fighter squadrons for the next three years (Freeman, 1994:234). At some point it was used as a location for the film *First of the Few* (released in September 1942), and the actor David Niven filmed several scenes there (Leete, 2004:32).

USAAF units began to arrive in 1942, but the airfield did not become an exclusive US base until 1944. Ibsley was used by American Close Support squadrons between April and July, but upon their departure, it was returned to the RAF. Thereafter it was used by RAF Training Command, then RAF Transport Command. It was formally closed in 1947 (Brooks, 1996:155).

Ibsley's dispersed sites were used in the early 1950s to accommodate personnel from RAF Sopley (Catford, 2000). At the same time Lord Normanton, the landowner, turned Ibsley into a motor racing venue. Notable racer John Surtees may have made his racing debut at the circuit. The circuit closed in 1955 and the runways were lifted in the 1960s. Shortly afterwards, the entire site became an aggregate quarry. The great pits have now been flooded and were owned by the local water authority and used as a nature reserve and activities centre (Freeman, 1994:235). The site is now owned by the Somerley Estate.

### *Baseline Archaeological Significance*

Very little of the actual airfield remains today and the outlines of the runways (visible at all other concrete runway sites in the New Forest area) are not discernible. However, there are several structures still extant, including the only remaining example of a WWII control tower in the study area. Modern aerial photography suggests that many of the dispersed sites are still extant and may, in some instances, be occupied by original buildings. Several air raid shelters built at the north and south ends of the runways still survive, as does a Battle Headquarters on the heathland immediately east of the airfield. Site visits to all of these features, and the dispersed sites, is highly recommended.



## Field Survey

There is a slight paradox when comparing Ibsley to all of the other New Forest Airfields, which is whilst there is little evidence left of the runways and perimeter tracks, which survive as cropmarks and earthworks at sister sites; there are a large percentage of structures and ancillary accommodation sites surviving linked with airfield activity. These are discussed individually in more detail below. This results in a difficulty in understanding and interpreting the scale of the site and level of activity as a whole unit due to the very dispersed and partial nature of surviving features. However, the archaeological potential of these surviving features is very high, when compared to sites like Beaulieu (**MA0234**) or Stoney Cross (**MA0628**) airfields where it is possible to get a good idea of the scale of New Forest WWII airfields, but little of the structures survive to add the level of detail available at Ibsley.

A large amount of survey work, research and oral history capture has been, and continues to be undertaken on the site by the RAF Ibsley Airfield Heritage Trust.

Sections of surviving concrete block runway and perimeter track were recorded south of Ellingham Drove Road adjacent to Broom Copse, which are slowly being covered in vegetation. Along Ellingham Drove road several overgrown banks were also recorded that are the survivals of the 'E pen' blast banks used for dispersals on the airfield.

The most prolific surviving features associated with airfield activity are the air raid shelters with numerous brick built blast shelters and concrete Stanton Shelters, which can be found widely distributed across the airfield and its associated ancillary sites.

### Significant Feature: Ibsley Control Tower (MA0010)

Criteria (DCMS, 2011)	Archaeological Significance
Period	High
Rarity	High
Documentation	High
Group Value	High
Survival/Condition	High
Fragility/Vulnerability	Medium
Diversity	Medium
Potential	High
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

The control tower is the only surviving such structure in the study area. Control tower structures were essential for all busy airfields. The structure at Ibsley is a Type 518/40 'Watch Office with Meteorological Section' and is similar to approximately 50 that were built during the war. However, this is believed to be the only example in England with entirely concrete floors and walls that still stands today. The tower has been well researched by the RAF Ibsley Airfield Heritage Trust and although presently in a state of disrepair, has the potential to be refurbished and reopened. Now leased to the RAF Ibsley Airfield Trust.



### *Field Survey*

The project manager was invited to visit the Control Tower by the RAF Ibsley Airfield Heritage Trust, which is currently in a fair condition and confirms the details above.

### *Improvement Works*

Work by the RAF Ibsley Airfield Heritage Trust is ongoing at the Control Tower and every effort should be made to support this work to preserve the structure and secure its future. The local significance of this surviving Control Tower along with its story, memories and archive material provides great potential for future interpretation. The Control Tower has recently been laser scanned as part of a legacy project by Archaeovision and results can be found here: <https://nfknowledge.org/contributions/still-watching-over-ibsley/>

### *Significant Feature: Ibsley Battle Headquarters (MA0115)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>High</i>
Group Value	<i>High</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>Medium</i>
Potential	<i>High</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

Like most major airbases, Ibsley was equipped with a Battle Headquarters that could serve as a point to co-ordinate defence in the event that the airfield was overrun by ground forces. The Battle Headquarters at Ibsley is located on the hill to the east of the Control Tower and is still accessible. Unusually it consists of two shelters with cupolas giving views of the surrounding countryside. The HQ is also protected by a trench that according to Lidar survey may surround the entire hilltop.

An accurate survey of this unique HQ would ensure that it is well recorded in the future. Further fieldwork may be able to determine the exact extent of the trenching around it and other possible defensive features.

### *Field Survey*

The concrete Battle HQ was visited and surveyed several times to produce a record of modern activity inside. Apart from graffiti and rubbish the bunker appears to be in good condition. A structural survey was commissioned by the project and undertaken by Andrew Waring Associates (**Appendix 12, Site 2**). The results of the survey have led to discussions with the National Trust to install a gate to secure the future of the structure, when one is installed further work to improve the condition of the Battle HQ can be undertaken.

A survey of the hill that the Battle HQ sits on identified a large concrete ring set into the ground 30m north of the bunker, which was a defensive gun emplacement. Two more similar concrete rings were recorded 160m north of the Battle HQ overlooking

hangers marked on the 1946 RAF asset plan and the control tower situated on lower ground to the east. Several defensive trenches were recorded on the higher ground; one to the northwest of the bunker and one to the northeast, several more have been recorded in the past in Newlands copse and a survey post-rhododendron clearance might confirm their location. The defensive trench recorded 40m to the northwest of the Battle HQ has slowly been filling in with leaf litter, however, large numbers of metal retaining posts were recorded and the metal trench shuttering was recorded in situ at the north end of the defensive trench.

An additional concrete rectangular pit 1m by 0.5m was recorded south of the Battle HQ set into the side of the hill, with pipes at either end one running towards the Battle HQ and the other down the hill. A large amount of metal work suggests that some high pressure mechanism was contained within the pit and a hinged lid once covered the pit. It has been suggested that this may be a possible small engine pit for air conditioning in the Battle HQ.

There is high potential for additional features to be discovered and recorded following any planned rhododendron clearance so a return visit is recommended in **Section 4**. The Battle HQ would benefit from clearance, interpretation and additional work post installation of gates and the project will support the National Trust in achieving this.

*Significant Feature: Southern Stanton Shelters (MA0013, MA0015 & MA1443)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>Low</i>
Group Value	<i>High</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>Low</i>
Potential	<i>High</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

There are perhaps up to three Stanton Shelters on Ellingham Drove. Designed and manufactured by the Stanton Ironworks in Derbyshire, the shelters were made of prefabricated concrete, an ideal material that was tough, cheap and unlikely to deteriorate during the period of war. The shelter was made up of a series of prefabricated concrete arches laid end to end and closed off with a brick built entrance at one end and an escape hatch at the other (Stanton, 1948). This shelter has already been visited by NFNPA staff, but a further inspection and survey would be able to record the features exact design and any variations to the original pattern that might be evident.

*Field Survey*

A visit identified and recorded the following features:

A small Stanton shelter (**MA0013**) 9m long partially dug into the ground and covered in earth with a brick built side entrance at one end and concrete emergency exit at the other was recorded adjacent to buildings No.76 (Flight Office), 77 (Sleeping Shelter) and 78 (Drying Room) on the 1946 RAF Asset plan of Ibsley Airfield. No

evidence of the structures was recorded. The shelter is currently open and though the interior is partially filled with water it is in good condition. Externally the shelter is fair condition, though trees have begun to establish on the earth bank covering the shelter so damage may be caused by roots or wind throw.

A large brick built Shelter with concrete interior similar to a Stanton design (**MA1443**) covered in earth with two internal compartments and separate entrances was recorded and assessed as in fair condition. This shelter was originally situated in the central blast bank of E pen No.74 (Aircraft Pen – Twin Engine) on the 1946 RAF asset plan. The two entrances line up with the two dispersal bays so could have been easily accessed by pilots and ground crew working on the planes. This also explains why the shelter is covered in earth but not dug into the ground. The curving earth bank of the E pen No.74 still survives in good condition though vegetation has begun to colonise the bank.

A further structure (**MA0014**) was recorded as still standing in the area. The location corresponds with a line of Airmen's Barrack Huts recorded on the 1946 RAF Ibsley Asset plan. The standing structure in fair condition is a rectangular brick building 8m long cement rendered with a sloped corrugated metal roof. There are eight metal framed windows and a door located on one of the long axis. One of the end walls has been removed and there are several well established trees growing immediately adjacent to the structure.

Shelter (**MA0015**) was not located, but if this shelter was built for a similar purpose as the two recorded above the most promising location of E pen No.79 on the 1946 RAF Asset plan has been destroyed by modern activity associated with the Water Treatment Works.

The condition of the two shelters recorded and the survival of the associated blast banks and other structures justify their 'High' overall archaeological significance.

*Significant Feature: RAF Ibsley Sleeping Shelter #77 (MA1444)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>Low</i>
Group Value	<i>High</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>Medium</i>
Potential	<i>High</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>Yes</b>

A potential large Public Air Raid shelter on Ellingham Drove is close to a group of Stanton shelters at this point. It has already been visited by the NFNPA but further investigation may be able to reveal exactly what specification it was built to. Further research may be able to identify why so many air raid shelters were built in this location.

*Field Survey*

The recorded structure is a 15m long rectangular red brick structure with a flat concrete roof. Sheltered entrances are located at either end and the structure appears to have five additional external concrete vertical ribs along

each long axis reinforcing the brick structure. During the survey it was noted that there were no local housing justifying the need for any public air raid shelter, especially within the perimeter of the active airfield. The location corresponds closest to the building No.77 on the 1946 RAF Asset plan, which was a 'Sleeping Shelter'. The terminology of 'Sleeping Shelter' rather than 'Airmen Accommodation' combined with the construction differences between this structure and the surviving Barrack Block (**MA0014**), which has thinner walls, windows and no protected entrance confirm that this surviving structure is Sleeping Shelter No.77. The shelter is in good condition; it is covered in climbing vegetation, but this hides it from passing road users.

*Significant Feature: Northern Air raid Shelters (MA0009, MA1113, MA0024 & MA0018 )*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>Low</i>
Group Value	<i>High</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>Low</i>
Potential	<i>High</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>No</b>
<b>Updated</b>	<b>Yes</b>

There are four, possibly more, air raid Shelters on Mockbeggar Lane. Several appear to be Stanton Shelters; others may be larger public shelters. Further investigation may be able to reveal exactly what specification these shelters were built to. Further research may be able to identify why so many air raid shelters were built in this location.

#### *Field Survey*

Several structures and shelters were externally observed in private fields along Mockbeggar lane that are similar in survival to the southern shelters (**MA0013, MA0015, MA1443, & MA1444**). As the shelters are located in private fields access wasn't gained to the interior at the time of the visit; a return visit with permitted access would add more detail to this record.

Two Stanton shelters (**MA0009 & MA0017**) are similar to the shelter (**MA1443**) detailed above; these survivals correspond with E pen No.107 and E pen No.125 on the 1946 RAF Asset plan accordingly and were located in the central blast bank of the E shaped banked dispersal.

The brick built Sleeping shelter (**MA1113**) observed is very similar to (**MA1444**) detailed above.

Two additional Stanton shelters (**MA0024 & MA0018**) were observed in private fields covered in earth in fair condition.

*Significant Feature: Ibsley Blast Shelters (MA1445)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	Medium
Rarity	Medium
Documentation	Medium
Group Value	Medium
Survival/Condition	Medium
Fragility/Vulnerability	Medium
Diversity	High
Potential	High
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

A number of Blast Shelters survive in Cherry Orchard and Moyles Court School, alongside remains of several buildings immediately south of the Control Tower. The Blast Shelters appear to be open tops shelters built to RAF specification 2360/41. This site has already been visited by the NFNPA, but a further inspection and survey would be able to record the structures more fully and advise on potential access to the site in the future.

*Field Survey*

The two brick built blast shelters in Cherry Orchard and the one located in the grounds of Moyles Court School were visited and recorded as being in very good condition, though the removal of some vegetation would ensure that this condition is maintained. Structural surveys of these three blast shelters were commissioned by the project and undertaken by Andrew Waring Associates (**Appendix 12, Sites 4 & 5**) and these are one of the sites recommended for future conservation work in (**Section 4.1.1**).

The shelters were brick built rectangular boxes 10m by 5m with two brick lined side entrances on both long axis and a central brick partition. Additional shelter was provided by earth banked around the side, which also provided another way of accessing the shelter. The blast shelters were designed to accommodate 50 men.

*Significant Feature: Ibsley Communal Site No. 1 & 2 (MA0139)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	Medium
Rarity	Low
Documentation	Medium
Group Value	High
Survival/Condition	High
Fragility/Vulnerability	Medium
Diversity	High
Potential	Medium
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

A number of buildings remain extant in this area on the site of buildings recorded from period photography. A number of Blast Shelters are also recorded in the area. A site visit would be able to establish whether any of the buildings originate from the airfield and whether any other remains can be identified.

*Field Survey*

Field survey recorded 13 surviving brick built Blast Shelters in various conditions a Stanton shelter in good condition and numerous concrete bases of buildings in the areas around Ibsley Village Hall, corresponding with the location of Ibsley Communal Site No.1 & 2 on the 1946 RAF Asset Plan. Foundations were recorded for buildings No.218 & 219: Officer's Messes, as well as building No.220: Officer's Bath House and Latrines, building No.207: Dining Room amongst many others. These building platforms and foundations are slowly being

reclaimed by nature and suggest high potential for additional material buried beneath the surface.

Additional archaeological material along with personal memories and archives will hopefully add additional layers of detail to daily life and level of activity at these sites hinted at through the number of surviving blast shelters and concrete platforms.

*Significant Feature: Ibsley Communal Site No. 4 (MA0107)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>Medium</i>
Rarity	<i>Low</i>
Documentation	<i>Medium</i>
Group Value	<i>High</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>High</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

A number of buildings remain extant in this area on the site of structures recorded from period photography. A site visit would be able to establish whether any of the buildings originate from the airfield and whether any other remains can be identified.

*Field Survey*

Several concrete bases similar to those recorded at communal site No.1 were observed in private fields

behind the garage at Ibsley as well as a large earth covered Stanton Shelter. Modern activity has removed most of the traces of Communal Site No.4.

Two Stanton Shelters were also observed and recorded in woodland that was once Communal Site No.5 (**MA0001**) along with some partial concrete bases associated with officer accommodation and latrines.

Two Stanton Shelters were also recorded on farmer's fields at the location of Communal Site No.6 (**MA0077**), these have been converted into animal shelters and feed stores by removing the brick built access at one of the ends, however, the concrete shell survives in good condition.

## FORDINGBRIDGE ANTI-TANK ISLAND (MA0035)

*Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>High</i>
Group Value	<i>High</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>High</i>
Potential	<i>High</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>No</b>
<b>Updated</b>	<b>No</b>

Anti-Tank islands were defensive points, usually centred on major road junctions, bridges or natural features that, if obstructed, would delay the advance of German forces, giving time for Allied reinforcements to move to the area. These sites were usually made up of bunkers, roadblocks, trenches and, in the event of a withdrawal being necessary, explosives that could be used to demolish a bridge or road altogether. The Anti-tank Island at Fordingbridge was centred on the River Avon crossing. The

Defence of Britain Database lists 30 individual elements to this anti-tank island, including one fortified house, one mined bridge, 15 pillboxes, eight roadblocks, four

section posts and one unspecified defence work. War diary research undertaken as part of this desk based assessment indicates that there were five railblocks and one roadblock in and around the Avon Valley at Fordingbridge in 1941 (WO 166/1319 & WO 166/14506) It is possible that some of the roadblocks in the Defence of Britain database are railblocks.

#### *Baseline Archaeological Significance*

Fordingbridge anti-tank island represents an incredibly dense collection of well recorded features. Of the 15 pillboxes listed in the defence of Britain database four are recorded as removed, seven as good, fair or extant and four as unknown. Even the seven extant structures represent the densest group of pillboxes still remaining at an anti-tank island in the study area. The significance of this would obviously increase if other examples whose condition is currently unknown prove to be intact. Additionally at least one of the section posts is extant and one is unknown. Road blocks came in various different types during the war. Some would have been temporary wood and barbed wire obstacles that would not necessarily leave any trace. On the other hand, more complex structures would have involved modifications to the road or the installation of concrete blocks on the verge.

Site visits to features whose condition is presently unknown would enable an accurate picture of the condition of the entire defensive area to be created. Features known to still be extant are discussed below.

#### *Field Survey*

These sites have not currently been visited by the project team, and have not been added to **Section 4**. This is due to the fact that a large piece of work is being undertaken by an interested individual focused on the anti-tank island with the support and guidance of the New Forest Remembers team and the team at the Hampshire HER. His results will be used to update this record and will be shared on the New Forest Remembers portal. An example of where this supported independent research has worked very well already is the Mulberry Beetles (**MA1352**) at Marchwood.



*Significant Feature: Type FW3/22 Pillbox (MA1387, MA1388, MA1389, MA1390, MA1391, MA1392, & MA1402)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>High</i>
Group Value	<i>High</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>Medium</i>
Potential	<i>High</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>No</b>
<b>Updated</b>	<b>No</b>

The Type 22 or FW3/22 pillbox was the most common standard pillbox. It was a hexagonal single storey pillbox with concrete walls approximately 1 foot thick. Each wall had a single embrasure, except the side facing away from the expected direction of attack, where a door provided access to the pillbox interior (Lowry, 1996:82). Seven separate FW3/22 Pillboxes are listed as still extant at Fordingbridge. Site visits would be required to assess their condition.

*Significant Feature: Section Post (MA1415 & MA1414)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>High</i>
Documentation	<i>Low</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>High</i>
Potential	<i>High</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>No</b>
<b>Updated</b>	<b>No</b>

Section posts were essentially reinforced trenches, which may have begun life as a normal trench and been strengthened with concrete at a later date. The trench had a concrete and turf covered roof supported by concrete columns. The gaps between the columns served as firing ports. Although listed in the NMR Thesauri, there are no entries for Section Posts in the NRHE. Only one Section Post is known to have been listed as a Grade II building in England (British Listed buildings).

*Significant Feature: Mined Bridge (MA1385)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>High</i>
Documentation	<i>Low</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>High</i>
Potential	<i>High</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>No</b>
<b>Updated</b>	<b>No</b>

Across the entire country, many bridges were mined so that, in the event of an invasion, their use could be denied to the enemy should the British Army have to withdraw from the surrounding area. Bridges were rigged with explosives and connected to a detonator by wires. Although the explosives will have been removed from Fordingbridge, it is possible that the holes into which explosives would have been inserted may remain in the arches. A site visit and closer inspection would reveal this.




*Significant Feature: Fortified House (MA1384)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>High</i>
Documentation	<i>Low</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>High</i>
Potential	<i>High</i>
<b>Overall</b>	<b><i>HIGH</i></b>
<b>Surveyed</b>	<b><i>No</i></b>
<b>Updated</b>	<b><i>No</i></b>

Parsonage Cottage on Green Lane is recorded as being fortified in WWII. A pillbox appears to have been built into the house with internal access to a square room with embrasures facing outside. The pillbox was last recorded to have had the embrasures bricked up and in use as a larder. Further investigation may be able to determine its condition.

### 3.4.23 Sub Unit Zone I

Sub Unit Zone I encompasses the land west of the National Park between Ringwood and Fordingbridge and is 83.8km<sup>2</sup>. It contains 68 monuments that can be broken down as follows:

Location	Research Category	Monuments	Significant Monuments
	Defensive Structures	8	3
	Anti-Aircraft	3	
	Training Sites		
	Military Camps & Requisitioned Houses	5	
	Airfields	8	1
	Experimental Sites	1	
	Domestic Sites	5	
	Damage & Losses	38	

Amongst these monuments, the following were considered significant:

### IBSLEY DF STATION (MA0081)

#### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	High
Rarity	High
Documentation	Low
Group Value	High
Survival/Condition	Medium
Fragility/Vulnerability	Medium
Diversity	Medium
Potential	High
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

The remains of a Direction Finding (DF) station are located on Ibsley Common, approximately 1.5 miles north east of Ibsley Airfield. DF stations were an advanced form of radio direction finding – a means of locating aircraft radio transmissions by identifying the direction from which they are strongest.

#### Baseline Archaeological Significance

The site at Ibsley appears to consist of a blast wall upon which the main building would have stood.

Further east are the remains of a bunker and a building base that may have served as accommodation. The NRHE has thirty records of DF stations in England, but not all of them appear to survive. The remains of one site have been identified in Scotland (James Brown, pers comm, February, 2012). The site at Ibsley would therefore appear to be quite rare. An accurate survey would be important in order to record the design to which this station may have been built to.

#### Field Survey

Field survey recorded an octagonal brick built structure located on Ibsley Common and associated features. The octagonal brick wall 6m in diameter and 1.5m high with

concrete capping has a recessed entrance from the north. Inside is a smaller octagonal shaped concrete foundation with metal retaining bolts. Further research has revealed that the brick wall was a protective blast wall that contained an octagonal timber tower inside, which used the concrete as a foundation base. There is an octagonal ditch surrounding the blast wall 26m out away from this that has small concrete rectangular blocks positioned upright; there is one on each cardinal point of the compass and additional ones in between. Aerial photography and Lidar also suggest a large square ditch with points at north, south, east and west, though this was hard to identify on the ground.

Eighty metres to the east of the blast wall is a small concrete bunker covered in earth partially filled with rubble and a concrete building base with more brick and concrete debris. The debris suggests that the building was a full brick and concrete construction and following demolition debris was dumped in the bunker. Several small concrete pads with metal fixings and electricity cables and underground pipes were also recorded.

A structural survey of the site was commissioned and undertaken by Andrew Waring Associates (**Appendix 12, Site 1**). Following which some of the vegetation growing against the wall and bunker was removed by National Trust volunteers. Further conservation work on this site in line with the structural survey is identified as a high priority (**Section 4.1.1**).

Further research was undertaken on HF DF stations for education work; how they worked and what they looked like. This information can be found on the New Forest Remembers portal:

[https://nfkknowledge.org/?s=HF+DF&fw\\_data\\_source=contributions](https://nfkknowledge.org/?s=HF+DF&fw_data_source=contributions)

## BREAMORE ANTI-TANK ISLAND (MA1446)

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>High</i>
Group Value	<i>High</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>High</i>
Potential	<i>High</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

Anti-Tank Islands were defensive points, usually centred on major road junctions, bridges or natural features that, if obstructed, would delay the advance of German forces, giving time for Allied reinforcements to move to the area. These sites were usually made up of bunkers, roadblocks, trenches and, in the event of a withdrawal being necessary, explosives that could be used to demolish a bridge or road altogether.

The anti-tank island at Breamore is extremely concentrated on a very small area around the road bridges over the River Avon between Breamore and Woodgreen. The Defence of Britain Database lists four individual elements; three pillboxes and one roadblock. The roadblock is also referred to in war diary research conducted as part of this desk based assessment.

### *Baseline Archaeological Significance*

The anti-tank island at Breamore was investigated as part of the Defence Areas Project (a follow up element of the Defence of Britain project). The report noted that the site provides an excellent example of how buildings were modified and added to in order to create defensive sites and that the three pillboxes remain in first rate condition (the location of the roadblock is no longer discernible). It concludes that the anti-tank island should be considered of national importance and consideration should be given to both protecting, and interpreting this heritage (Defence Areas Project: Defence Area 45, 2009).

### *Field Survey*

The boxes were visited and photographed, but very little was amended on the comprehensive report completed on Defence Area 45 (Defence Areas Project: Defence Area 45, 2009). The report along with the other defence area reports is available to download from the Archaeology Data Service Defence Areas project archive:

[http://archaeologydataservice.ac.uk/archives/view/defended\\_cba\\_2005/index.cfm](http://archaeologydataservice.ac.uk/archives/view/defended_cba_2005/index.cfm)

### *Significant Feature: Type 26 Pillbox (MA1091)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>High</i>
Group Value	<i>High</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>Medium</i>
Potential	<i>High</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

The northernmost Type 26 pillbox is an independent building that appears to cover the western approach to the bridges. Type 26 pillboxes are square constructions – this particular example still has a blast wall protecting the entrance, and wooden shelving inside. Its condition was described as excellent in a 2003 site visit (Defence Areas Project: Defence Area 45, 2009). A further site visit will be able to ascertain if this is still the case.

### *Significant Feature: Type 26 Pillbox (MA1089)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>High</i>
Group Value	<i>High</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>Medium</i>
Potential	<i>High</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

This Type 26 pillbox has been built against the main mill building and appears to have been camouflaged with matching brickwork and a pitched roof. It would also appear to be designed to cover the western approach to the bridges. Access would appear to be from within the barn and its interior condition is not recorded (Defence Areas Project: Defence Area 45, 2009). A further site visit would be able to more accurately survey the pillbox and its condition.


*Significant Feature: Type Pillbox (MA1090)*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>High</i>
Group Value	<i>High</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>Medium</i>
Potential	<i>High</i>
<b>Overall</b>	<b><i>HIGH</i></b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

This pillbox has been built inside a brick shed to cover the eastern approach to the bridges. Access is from within the shed barn and its interior condition was recorded as good in 2003 (Defence Areas Project: Defence Area 45, 2009). A further site visit would be able to more accurately survey the pillbox and its condition. It might also provide an opportunity to assess exactly how the shed was modified for this role.

### 3.4.24 Sub Unit Zone J

Sub Unit Zone J encompasses the land north west of the National Park including parts of Wiltshire and Dorset and is 102.6.5km<sup>2</sup>. It contains 2 monuments that can be broken down as follows:

Location	Research Category	Monuments	Significant Monuments
	Defensive Structures		
	Anti-Aircraft	1	1
	Training Sites		
	Military Camps & Requisitioned Houses	1	1
	Airfields		
	Experimental Sites		
	Domestic Sites		
	Damage & Losses		

Amongst these monuments, the following were considered significant:

### BREAMORE HOUSE (MA1447)

#### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	Low
Rarity	Low
Documentation	Low
Group Value	Medium
Survival/Condition	Medium
Fragility/Vulnerability	Low
Diversity	Medium
Potential	Medium
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>No</b>
<b>Updated</b>	<b>No</b>

Breamore House was requisitioned during the war and used by both British and American units. The estate served as a meeting post for mounted Home Guard units and later, as a HQ for the the US 3<sup>rd</sup> Army. During this period, it is notable for being occupied by General Patton. It is recorded by Sir Edward Hulse, the present owner, that the main hall was used as a meeting and map room, and that a nearby field was used as a landing strip for light aircraft. The house was handed back to the Hulse

family in 1947 (Leete, 2004:121-126).

#### Baseline Archaeological Significance

Breamore falls outside of the NMP coverage for the Avon Valley area, and so the house and its grounds have not been assessed on historical maps, photos or by Lidar survey. A site visit may be able to identify further features associated with an Army HQ, such as temporary accommodation, or fixtures and fittings inside the house itself.

#### Field Survey

This site has not currently been surveyed and has been added to the list of further recommendation in **Section 4**. It is expected that potentially the most useful information on this site will come to light from personal archives or oral histories added to the New Forest Remembers portal along the lines of material that has been identified for Careys Manor (**MA1433**) and Avon Tyrell (**MA1165**).

## CLEABURY DOWN STARFISH DECOY SF53B (MA0051)

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>High</i>
Documentation	<i>Low</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>Low</i>
Fragility/Vulnerability	<i>Low</i>
Diversity	<i>High</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>No</b>
<b>Updated</b>	<b>No</b>

Starfish Bombing Decoy SF53B was built in January 1941 to divert German bombers from Salisbury. Starfish were one of the earliest types of bombing decoy and were designed to simulate a city at night, using strategically placed lights and fires. It is believed to have been in use in March 1942. (Dobinson, 1996c: 154).

### *Baseline Archaeological Significance*


The NRHE records 245 Starfish sites in England. There are no examples of complete sites, although occasionally the control bunker may be extant remains. Cleabury Down falls outside of the NMP area for the Avon Valley and so the area has not been assessed on historical maps, photos or by Lidar survey. It is believed that the site was clear of remains in 1970 (Anderton, 1999:87) and modern aerial photography suggests that nothing appears to survive, however, a site visit to Cleabury Down may be warranted in order to confirm this.

### *Field Survey*

This site has not currently been surveyed and has been added to the list of further recommendation in **Section 4**. Remote investigation of aerial images and Lidar suggest that if anything does survive will be faint earthworks, which are hard to interpret like Longdown Starfish Site (**MA0319**) rather than extensive firebreak trenches and ditches recorded at Denny Lodge Starfish Site (**MA1288**). It is possible that more information about this site leading to targeted survey may be revealed by further research or material from personal memories or archives.

### 3.4.25 Sub Unit Zone K

Sub Unit Zone K encompasses the north east area of the National Park and is 52.7km<sup>2</sup>. It contains 23 monuments that can be broken down as follows:

Location	Research Category	Monuments	Significant Monuments
	Defensive Structures	5	1
	Anti-Aircraft	3	3
	Training Sites		
	Military Camps & Requisitioned Houses	1	
	Airfields		
	Experimental Sites		
	Domestic Sites	2	1
	Damage & Losses	12	

Amongst these monuments, the following were considered significant:

### BOMBING DECOY ASQL CADNAM A (MA0057)

#### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	High
Rarity	High
Documentation	Medium
Group Value	Low
Survival/Condition	Low
Fragility/Vulnerability	High
Diversity	Medium
Potential	Low
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>Yes</b>

This site was an 'Assault' QL Decoy Site, one of a number built for Operation *Starkey*, a component of the larger Operation *Cockade*; a deception scheme that aimed to divert German attention away from the Mediterranean theatre and the Eastern Front. ASQL sites used lighting displays to depict camps, marshalling areas and convoys. ASQL Cadnam A was one of several established around Southampton (including Cadnam B (MA1039) and Cadnam C (MA0059) and was in use between August and September 1943 (Dobinson, 2000a:185-190).

#### Baseline Archaeological Significance

The NRHE records 21 ASQL sites in England and six such sites used around Southampton. There are no examples of complete sites, although occasionally the control bunker may be extant. No records exist of the condition of Cadnam A. A site visit would be necessary to assess the survival of any features.

#### Field Survey



Field survey recorded several small earth mounds with depressions on the southwest side and several wide shallow banks with parallel ditches in the target area for this decoy. A circular raised platform was recorded on the northern edge of the common. However, it is difficult to interpret whether this is the result of decoy or other activities in the area. No bomb craters were recorded in the area, which one would expect to find associated with an active decoy site. A decoy aimed at mimicking temporary camps, marshalling areas and convoys may have had minimal impact as the actual sites themselves would have been; an example of a large camp with little archaeological features surviving is Mogshade (**MA0453**). Further research or information from personal memories and archives may help inform additional targeted survey or reveal the specific type of decoys being operated here.

## BOMBING DECOY ASQL CADNAM B (MA1039)

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>High</i>
Documentation	<i>Medium</i>
Group Value	<i>Low</i>
Survival/Condition	<i>Low</i>
Fragility/Vulnerability	<i>High</i>
Diversity	<i>Medium</i>
Potential	<i>Low</i>
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>Yes</b>

Along with Cadnam A (**MA0057**) Cadnam C (**MA0059**), this site was an 'Assault' QL Decoy Site, one of a number built for Operation *Starkey*. ASQL Cadnam B was one of several established around Southampton and was in use between August and September 1943 (Dobinson, 2000a:185-190).

### *Baseline Archaeological Significance*

The NRHE records 21 ASQL sites in England and six such sites used around Southampton. There are no examples of complete sites, although occasionally the control bunker may be extant. No records exist of the condition of Cadnam B. A site visit would be necessary to assess the survival of any features. It is of note that in war diary records, Cadnam B is listed at a different position to that given by the NMP and NRHE. In papers dated to July 1943, the position of Cadnam B is shown as approximately 429100, 116100 (ADM 179/272).

### *Field Survey*

Field survey in the target area recorded a shallow rectangular depression 11m by 5m cut into the gently sloping landscape, a faint square earthwork platform, two shallow circular depressions and a small mound with a depression in the centre. However like (**MA0057**) above it is difficult to interpret whether these are related to decoy or other activities. No bomb craters were recorded in the area, which one would expect to find associated with an active decoy site. Further research or information from personal memories and archives may help inform additional targeted survey or reveal the specific type of decoys being operated here.

## BOMBING DECOY ASQL CADNAM C (MA0059)

### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>High</i>
Documentation	<i>Medium</i>
Group Value	<i>Low</i>
Survival/Condition	<i>Low</i>
Fragility/Vulnerability	<i>High</i>
Diversity	<i>Medium</i>
Potential	<i>Low</i>
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>Yes</b>

Along with Cadnam A (**MA0057**) Cadnam B (**MA1039**), this site was an 'Assault' QL Decoy Site, one of a number built for Operation *Starkey*. ASQL Cadnam C was one of several established around Southampton and was in use between August and September 1943 (Dobinson, 2000a:185-190).

### Baseline Archaeological Significance

The NRHE records 21 ASQL sites in England and six such sites used around Southampton. There are no examples of complete sites, although occasionally the control bunker may be extant. No records exist of the condition of Cadnam C. A site visit would be necessary to assess the survival of any features.

### Field Survey

Field survey in the target area recorded a shallow rectangular depression possibly created by a removed building and a small mound 5m in diameter alongside Black Hill Road. However, like (**MA0057**) above it is difficult to interpret whether these are related to decoy or other activities. No bomb craters were recorded in the area, which one would expect to find associated with an active decoy site. Further research or information from personal memories and archives may help inform additional targeted survey or reveal the specific type of decoys being operated here.

## PLAITFORD COMMON FOXHOLES (MA1032)

### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>Medium</i>
Rarity	<i>Low</i>
Documentation	<i>Low</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>Low (presumed)</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>High</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

Aerial photography has shown a large number of possible foxholes at Plaitford Common. Training areas that allowed men to practice defensive fieldwork construction techniques were commonplace during the war. There is, however, no record of live firing range at Plaitford Common on the 1943 Training Areas map.

### Baseline Archaeological Significance

The fact that Plaitford Common has not been substantially disturbed since the war may mean that these features may still be visible. A site visit may be able to determine whether

these are definitely foxholes, or possibly structures related to the Decoy Cadnam A (**MA0057**).

### *Field Survey*

Field work recorded areas of faint depressions, but it was not possible due to vegetation and track ways to interpret if these were the result of training or linked to the Decoy Cadnam A (**MA0057**). They are definitely not bomb craters. The potential for archaeological features relating to WWII activity on Plaitford Common due to very little disturbance, was unfortunately not realised. This suggests that these recorded features were more likely part of the Decoy in the area that was fully cleared and land reinstated post war. Additional research in the war diaries may reveal when the Decoy site was cleared.

## **HOLMERE DEPOT (MA0620)**

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>Medium</i>
Rarity	<i>Low</i>
Documentation	<i>Low</i>
Group Value	<i>Low</i>
Survival/Condition	<i>Unknown</i>
Fragility/Vulnerability	<i>Low</i>
Diversity	<i>Medium</i>
Potential	<i>Low</i>
<b>Overall</b>	<b>LOW</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

Aerial photography indicates a depot here during WWII. Earlier OS maps show a small brickworks at this site, so it is possible that the depot was built during the study period. Subsequent maps and modern aerial photography shows that this is still a depot or small industrial estate of some kind.

### *Baseline Archaeological Significance*


A site visit and survey of the extant buildings may be able to determine if they are original buildings or more modern additions. Further research may be necessary to establish what work was done at Holmere and when the depot was built.

### *Field Survey*

The site is currently used as a sawmill site and storage depot with warehouses and external storage areas. An initial site visit did not identify any areas of interest as the buildings were modern and the hard standing areas tarmacked. As mentioned above further research may help establish what work was done at Holmere and when the depot was built, if this occurs the material may be strong enough to support the need for a return visit to undertake a more targeted survey. The current 'Low' significance means that further survey is not recommended in **Section 4**.

### 3.4.26 Sub Unit Zone L

Sub Unit Zone L encompasses the land north east of the National Park between Romsey and Totton and is 56.8km<sup>2</sup>. It contains 25 monuments that can be broken down as follows:

Location	Research Category	Monuments	Significant Monuments
	Defensive Structures	6	3
	Anti-Aircraft	1	
	Training Sites	1	
	Military Camps & Requisitioned Houses	2	
	Airfields		
	Experimental Sites		
	Domestic Sites	13	8
	Damage & Losses	2	

Amongst these monuments, the following were considered significant:

### TOTTON ANTI-TANK ISLAND (MA0038)

#### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	High
Rarity	Medium
Documentation	Low
Group Value	Medium
Survival/Condition	Medium
Fragility/Vulnerability	Low
Diversity	High
Potential	Medium
Overall	MEDIUM
Surveyed	Yes
Updated	No

Anti-Tank islands were defensive points, usually centred on major road junctions, bridges or natural features that, if obstructed, would delay the advance of German forces, giving time for Allied reinforcements to move to the area. These sites were usually made up of bunkers, roadblocks, trenches and, in the event of a withdrawal being necessary, explosives that could be used to demolish a bridge or road altogether. War diary research indicates that a railblock on the railway causeway at Totton/Redbridge (WO 166/14506). The Defence of Britain database shows four pillboxes defending the causeway, two of which may be extant on the Southampton side of the river (**MA1428** & **MA1429**), although they were last recorded in 1996.

#### Baseline Archaeological Significance

Anti-Tank islands were usually substantial defensive zones made up of pillboxes, roadblocks and anti-tank defences. The four pillboxes so far identified may have been supported by other features that have not yet been identified at Redbridge Causeway, but given its location near Southampton, it seems possible that such elements will have existed around, as well as on the causeway during the war.

Further war diary research and site visits to likely locations on either side of the River Test may be able to identify such features.

### *Field Survey*

Two pillboxes (**MA1426 & MA1427**) that were situated on the old Redbridge stone bridge immediately to the north of the modern causeway have both been removed, further research may reveal when this occurred and the type of pillboxes built here. Though removed it is possible to make out the footprint of one (**MA1427**) on modern aerial photography revealing that it was a Type 22 hexagonal pillbox and during a site visit debris provided a good indication of (**MA1426**) location.

Following discussion with Network Rail access and photographs were obtained to two pillboxes (**MA1428 & MA1429**) in situ under Redbridge Causeway covering both sides and directions of the north-south running railway line. This is the rail block identified in war diary research (WO 166/14506). Both pillboxes are in very good condition and have been blocked up by Network Rail, painted and used to carry some railway signage.

No other features were recorded that could be attributed to the Anti-Tank/Rail-Block located at this main crossing of the River Test.

## **TOTTON AIR RAID SHELTERS**

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Low</i>
Documentation	<i>Low</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>High</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b><i>MEDIUM</i></b>
<b>Surveyed</b>	<b><i>No</i></b>
<b>Updated</b>	<b><i>No</i></b>

NMP data shows a large number of (presumably) public air raid shelters in Totton and Eling, identified on WWII aerial photography. Based on their length, many of them were probably 50 person shelters, built for the population of Totton.

### *Baseline Archaeological Significance*

Many of these shelters will probably have been totally removed, including a group where a superstore has been built (**MA1195**) however, some positions on

verges alongside roads or on estates which may have housed shelters during the war, provide more potential to locate extant remains. These include a group alongside Maynard Road (**MA1196**), alongside Winsor Road (**MA1198**), possible Anderson shelters alongside Rumbridge Road (**MA0032**), features at Bartram Road (**MA1201** and **MA1200**) and in back gardens on School Road (**MA1199**). Smaller shelters made of brick, or semi-sunken Anderson shelters have survived nationwide due to their adaptability to a number of uses. As such they are frequently found in gardens, parks, schools factories and other places associated with high concentrations of people, although they are often totally unrecognised as WWII

structures. Their numbers nationwide are therefore unknown. A site visit along public roads may be able to identify more examples.

### *Field Survey*

The potential air raid shelter sites have not currently been surveyed and have been added to the list of further recommendation in **Section 4**. The best approach method for the shelters in Totton would be for an individual to undertake an initial site visit to the different locations and assess whether anything survives. Once this work has been carried out access permissions can be looked at for the surviving examples allowing for a more detailed survey and condition assessment. The feedback from volunteers or members of the public will then be used to update this record.

The public nature of these shelters provides very high potential for most of the information relating to these shelters to be revealed through personal memories or archive materials shared with the project.

## **MILL LANE AIR RAID SHELTER (MA1424)**

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Low</i>
Documentation	<i>Low</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>High</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b><i>MEDIUM</i></b>
<b>Surveyed</b>	<b><i>No</i></b>
<b>Updated</b>	<b><i>No</i></b>

The Defence of Britain database indicates an air raid shelter at this location. From the description given it appears to be in good condition and be made of brick with a concrete base and roof.

### *Baseline Archaeological Significance*

Such shelters have survived nationwide due to their adaptability to a number of uses. As such they are frequently found in gardens, parks, schools, factories and other places associated with high concentrations


of people, although they are often totally unrecognised as WWII structures. Their numbers nationwide are therefore unknown. A survey of this example may help identify the specification to which it was built and its exact condition.

### *Field Survey*

This shelter has not been visited yet and has been added to the list of further recommendation in **Section 4**. In line with the Totton shelters above an initial visit by an individual with a camera will provide a very good idea of whether the shelter still stands, the type of shelter and what its current condition is.

### 3.4.27 Sub Unit Zone M

Sub Unit Zone M within the boundary of the National Park immediately west of Totton and is 16.4km<sup>2</sup>. It contains 14 monuments that can be broken down as follows:

Location	Research Category	Monuments	Significant Monuments
	Defensive Structures	3	
	Anti-Aircraft		
	Training Sites		
	Military Camps & Requisitioned Houses	4	1
	Airfields		
	Experimental Sites		
	Domestic Sites	1	
	Damage & Losses	6	

Amongst these monuments, the following were considered significant:

### HMS SAFEGUARD (MA0808)

#### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	High
Rarity	Low
Documentation	Low
Group Value	Medium
Survival/Condition	High
Fragility/Vulnerability	Medium
Diversity	High
Potential	Medium
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>No</b>
<b>Updated</b>	<b>No</b>

Loperwood Manor, built in approximately 1860, was requisitioned by the Royal Navy during WWII and became a rest and recuperation centre known as HMS *Safeguard* ([www.liverpoolmuseums.org.uk](http://www.liverpoolmuseums.org.uk)), presumably along with the large house on Tatchbury Mount. The men who were sent here to convalesce were Royal Navy ratings serving as gun crews on defensively equipped merchant ships (DEMS). It is believed that during their time there, ratings were often sent to man an RN AA gun at Catchcold Tower in Southampton. The Defence of Britain database records that both buildings were demolished in the 1970s, presumably along with the footings of ancillary buildings believed to have been built in the grounds.

#### Baseline Archaeological Significance

Tatchbury Mount is now the site of an extensive NHS mental hospital and the grounds have changed considerably. However, the ground around Tatchbury Mount itself is relatively undisturbed. Further historical investigation may be able to reveal a plan of the site during the war and a site visit may be able to identify any remains.


#### Field Survey

This site has not currently been surveyed, but has not been added to the list of further recommendations in **Section 4** due to the extensive remodelling of the site and the current belief that any evidence has been removed. It is expected that potentially the most useful information on this site will come to light from personal archives or oral histories added to the New Forest Remembers portal along the lines of Avon Tyrrell House (**MA1166**) or Careys Manor (**MA1433**). Any information shared with the project might be sufficient to allow a more targeted survey of the site, so it is suggested that the assessment of this site is re-looked at if any material is discovered or passed to the NFNPA.



### 3.4.28 Sub Unit Zone N

Sub Unit Zone A encompasses the extent of the National Park immediately west of Marchwood and is 13.8km<sup>2</sup>. It contains 19 monuments that can be broken down as follows:

Location	Research Category	Monuments	Significant Monuments
	Defensive Structures		
	Anti-Aircraft	5	3
	Training Sites		
	Military Camps & Requisitioned Houses	3	
	Airfields		
	Experimental Sites		
	Domestic Sites	2	2
	Damage & Losses	9	

Amongst these monuments, the following were considered significant:

### VEAL'S FARM (MA1242 AND MA0016)

#### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	High
Rarity	Low
Documentation	Low
Group Value	Medium
Survival/Condition	High
Fragility/Vulnerability	Medium
Diversity	High
Potential	Medium
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

Two features are recorded at Veal's Farm; a barrage balloon site and military camp in the RCZA and a 'Z Battery' AA position in the NRHE. War diary research also indicates a Z Battery at this location (WO 166/7375). Z Batteries were rocket batteries, each launcher being capable of launching a 3 inch unguided rockets up to 22,000 feet in the air. Launchers may be sited either individually or in a large group (Lowry, 1996:61). The New Forest Hampshire Aggregate Resource Assessment also notes what appears to be a baseball diamond in the field south of the railway line, which may indicate the presence of an American unit at some point during the war (Trevvarthen, 2010:40)

#### Baseline Archaeological Significance

The NRHE records only 27 examples of Z Batteries in England, although more would have presumably been deployed nationwide. The unit at Veal's Farm would appear to be a large deployment based on the size of the site. The war diary also indicates that 60 launchers and a HQ were based here (WO 166/7375). It is possible that a Barrage Balloon site was also established here as the layout identified in aerial photography matches the typical layout of a barrage balloon base (a ring of

cylindrical tethering blocks) (Lowry, 1996:63). A site visit and field walking, plus exploration of Round Copse, may be able to find evidence of these installations. Further research may be able to identify records of barrage balloons here.

### *Field Survey*

An initial site visit was undertaken to check hedgerows, fields and Round Copse, but no extant archaeology or areas of interest were noted and a more detailed survey was not merited. Additional research was done into the area using Lidar and modern aerial photography in an attempt to try and identify target areas of interest with no success. Most of the agricultural activity is grazing, which means there is still potential for buried remains. Additional research or information from oral histories uploaded to the New Forest Remembers Portal will hopefully shed more light upon the nature, activities and survivals of this site.

## **NAVAL COAST BOMBING DECOY 610 (MA0056)**

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>Medium</i>
Group Value	<i>Low</i>
Survival/Condition	<i>Low (Probably)</i>
Fragility/Vulnerability	<i>High</i>
Diversity	<i>Medium</i>
Potential	<i>Low</i>
<b>Overall</b>	<b><i>MEDIUM</i></b>
<b>Surveyed</b>	<b><i>Yes</i></b>
<b>Updated</b>	<b><i>No</i></b>

This site was a QL Decoy Site used as Naval Coast Bombing Decoy 610 in 1943. The decoy was one of a number built for Portsmouth Command as part of Operation *Fortitude South*, a deception scheme that aimed to direct Luftwaffe attention away from genuine coastal sites building up towards Operation *Overlord*. QL sites were used to represent industrial areas at night and used lights, signal lamps and small furnaces (as might be found at factories or marshalling yards) to distract enemy bombers from genuine targets. Site 610 was fitted with the standard parts of a QL site (a control bunker and fittings for the lights), but it is not recorded if any electrical equipment was ever fitted (Dobinson, 2000a:178-179).

### *Baseline Archaeological Significance*

The NRHE records over 260 QL sites in England and thirteen such sites used by Portsmouth Command in Operation *Fortitude South*. There are no examples of complete sites, although occasionally the control bunker may be extant. The features of site 610 are recorded as being invisible in 1964 (Anderton, 1999:89). A site visit would be necessary to assess the accuracy of this.

## Field Survey

Survey failed to identify any extant archaeology or areas of interest. Additional research was done into the area using Lidar and modern aerial photography in an attempt to try and identify additional target areas of interest with no success. It was also noted that no archaeological material relating to this site was recorded by the RCZA walk over survey in 2010. Additional research or information from oral histories uploaded to the New Forest Remembers Portal will hopefully shed more light upon the nature and specific activities carried out on this site.

## ASHURST AIR RAID SHELTER (MA1448)

### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	High
Rarity	Low
Documentation	Low
Group Value	Medium
Survival/Condition	High
Fragility/Vulnerability	Medium
Diversity	High
Potential	Medium
Overall	<b>MEDIUM</b>
Surveyed	Yes
Updated	No

Volunteer contributions have highlighted what may be an air raid shelter alongside the A35 at Ashurst Railway Station, apparently made of brick with a concrete roof.

### Baseline Archaeological Significance

Such shelters have survived nationwide due to their adaptability to a number of uses. As such they are frequently found in gardens, parks, schools factories and other places with high associated concentrations

of people, although they are often totally unrecognised as WWII structures. Their numbers nationwide are therefore unknown. A survey of this example may help identify the specification to which it was built and its exact condition.

## Field Survey

A large brick built rectangular shelter 11m by 5m with a flat concrete roof was visited at Ashurst and initially assessed externally, whilst inquiries into ownership were made. The shelter has four air vents and the access is from the north through a recessed door on the short axis. Several cracks were recorded and Ivy is now well established on the structure, but the condition is good. A return visit was undertaken following some reported vandalism; a small hole had been made on the west wall and some bricks removed. This allowed a glimpse inside which revealed the interior condition as very good with concrete benches surviving along the long walls.

## MARCHWOOD AIR RAID SHELTER (MA1382)

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Low</i>
Documentation	<i>Low</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>High</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b><i>MEDIUM</i></b>
<b>Surveyed</b>	<b><i>No</i></b>
<b>Updated</b>	<b><i>No</i></b>

Volunteer contributions have highlighted what may be an air raid shelter alongside Main Road in Marchwood, possibly made of brick with a concrete roof. This shelter was probably built for the occupiers of neighbouring homes.

### *Baseline Archaeological Significance*

Such shelters have survived nationwide due to their adaptability to a number of uses. As such they are frequently found in gardens, parks, schools factories


and other places with high concentrations of people, although they are often totally unrecognised as WWII structures. Their numbers nationwide are therefore unknown. A survey of this example may help identify the specification to which it was built and its exact condition.

### *Field Survey*

This shelter has not been visited yet and has been added to the list of further recommendation in **Section 4**. In line with the Mill Lane shelter (**MA1424**) an initial visit by an individual with a camera will provide a very good idea of whether the shelter still stands, the type of shelter and what its current condition is.

### 3.4.29 Sub Unit Zone O

Sub Unit Zone O encompasses the land alongside Southampton Water around Marchwood and is 13.2km<sup>2</sup>. It contains 30 monuments that can be broken down as follows:

Location	Research Category	Monuments	Significant Monuments
	Defensive Structures	1	1
	Anti-Aircraft	8	2
	Training Sites		
	Military Camps & Requisitioned Houses	1	1
	Airfields	5	
	Experimental Sites		
	Domestic Sites	9	1
	Damage & Losses	6	

Amongst these monuments, the following were considered significant:

### MARCHWOOD AA BATTERY (S.8) (MA1364)

#### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	High
Rarity	Medium
Documentation	Low
Group Value	Medium
Survival/Condition	Low
Fragility/Vulnerability	High
Diversity	Medium
Potential	Low
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>No</b>
<b>Updated</b>	<b>No</b>

Marchwood AA Battery was a Heavy AA battery. War diary entries show that the site was designated S.8 and housed four 3.7-inch AA guns when activated in 1939 (WO 166/2262). It is also believed to have been equipped with 4.5 inch guns in 1942, and retained as a Cold War battery in 1946 (Dobinson, 1996a:459). The site is visible on 1946 Aerial Photography as four potential gun positions with ancillary buildings nearby.

#### Baseline Archaeological Significance

Modern aerial photography indicates that most of the site has been totally cleared and the land it was on is now under playing fields. However, some elements in the surrounding woods may still survive, and the site of the central control bunker appears to still be occupied by a large mound. A site visit may be able to determine if any features remain.

#### Field Survey

This site along with the military port (**MA1351**) fall within Marchwood Military Port land under the Ministry of Defence; several unsuccessful approaches were made for survey access for this project and the RCZA in 2010. Though there is little potential

for above ground survival the site has been added to the list of further recommendations in **Section 4**.

## HOUNSDOWN ANTI-AIRCRAFT BATTERY (S.9) (MA1362)

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>Low</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>Low</i>
Fragility/Vulnerability	<i>High</i>
Diversity	<i>Medium</i>
Potential	<i>Low</i>
<b>Overall</b>	<b><i>MEDIUM</i></b>
<b>Surveyed</b>	<b><i>No</i></b>
<b>Updated</b>	<b><i>No</i></b>

Hounsdow AA Battery was a Heavy AA battery. War diary entries show that the site was designated S.9 and housed four 3.7-inch AA guns when activated in 1939 (WO 166/2262). The site is visible on 1946 Aerial Photography as four potential gun positions with ancillary buildings nearby. It is also believed to have been retained as a Cold War HQ battery in 1946 (Dobinson, 1996a:459).

### *Baseline Archaeological Significance*

Modern aerial photography indicates that the site has been totally cleared and the land it was on is now under school playing fields. A site visit may be able to determine if any features remain.

### *Field Survey*

No site visit was made as the location of the HAA installation was most likely destroyed by the school building work and no evidence of associated features can be seen in modern aerial photography.

## MARCHWOOD MILITARY PORT (MA1351)

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Low</i>
Documentation	<i>Low</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>High</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b><i>MEDIUM</i></b>
<b>Surveyed</b>	<b><i>No</i></b>
<b>Updated</b>	<b><i>No</i></b>

During WWII, Marchwood became a base for the newly formed No. 1 Port and Inland Water Transport Repair Depot, Royal Engineers. The unit's responsibilities included the construction of Mulberry Harbour components; particularly the floating spans (Mason, 1987). Wharves, warehouses and a railhead were built, and No. 6 Port Construction and Repair Group, Royal Engineers constructed the main 160m long jetty between November 1943 and April 1944. Wates Group Ltd. construction firm, who had been

employed to build elements of Mulberry, also built a slipway and other facilities. Part of the waterfront was also roofed over so that Mulberry construction could continue in bad weather (Hartcup, 1977:79). After the war the port became a base for 17 Port Training Regiment, Royal Engineers, later the 17 Port Regiment, Royal Corps of Transport and today the 17 Port & Maritime Regiment, Royal Logistic Corps (Mason, 1987).

### *Baseline Archaeological Significance*

Marchwood was substantially modernised in the 1980s ([www.ports.org.uk](http://www.ports.org.uk)) and little of the features identified in WWII images are visible today. However, the original jetty is still in use (but now one of three at Marchwood), and what appear to be WWII era building may remain extant (particularly on Baynes Lane). A site visit may be able to identify other features, such as barrage balloon bases and other buildings that have not been built over. Field walking on the (apparently undisturbed) waterfront at Cracknore Hard, alongside the original jetty may also identify other features related to the construction of Mulberry. However, access to such sites may be restricted, or indeed impossible, owing to the fact that the port is still an active MoD site.

### *Field Survey*

This site along with the HAA (**MA1364**) fall within Marchwood Military Port land under the Ministry of Defence; several unsuccessful approaches were made for survey access for this project and the RCZA in 2010. Though there is little potential for above ground survival the site has been added to the list of further recommendations in **Section 4**.

## **MULBERRY 'BEETLES' (MA1352)**

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Medium</i>
Documentation	<i>High</i>
Group Value	<i>High</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>Medium</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b>HIGH</b>
<b>Surveyed</b>	<b>Yes</b>
<b>Updated</b>	<b>No</b>

On the waterfront between Hythe and Marchwood are 39 Mulberry Harbour Beetles that were placed here at some point in the 1950s and 1960s to form a breakwater for land reclamation behind them (Burgess, 2012:19). Land reclamation here first began in the 1930s, when the Dredging and Construction Company (DCC) began to use dredgings from Southampton Water to reclaim the marshes between Hythe and Marchwood. A major reclamation took place between the late 1940s and the 1960s; in three stages, blocks of land were enclosed with breakwaters and filled. The 'Beetles' were most likely laid off between 1955 and 1962, the earliest most likely being laid roughly north – south to block of the second phase of refill. These Beetles are now buried under the reclaimed land, but 39 others are exposed and survive along the new waterfront, where they were beached and scuttled, before being filled with gravel to ensure they remained in place (Burgess, 2012:10-13).

### *Baseline Archaeological Significance*

The Beetles were surveyed in 2012 (Burgess) and 39 were successfully located. The historical investigation also identified the likely presence of a second breakwater of Beetles underneath the now reclaimed land. Although these Beetles were probably never deployed to France (Burgess, 2012:13), as the largest gathered collection of



surviving Beetles anywhere in the world, the site is highly significant. Although this is tempered by the fact they are not in situ, (i.e. not part of a harbour) Burgess concludes that the site is irreplaceable and worthy of wider public knowledge and access (Burgess, 2012:27). A site visit to the inland Beetles may be able to determine if there is any evidence of them.

### *Field Survey*

Several visits have been undertaken on the site of these Beetles over the last few years to survey the extent of mulberry components surviving and their condition. A very detailed research project and survey was undertaken by a group of University of Southampton students to fulfil the requirements of one of their Maritime Archaeology Masters modules. The 2012 Burgess report is attached in **Appendix 9**.

## **PUMPFIELD FARM GUN EMPLACEMENT (MA0366)**

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Low</i>
Documentation	<i>Low</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>Medium</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>High</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>No</b>
<b>Updated</b>	<b>No</b>

A possible gun site is identified here, on a low mound alongside the railway line. It may have been a defensive position guarding the railway, or an isolated AA position.

### *Baseline Archaeological Significance*

Modern aerial photography indicates that the mound is still extant. A site visit may uncover further evidence of a gun position here.

### *Field Survey*

This site has not been visited yet and has been added to the list of further recommendations in **Section 4**. However, the Lidar and modern aerial photography suggests that apart from a large low mound adjacent to the railway; a possible embankment nothing identifiable survives of the site. A future site visit might be able to identify whether this is the case and if any features are present are they the potential lone gun emplacement and if so whether this is linked to the Pumpfield Farm temporary camp located to the south or another suggestion; the site of a removed pillbox or post covering this section of railway?



## ELING AIR RAID SHELTER (MA1381)

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Low</i>
Documentation	<i>Low</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>High</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b><i>MEDIUM</i></b>
<b>Surveyed</b>	<b><i>No</i></b>
<b>Updated</b>	<b><i>No</i></b>

Volunteer contributions have highlighted what may be an air raid shelter alongside Eling Hill in Marchwood. From photographs it appears to be a surface built public shelter made of brick with a concrete roof. This shelter was probably built for the occupiers of neighbouring homes.

### *Baseline Archaeological Significance*


Such shelters have survived nationwide due to their adaptability to a number of uses. As such they are frequently found in gardens, parks, schools, factories and other places with high associated concentrations of people, although they are often totally unrecognised as WWII structures. Their numbers nationwide are therefore unknown. A survey of this example may help identify the specification to which it was built and its exact condition.

### *Field Survey*

This shelter has not been visited yet and has been added to the list of further recommendations in **Section 4**. In line with the Mill Lane shelter (**MA1424**) an initial visit by an individual with a camera will provide a very good idea of whether the shelter still stands, the type of shelter and what its current condition is.

### 3.4.30 Sub Unit Zone P

Sub Unit Zone P encompasses the land alongside Southampton Water around Hythe and Fawley and is 25km<sup>2</sup>. It contains 18 monuments that can be broken down as follows:

Location	Research Category	Monuments	Significant Monuments
	Defensive Structures	3	
	Anti-Aircraft	2	1
	Training Sites		
	Military Camps & Requisitioned Houses	7	
	Airfields	1	
	Experimental Sites		
	Domestic Sites	3	1
	Damage & Losses	2	

Amongst these monuments, the following were considered significant:

### BOMBING DECOY OIL QF P10 (MA1368)

#### Baseline Description

Criteria (DCMS, 2011)	Archaeological Significance
Period	High
Rarity	High
Documentation	Medium
Group Value	Medium
Survival/Condition	Medium
Fragility/Vulnerability	High
Diversity	Medium
Potential	Medium
<b>Overall</b>	<b>MEDIUM</b>
<b>Surveyed</b>	<b>No</b>
<b>Updated</b>	<b>No</b>

This site was an Oil QF Decoy Site, one of a number of P series decoys designed to draw attention away from England's oil refineries. P10 was designed to draw attention away from Fawley and used a system of brick and clay lined pools to burn oil within, simulating the glow of an oil refinery at night. (Dobinson, 2000a:147-149).

#### Baseline Archaeological Significance

The NRHE records 9 Oil QF sites in England. There are no examples of complete sites, although occasionally the control bunker may be extant. Aerial photography from the 1950s indicates that nothing of P10 remains (Anderton, 1999:89), although some features appear in the NMP data. Its location on the shore in what appears to be land undisturbed by agriculture or industry means that a site visit may be able to locate features associated with the site and is highly advisable.

#### Field Survey

Initially permission was sought from Exxon Mobil at Fawley to survey this site, however, a preliminary visit failed to identify any extant archaeology or areas of

interest and a more detailed survey was not merited. Additional research was done into the area using Lidar and modern aerial photography in an attempt to try and identify target areas of interest also with no success. Additional research or information from oral histories uploaded to the New Forest Remembers Portal will hopefully shed more light upon the nature and specific activities undertaken at this site.

## BUTTSASH SHELTER (MA1449)

### *Baseline Description*

Criteria (DCMS, 2011)	Archaeological Significance
Period	<i>High</i>
Rarity	<i>Low</i>
Documentation	<i>Low</i>
Group Value	<i>Medium</i>
Survival/Condition	<i>High</i>
Fragility/Vulnerability	<i>Medium</i>
Diversity	<i>High</i>
Potential	<i>Medium</i>
<b>Overall</b>	<b><i>MEDIUM</i></b>
<b>Surveyed</b>	<b><i>Yes</i></b>
<b>Updated</b>	<b><i>No</i></b>

Volunteer contributions have highlighted what may be an air raid shelter or a gun position alongside Fawley Road in Buttsash near Hardley. It appears to be a surface brick-built structure with a concrete roof. One end is open. It may be an air raid shelter with a missing rear wall, but a large embrasure on the opposite wall suggests that it may be a gun position of some description.

### *Baseline Archaeological Significance*

As the exact function of this shelter is unclear, a site visit and survey is highly recommended to assess its exact purpose and condition. Should it be an active defence site rather than a passive defence, there may prove to be other features in the area built to support it that field walking may identify.

### *Field Survey*

A field survey recorded a square brick built structure 4m by 5m with a flat concrete roof. A large window was recorded in the northeast facing wall and a large open entrance in the southwest face with a slight concrete overhang, two high level vents were recorded on both southeast and northwest walls. The large entrance and window indicate that this was not a public air raid shelter, but related to some other activity. The presence of vents suggests a potential generator room like the one recorded at Calshot (**MA1096**), but without the loopholes. The NMP records six bomb craters in the vicinity, apart from which the nearest recorded WWII activity is Holbury HAA 600 metres to the south and a searchlight battery 800 metres to the west. Further research or personal memories and archives will hopefully help identify what this structure was and what activities it was built to undertake.

### **3.5 Baseline Assessment: Summary**

The desk based assessment identified 1362 monuments related to the study period and study area. Of these, 214 separate monuments on 117 sites were selected for baseline assessment. These sites include 32 pillboxes, 14 bombing decoys and 11 airbases. Although all focussed on the study period of 1935 to 1947, the total window of active military service of these sites is 80 years; from 1913 (RNAS Calshot) to 1993 (RAF Sopley).

During the fieldwork phase of the project and after the DBA was submitted a further 52 monuments were added 52 (of which nine were identified in the Solent 70 project). An additional two monuments (MA1610 and MA1611) were selected for baseline assessment.

The survival of these sites ranges from those that probably leave little, if any, trace on the ground (in particular the AA batteries), to those that remain in almost their full form, or with minor modifications; in particular the pillboxes and the Second World War modifications to sites like Hurst.

## 4 Recommendations for Further Work

### 4.1 Additional Survey Recommendations

The field survey element of the New Forest Remembers project aimed to visit and verify as many of the 1362 individual sites of interest recorded and identified in the DBA as possible during a fixed period with consideration for the various environmental and ecological concerns that are part of working in a protected landscape. Work undertaken by the project staff and project volunteers walked and recorded sites across most areas of the New Forest and surrounding locales. Unfortunately not every site was visited and some sites visited would benefit from return visits or improvement works that are not possible within this projects timeframe. All of the recommendations following fieldwork are noted below, before discussion of regular monitoring, war diary research, oral histories and potential research topics.

Highlighting Needs Ore Anti-Aircraft Battery (**MA1441**) as a perfect example, it is worth noting here that most of the survey work undertaken to verify the DBA, record new sites and asses the condition of extant surviving WWII archaeology has only recorded visible features above ground. Sites recorded as no evidence present in (**Section 3.4**) still have incredibly high potential for extensive material and evidence surviving below ground.

#### 4.1.1 Outstanding

The following areas and sites identified in Section 3.4 are priorities for site visits or return site visits as this were either not undertaken during the project due to various reasons or not undertaken with satisfactory results:

- RAF Sick Quarters Site (**MA0640**)
- Clobb Copse (**MA139**)
- Areas of Holmsley Airfield (**MA0311**) in private ownership
- Sway Emergency Landing Ground (**MA0130**)
- Christchurch Anti-tank Island (**MA1048**)
- Bisterne Common (**MA0455 & MA0456**)
- Winkton (**MA0140**) and Bisterne (**MA0092**) Advanced Landing Grounds
- Bombing Decoy Q160B (**MA0047**)

- Totton Air Raid Shelters, Mill Lane, Marchwood and Eling
- HMS Safeguard (**MA0808**)
- Marchwood Military port and HAA (**MA1351 & MA1364**)
- Pumpfield Camp and Gun Emplacement (**MA0366**)
- St Leonards Hospital (**MA1596**)

Further research into the following sites is suggested prior to any initial field survey to allow a more targeted survey. These are mainly made up of private houses and hotels that were requisitioned during the war:

- Minstead Manor (**MA1431**)
- SOE Requisitioned Houses (**MA1455 – MA1465**)
- Airfield Requisitioned Houses
- Careys Manor (**MA1433**)
- Balmer Lawn Hotel (**MA1434**)
- Breamore House (**MA1447**)
- Avon Tyrrell (**MA1165**)
- Eaglehurst Camp (**MA1187**) surviving buildings
- Calshot Castle (**MA1170**) and RAF Calshot (**MA1354**)

The following sites and projects identified in the DBA or through the field survey are suggested for additional research and project work to increase our knowledge:

- Potential excavation and making safe of Holmsley South Airfield Battle HQ (**MA1474**)
- Research project with building recording on Beaulieu Site Ancillary Site no.5 (**MA0236**)
- Return visit to Denny Lodge Starfish site (**MA1288**) following future gorse clearance

- Pluto sites – Update this report following the completion of Solent 70 project being run by the Maritime Archaeology Trust and supported by the New Forest Remembers project
- Fordingbridge Anti-Tank Island (**MA0035**) – Update this report following the completion of research undertaken by Mr Long, which is supported by Hampshire HER and the New Forest Remembers project
- Continue to support the work of the National Trust, Forestry Commission and RAF Ibsley Heritage Trust at Ibsley Airfield
- Research possibilities or options for preserving the D-Day and embarkation remains at Lepe. The very high significance of this site and survivals need to be protected for the future.

The following sites and projects identified in the DBA or through the field survey are suggested for additional conservation work to help them survive for future generations and as testament to the role played by the New Forest during WWII. These sites have all been subject to a structural survey (**Appendix 12**), which recommended appropriate and sustainable conservation work:

- Bomb Storage Area (*MA1472*) in Hawkhill Inclosure
- Ibsley Blast Shelters (*MA1445*) located in Cherry Orchard
- Ibsley DF Station (*MA0081*) on Ibsley Common

It is also recommended that if a budget can be found that some of the air raid shelters and pillboxes identified and recorded during this project have structural survey undertaken and leading to appropriate conservation work. These once numerous and common features are now becoming increasingly rare so conserving a few examples will continue to offer an insight into the New Forest's role in WWII defence and protection of the local population.

#### **4.1.2 High Priority Monitoring Locations**

Irrespective of the significance of the sites identified in the Baseline Assessment and visited during field survey, several should be considered as a higher priority for regular monitoring than others owing to the threat of natural processes or modern development in their area. Although after 70 years the effects of natural processes are unlikely to change any of the sites significantly more than others in the coming years, a few sites should be considered for remedial works or additional assessment sooner than others in order to avoid the risk of sudden landscape changes. A number of sites may also be at risk from modern intervention and should therefore

be monitored now that they have been located and recorded as surviving archaeology.

Sites that may potentially be at more risk from natural processes than others include coastal sites. The pillbox at Highcliffe (**MA0039**) has evidently slipped down the rapidly eroding cliff face and is resting at an angle just behind the foreshore. Two other pillboxes recorded in the area (**MA1050 & MA0220**) that had also slipped down the cliffs have been removed at some point. A sudden change in the coastline here may bury the remaining pillbox completely. Likewise, strong storms will disturb elements of the coastal features at Stone Point (**MA0062** and **MA0020**) and Stansore Point (**MA0026** and **MA1357**), this activity was witnessed and recorded in 2014 following survey visits in January and February. Coastal processes also have the potential to reveal more extensive features than currently recorded, an example of such a site would be Sowley Anti-Aircraft Battery (**MA1360**); some faint earthworks are visible, but erosion may reveal extensive, currently buried features.

Sites on the Crown Land are less at risk from modern intervention as there is less development there. However, it should be noted that forestry operations have the potential to do a great deal of damage to sites, all sites in the DBA and updated records will be accessible through the HER, but will also be shared with the Forestry Commission. When future forestry operations are planned for an area in which monuments have been identified and recorded, it is highly recommended that sites are visited following notification before work commences, irrespective of season. A particular site, the water tower at Beaulieu (**MA1479**), has been identified as requiring replacement, and should also be monitored. Off the Crown Land, sites can be at risk from modern development such as construction. Again, where this is identified in areas of high potential and archaeological significance, follow up site surveys or potential watching briefs should be prioritised and can be conditioned when sites are subject to formal planning process. However, it should be noted that some sites in private ownership (such as air raid shelters in gardens) are at risk from sudden development that will be difficult to predict. In all instances, consideration should be given to the Fragility/Vulnerability rating given to a site in the detailed review of sites (**Section 3.4**).

#### **4.1.3 Potential Sites Located Through Documentary Research**

To date, the war diary research has located nearly 600 sites around the New Forest. Of these, only a few can be seen to refer to sites that have already been identified in existing databases. The majority are not related to any previously known monuments or structures, but a great many are likely to relate to landscape features that have been identified by the NMP but wrongly classified. In particular these war diary records support the identification of many sites such as searchlights and AA positions. In a great many more locations, war diary records indicate the presence of a site that may have left no identifiable trace at all on the ground and has not been



identified in the NMP or through further walk over survey. Examples include the searchlight position at Brook (**MA1430**) and the dozens of Home Guard observation posts listed in war diary records around the New Forest. These may have left remains not visible above ground, remains that have been misinterpreted as modern features or material such as scrap metal on the forest floor or items that were accidentally lost by operatives on site. Other war diary entries have the potential to continually enhance our understanding of known sites within the New Forest. For example, the listings of numerous road and rail blocks at various anti-tank islands allows for a record of a feature that may have left absolutely no trace today and would otherwise be missed from the assessment of that site.

The war diaries therefore represent an important opportunity to enhance the known record of sites in and around the New Forest. Of the collections so far gathered by Richard Reeves, only a small percentage have so far been assessed and added to the database. Further time and attention should be given to the war diary records throughout the project in order that more unknown sites can be identified. They have the potential to identify sites such as tented camps, further requisitioned houses and ammunition stockpiles. They can also enhance our understanding of known sites by, for example, telling us what was happening at training ranges or which AA batteries shot down German aircraft.

Throughout the fixed term project the NFNPA commissioned MA Ltd. to continue war diary research alongside the field survey and oral history stages of the project. Sites that were identified in the war diary records were immediately added to the list of sites for further investigation if they appeared to warrant it. Additional future work in the war diaries, by individuals, groups or volunteers should be encouraged and results be incorporated into the project database and notified to the relevant HER so that any subsequent fieldwork has a record of the site and can act on it accordingly in the future. As well as being used to notify the database records should also be added to the New Forest Remembers portal so encouraging further dissemination and possible information gathering from users additions.

#### **4.1.4 Potential Sites Located Through Memories and Oral Accounts**

Oral testimonies and private recollections have the continuing potential to both enhance our understanding of existing sites and identify new sites in the study area. A number of sites in and around the Forest were identified in the recollections of individuals on the BBC Peoples War website. Several other sites came to light in oral history recordings undertaken by the project volunteers, though most accounts added levels of information to already known sites. (See Oral History Summaries 2.8.6.)

Recollections that relate to known sites, such as airfields, camps and requisitioned houses have the potential to enhance the significance of a site; if for instance, events

of an important nature occurred there and in several cases have done so. Conversely, the identification of new sites should be treated with caution. Memories of a period 70 years ago may not always be reliable, and in a landscape such as the New Forest, where many areas of open heathland or thick woodland look similar, there is a danger that the location of a specific site may be mistaken. When looking for remains in a landscape like the New Forest, an inaccuracy of even a few hundred meters can make the task impossible. However, if the memory of a site can be tied to landscape features identified in the NMP or DBA, further investigation is highly recommended. A classic example here is the case with sites **MA0255** and **MA0259**, two AA batteries identified by Desmond Hollier (on the BBC Peoples War website) that are evident in the NMP survey. Neither of the batteries were identified during war diary research or in existing databases and were it not for Desmond Hollier's testimony, it might be easy to assume that the site was misidentified in the survey or was a dummy site. Unfortunately field survey failed to record anything substantial at these sites apart from faint earthworks, showing further that these important sites could have been missed.

Should any new sites be identified through oral testimonies, they should immediately be assessed against the project database. Should the site be related to a known feature, the site should be considered for further investigation if feasible. Should it not exist in the database, the site may still warrant further investigation, but with lower priority.

One specific exception to this is the identification of sites related to Auxiliary Units (Churchill's Secret Army). No records of the specific sites in which the Auxiliary Unit bases were constructed has yet come to light and so the recollections of individuals associated with the unit is likely to be the only way in which they are identified. However, further research through the growing interest in this area may eventually locate some of these bunkers but, in most cases (as these units were trained to do) site (bunker) information is unsubstantiated, ambiguous and misleading or just local hearsay. An example was an Auxiliary Unit cache and bunker initially reported to the project and leading to site investigation resulted in the feature being identified as a covered over water well. Without additional funds and permissions to support ground penetrating geophysical survey methods being used on potential large survey areas across the New Forest, leading to intrusive investigation, it is likely that many of these secret Auxiliary Units 'bunkers' will remain hidden, as they were initially designed.

#### **4.1.5 Potential Sites Located Through Personal Archives**

Another growing source of information that can add levels of detail to our existing knowledge of recorded and surveyed sites as well as potentially locate new sites in the study area is personal archive material. Regular active publicity of the project and numerous talks given by the NFNPA Education and Outreach Officer and other

staff has generated numerous contacts offering photos, documents, maps and objects. The project was not set up to become a repository of items and as such photos, maps and documents were scanned and archived digitally and then either returned or passed to suitable repositories such as the Hampshire Archives or the Wessex Film and Sound Archive, objects were photographed and returned or placed with relevant approved local museums or galleries.

This source of material has grown with the creation of the New Forest Remembers portal, an online map based community tool initially designed for disseminating the sites recorded in the DBA and surveyed during the project. The portal has been expanded to allow the community of users to upload historic images, videos, documents and memories adding to our knowledge of existing sites and adding details to what may be ephemeral sites on the ground. Throughout (**Section 3.4**) there are specific references to New Forest Remembers portal articles that contain photos and memories of a site that has little surviving on the ground. Though there are portal articles for most sites only the best examples have been linked in this report.

Examples of where material from personal articles has had a real impact on our knowledge and understanding of existing sites to the level that it has changed the archaeological significance are Setley POW (**MA0240**), wooden figures from the main gate, scrapbooks with photos names and signatures from the period it was housing German prisoners; along with numerous newsletters created by the inmates at the time, have added huge amounts of detail to a digitised layout and some faint earthworks on the ground. Similar results have been derived from the Home Guard maps of Major Crofton contained within several scrapbooks lent to the project. These have provided detailed maps for several anti-tank islands previously recorded as nodal points at Beaulieu and Brockenhurst (**MA1436 & MA1432**).

The portal will be maintained beyond the end of the project to allow material to be added by users relating to known sites and potentially new sites or sites that are revealed through future work, erosion or investigation. New material added to the portal will be monitored by NFNPA staff and any new sites or new archaeological detail on existing sites will be added to the project database or noted with the NFNPA archaeologist for monitoring visits or further research.

#### **4.1.6 Opportunities for Further Research**

There is the potential to expand upon the social history of the New Forest through further historical research and interpretation of the memories captured throughout the project through the oral history element. Although this would not necessarily enhance the understanding of specific sites, it would enrich the overall knowledge of the impact of the war on the local residents and the way of life in the area.

Records such as those maintained by New Forest District Council (pertaining to the three war-era districts in the study area; Ringwood & Fordingbridge Rural District; New Forest Rural District and Lymington District), Verderer's Court minutes and as yet unidentified Forestry Commission records may contain further information about particular events referred to by authors such as Leete (2004) and Pasmore (1974).

Such work could greatly add to what is already known about particular events and aid understanding of as yet uncovered topics. These topics could include the impact of increased farming in the area and the effect of pony removal on the ecology of the Crown Lands. The story of the large number of people who moved into the New Forest is also of interest. These include evacuee children and their impact on the rural communities that housed them, the increased number of women in countryside industries (particularly Land Girls and Lumber Jills), the large influx of personnel for construction projects (particularly Mulberry and accommodation camps) and the impact of Italian and German POWs living and working in the area.

## 5 Conclusions

WWII though a relatively short period in the Forest's overall history has clearly left its mark on the New Forest; 1362 individual sites of interest were identified during the DBA and through additional field survey. This project has demonstrated the potential to find many more and these will be added through legacy work. The variety of sites found within the study area cover the entire period of WWII and almost every aspect of Britain's contribution to the war and show the full industrialised nature in every sphere from land to sea to air. They range from hastily established AA batteries constructed in the build-up to war through to embarkation hards built specifically for the liberation of Europe. They include airfields that were put to use by the four principal Royal Air Force Commands of WWII; Fighter Command, Bomber Command, Coastal Command and Transport Command, but not forgetting the temporary advanced landing grounds for D-Day and one hastily constructed emergency landing ground. Training ranges, built for both the Royal Air Force and the army were established across the Crown Lands and used extensively for training and the testing of new weapons. A whole suite of anti-invasion measures as well as air defence sites are found spread across the Forest landscape including AA batteries, searchlights, barrage balloons and decoy sites. In requisitioned houses across the study area, spies were trained and secret operations were planned. Many sites became so established that they continued to see use for many years, and even decades after the war was over.

This wealth of sites and the sheer variety of those that remain represent not only a fascinating episode in the history of the New Forest, but an important part of Britain's history as well. Rather than being seen as a blip in the area's developing history, these sites deserve to be recognised and protected as an integral part of the New Forest's heritage and its story. The prevalence of so many sites within and around one National Park representing almost every aspect of Britain's contribution to the war provides an opportunity for a structured system of protection, interpretation and engagement for the Park as a whole, as well as for individual sites.

A paradox is beginning to develop where some of our most recent history and archaeology is becoming our rarest after years of removal. The engagement in the New Forest Remembers project from residents and visitors through oral history, stories and volunteering shows that there is a demand to understand more about the important role WWII played out in the New Forest and even celebrate it. The project has also successfully demonstrated the ability to add stories and meaning to crop marks and concrete remaining on the Forest using photos, documents and memories; bringing them alive for visitors and residents alike. Tools like the New Forest Remembers portal will allow even more of the WWII New Forest story to be researched and shared creating an important legacy. A further legacy will be the

trained volunteers and project equipment which can be used to support and promote further fieldwork and recording across other periods of the New Forest's history and archaeology in the future.

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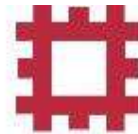
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