

## **Airport Access from M11 and A120**

### **Environmental Statement**

## **Chapter 6 – Cultural Heritage**

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## 6 Cultural Heritage

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### Introduction

- 6.1 This chapter describes potential effects on cultural heritage that may arise from the Scheme. Cultural heritage includes three sub-topics: the built heritage (e.g. listed buildings), archaeological remains and historic landscape.
- 6.2 The chapter provides a summary of the baseline conditions established by the desk-based studies and fieldwork surveys, and assesses the likely effects of the Scheme on identified and potential cultural heritage resources. Full details of the methodology used, the desk based assessment and the results of the field evaluation undertaken at Stage 3 are reported in Technical Appendices 6.1, 6.2 and 6.3 respectively of Volume 2, Chapter 6.
- 6.3 The studies leading to the preparation of this chapter have built upon the work undertaken at Stage 2 and have followed the guidance for Stage 3 of scheme development provided in the Design Manual for Roads and Bridges, Volume 11, Section 3, Part 2 (DoT, June 1993, as updated, and including Guidance Note 208/07 (Highways Agency August 2007)), Guidance on the New Approach to Appraisal (NATA) (DETR, July 1998), Guidance on the Methodology for Multi-Modal Studies (GOMMMS) (DETR 2000) and WebTAG Unit 3.3.9 The *Heritage or Historic Resources Sub-Objective* (<http://www.webtag.org.uk>).

### Policy Framework

- 6.4 Section 24 of the Highways Act 1980 transfers planning permission for highway schemes from the local planning authority to the Secretary of State and gives the Secretary of State the power to construct and improve roads. National Planning Policy Guidance (PPG15 & PPG16) outlines government advice in relation to development that will affect the cultural heritage.
- 6.5 The central tenet of PPG15 is the prevention of harm to the built heritage but without unnecessarily restricting development whilst that for PPG16 is that significant archaeological resources should, wherever possible, be preserved in-situ.
- 6.6 The emerging East of England Regional Assembly guidance as set out in the Regional Spatial Strategy for the East of England (RSS14) re-affirms national planning guidance.
- 6.7 Local planning policy with regard to cultural heritage is set out in two policy documents: the Essex and Southend-on-Sea Replacement Structure Plan (adopted 2001) and the Uttlesford District Local Plan (adopted 2005).
- 6.8 An assessment of the above guidance and plans pertaining to cultural heritage is provided in Chapter 16.

### Methodology

- 6.9 The methodology for assessing the potential effects of road schemes on cultural heritage resources is set out in DMRB (Vol.11, Parts 3, Section 2) and more recently in Guidance Note

208/07. The approach to each sub-topic is the same. The basis of the methodology is to collate all available information from within defined study areas (see below) in order to identify known and potential resources. The importance or value of each resource is assessed and the likely magnitude of impact upon them is considered using recognised methodologies (where such exist). The criteria used for assigning importance and magnitude together with full details of the methodology are provided in Technical Appendix 6.1.

### Significance of Effects

- 6.10 Combining the value of the resource or asset and the magnitude of impact on that resource or asset gives the significance of effects as shown by the matrix in Table 6.1, reproduced from Guidance Note 208/07. Effects can be adverse or beneficial. Beneficial effects are those that mitigate existing impacts and help to restore or enhance heritage assets, therefore allowing for greater understanding and appreciation.

**Table 6.1: Cultural Heritage: Significance of Effects Matrix**

VALUE / SENSITIVITY					
<b>Very High</b>	Neutral	Slight	Moderate/ Large	Large or Very Large	Very Large
<b>High</b>	Neutral	Slight	Moderate/ Slight	Moderate/ Large	Large/ Very Large
<b>Medium</b>	Neutral	Neutral/ Slight	Slight	Moderate	Moderate/ Large
<b>Low</b>	Neutral	Neutral/ Slight	Neutral/ Slight	Slight	Slight/ Moderate
<b>Negligible</b>	Neutral	Neutral	Neutral/ Slight	Neutral/ Slight	Slight
	<b>No Change</b>	<b>Negligible</b>	<b>Minor</b>	<b>Moderate</b>	<b>Major</b>
	<b>MAGNITUDE OF IMPACT</b>				

- 6.11 Where the matrix provides a choice in the significance of effects, e.g. Moderate/Slight, professional judgement is used to determine which of the levels of significance is more appropriate in each case.

### Impact types

- 6.12 The DMRB methodology recognises a number of 'impact types', including 'long term construction impacts' and 'long term operational impacts'. In this assessment those two sets of impacts are considered together as 'Scheme Effects', i.e. the effects resulting from the implementation of the Scheme, including the various mitigation measures built into the Scheme's design.
- 6.13 Temporary construction impacts are assessed in Chapter 7 '*Disruption due to Construction*'.

## **Design and Mitigation Measures of the Scheme**

- 6.14 During the development of the Scheme design, mitigation to avoid or reduce adverse impacts on cultural heritage receptors has been incorporated in the following ways:
- appropriate landscape planting to screen key receptors and reduce impacts that would affect the settings of statutorily listed buildings and other designated cultural heritage resources;
  - minimising land take wherever possible to reduce impacts on areas of archaeological potential, balanced with the needs for constructability and essential environmental mitigation; and
  - undertaking a programme of field evaluation by way of trial trenches.

## **Study areas**

- 6.15 At Stage 2 a study area for cultural heritage was defined as up to 200m from the proposed option limit. At Stage 3 the study area varies depending on the cultural heritage attribute under consideration and varies from 1.5km for nationally designated sites (including Scheduled Monuments and Listed Buildings) to 100m for hedgerows (see Technical Appendix 6.2 for further details). With regard to the likely effects on the settings of cultural heritage resources (predominantly listed buildings) the study area is conditioned by the extent of the Zone of Visual Influence (ZVI) to ensure compatibility with the assessment of landscape effects (Chapter 9).

## **Baseline Conditions**

- 6.16 A full description of the results of the baseline data collection is provided in Technical Appendices 6.2 and 6.3 contained in Volume 2 of this ES, and the following summary of the baseline position should be read in conjunction with those reports.

## **Geology**

- 6.17 The geology in the vicinity of the Scheme is dominated by Quaternary glacial till (i.e. Boulder Clay), a highly heterogeneous stony-clay deposit. However there are limited exposures of alluvium and London Clay in the vicinity of Junction 8 and sand and gravel deposits, alluvium and Head deposits to the north. Further details of the local geology are provided in Chapter 15.

## **Archaeological and Historical Background**

- 6.18 There has been a considerable amount of purposive archaeological investigation in this area in recent years, prompted by development works at Stansted airport and the need for associated infrastructure. These recent works have shown the presence of an abundance of buried archaeological sites demonstrating the longevity and density of settlement in the area.

- 6.19 There is limited evidence for human activity in the area for the Lower Palaeolithic period (c. 500,000 - 150,000 BC). The reoccupation of the landscape following the end of the most recent glacial period is evidenced by the presence of scatters of Mesolithic flint, and the overall distribution of lithic material of this date suggests that activity was not confined to the river valleys but extended across the Boulder Clay plateau.
- 6.20 Large-scale clearance of the wooded post-glacial landscape does not appear to have taken place until the Middle Bronze Age (c. 1,600-1,100 BC), although during the Neolithic and Early Bronze Age periods some settlements were established in the river valleys and on the gravel terraces. The Middle Bronze Age has produced the first evidence for permanent domestic settlements in the area. Late Bronze Age enclosed settlements are known from elsewhere in Essex, but none has been found in this area. Here open settlements were used, often continuing on the same site as those of the Middle Bronze Age.
- 6.21 There is little evidence of the settlement pattern in the Early Iron Age (c. 700 - 400 BC), with evidence of activity being more commonly in the form of pits and ditches. Occupation appears to increase considerably in the Middle Iron Age, including the introduction of enclosed settlements, although there are still some smaller unenclosed ones.
- 6.22 A more mixed agricultural system was developed in the Late Iron Age, and numerous small enclosed settlements were established, several with attached mortuary enclosures. The landscape was divided up by ditches and banks, with the presence of extensive droveway networks indicating the importance of stock movement.
- 6.23 The Roman occupation of Britain appears to have had a limited effect on the patterns of settlement and land use in this area. There is continuity of settlement sites, and building styles shown no apparent change. Stane Street was established at the southern edge of the study area. During the later Roman period (mid 3<sup>rd</sup> - 4<sup>th</sup> centuries AD) new settlements were established and older ones extended. The area does not appear to fall within a 'planned' Roman landscape although it may have been part of a large estate.
- 6.24 In common with much of southern England, the end of the Roman period was marked by an apparent abandonment of many of the smaller settlements, and the number of known Saxon occupation sites in the area is far less than for the preceding period. Even allowing for the greater difficulty in identifying such sites through fieldwalking as a result of the friable nature of the Saxon pottery, settlement appears to have retreated into the river valleys.
- 6.25 Reoccupation of this land started around the time of the Norman conquest and increased steadily throughout the medieval period. Castles were established and new manorial holdings were developed along with a number of religious estates. Settlement was extended onto land previously considered unsuitable with the construction of moated sites, and most of the land was returned to arable cultivation. Small isolated farmsteads were created on the Boulder Clay plateau in order to farm the land here.
- 6.26 Following the Dissolution in the mid-16<sup>th</sup> century there was a massive redistribution of land. Wealthy landowners developed large estates with grand houses set in parkland. The construction of the airfield at the start of the Second World War represents the most recent major change within the immediate area.



## Cultural Heritage Baseline

### Designated Cultural Heritage Resources

- 6.27 The designated cultural heritage resources within the study areas for Junction 8b and the new A120 Junction are shown in Figure 6.1. The methodology behind the identification of the values ascribed to designated cultural heritage resources is explained in Technical Appendix 6.1 of Volume 2, Chapter 6.
- 6.28 The study area contains two Scheduled Monuments of High Value:
- Stansted Windmill at Stansted Mountfitchet (10) is a brick-built windmill originally constructed in 1787 and extensively repaired in 1930.
  - The Warish Hall moated site at Takeley (52) comprises a complete rectangular moat set within a larger moated enclosure. Access to the central island is via three bridges. This is also the site of the 11th century alien Benedictine Priory of St Valery.
- 6.29 The study area contains two High Value Grade I listed buildings:
- The church of the Holy Trinity at Takeley (50) is of original 12th century date, with additions in the 13th, 14th and 15th centuries and extensive restoration in the 19th century.
  - Warish Hall, Takeley (51) is a 13th century timber-framed aisled hall house.
- 6.30 The study area contains two High Value Grade II\* listed buildings:
- Stansted Windmill at Stansted Mountfitchet (10, see 3.12 above) is a Grade II\* listed building as well as a Scheduled Monument.
  - The Church of St Mary the Virgin (14) just to the south-west of Stansted Hall is of original 12th century construction and was extensively restored in 1888.
- 6.31 The study area contains approximately 47 Grade II listed buildings or groups of buildings (of Medium Value). Most of the Grade II listed buildings are timber-framed houses and cottages, predominantly of 16<sup>th</sup> to 18<sup>th</sup> century date although a couple of examples are originally of 14<sup>th</sup> or 15<sup>th</sup> century construction. There are also several farmhouses and associated farm buildings such as barns, granaries and stables, some of which have now been converted to residential use. Other building types include a few 19<sup>th</sup> century brick-built houses and contemporary structures such as lodges and stables, along with a small number of 19<sup>th</sup> century cast iron water pumps, two public houses and a hotel.
- 6.32 The study area contains one Conservation Area, at Stansted Mountfitchet. This is regarded as being of Medium Value.
- 6.33 The study area contains two locally designated 'Historic Parks and Gardens'; Stansted Park and Hatfield Forest. Stansted Park should be regarded as being of Medium Value. Hatfield Forest is also a locally designated 'Historic Landscape' and should be regarded as being of High Value.

- 6.34 The non-designated cultural heritage resources within the study area for J8b are shown in Figures 6.2 and 6.3.
- 6.35 The study area contains twenty-three Essex Heritage Conservation Record (EHCR) entries relating to Prehistoric activity. These include settlement and burial sites of Bronze Age and Iron Age date, also lithic material of Palaeolithic and Mesolithic date. Three additional areas of Prehistoric activity were located as a result of fieldwork undertaken in connection with this ES. However this work suggest that any remains of this date within the landtake for construction are likely to be limited in spatial extent and are considered to be of Low Value.
- 6.36 The study area contains five EHCR entries relating to Roman activity. These include settlement and burial activity, also a major Roman road. One additional area of Roman activity was located as a result of fieldwork undertaken in connection with this ES. However this work suggest that any remains of this date within the landtake for construction are likely to be limited in spatial extent and are considered to be of Low Value.
- 6.37 The study area contains three EHCR entries relating to Saxon activity, all of which are in areas that have subsequently been developed. However archaeological fieldwork undertaken as part of this ES has not located any material of this date, and any remains present within the landtake for construction are likely to be very limited in spatial extent and are considered to be of Low Value.
- 6.38 The study area contains six EHCR entries relating to Medieval activity, including a possible hunting lodge and a potential deserted medieval village. One additional area of Medieval activity was located as a result of fieldwork undertaken in connection with this ES. However this work suggest that any remains of this date within the landtake for construction are likely to be limited in spatial extent and are considered to be of Low Value.
- 6.39 The study area contains four EHCR entries relating to Post-medieval activity. One additional area of Post-medieval activity was located as a result of fieldwork undertaken in connection with this ES. However this work suggest that any remains of this date within the landtake for construction are likely to be limited in spatial extent and are considered to be of Low Value.
- 6.40 The study area contains eleven EHCR entries relating to modern activity, all are ancillary sites associated with the Second World War Stansted airfield. An overall rating of Negligible Value has been assigned to them.
- 6.41 The study area contains one EHCR entry relating to undated archaeological remains.
- 6.42 In terms of historic landscape character (HLC) the study area includes an area of informal medieval parkland at Stansted Park, some surviving pre 18<sup>th</sup> century irregular enclosed fields and some areas of post 1950s enclosure.
- 6.43 Stansted Park is regarded as being of Medium Value. A block of surviving pre 18<sup>th</sup> century irregular enclosed fields is regarded as being of Low Value. At the time that the HLC was undertaken this block of surviving pre 18<sup>th</sup> century irregular enclosed fields was bisected by the current route of the M11 motorway, and subsequently most of the surviving pre 18<sup>th</sup> century irregular enclosed fields to the east of the motorway have been developed as airport parking,

albeit with some survival of field boundaries. Overall the historic landscape should be regarded as being of Low Value.

#### Non-Designated Cultural Heritage Resources - proposed A120 Junction

- 6.44 The non-designated cultural heritage resources within the study area for the new A120 Junction are shown in Figures 6.4 and 6.5.
- 6.45 The study area contains seven EHCR entries relating to Prehistoric activity. These include settlement sites of Bronze Age and Iron Age date. On the basis of the evidence recovered from investigation of these known sites, an overall rating of Medium Value has been assigned to them.
- 6.46 The study area contains eight EHCR entries relating to Roman activity, including a scatter of Roman coins and also some evidence of settlement. An overall rating of Low Value has been assigned to them.
- 6.47 The study area contains three EHCR entries relating to Saxon activity, including a post-built rectangular structure. An overall rating of Medium Value has been assigned to them.
- 6.48 The study area contains five EHCR entries relating to Medieval activity, including settlement activity and a trackway. An overall rating of Low Value has been assigned to them.
- 6.49 The study area contains four EHCR entries relating to Post-Medieval activity, including the site of a windmill. An overall rating of Low Value has been assigned to them.
- 6.50 The study area contains two EHCR entries relating to undated features, including a cremation burial.
- 6.51 In terms of historic landscape character (HLC) the study area includes the locally designated 'Historic Landscape' of Hatfield Forest that is assessed as being of High Value. Also within the study area are surviving pre 18<sup>th</sup> century 'irregular' enclosed fields and some areas of later enclosure. Subsequent to the production of the HLC, the A120 road has been realigned and now passes through the centre of a block of surviving pre 18<sup>th</sup> century 'irregular' enclosure. Overall the historic landscape should be regarded as being of Low Value.

### **Assessment of Scheme Effects**

- 6.52 This section reports the assessment of 'long term construction impacts' and 'long term operational impacts', collectively referred to as Scheme effects. Temporary construction impacts are assessed in Chapter 7.
- 6.53 The Scheme will not remove or damage the physical components of any designated cultural heritage resource. However the footprint of the scheme will impact upon areas of known archaeological remains. Once operational the effects of the Scheme would comprise changes to the settings of cultural heritage resources. Those changes would principally be visual ones, although it is possible that changes in noise levels may also affect the settings of these resources. The assessment of the magnitude of visual impacts on the settings of designated cultural heritage resources has been undertaken as part of the overall assessment of landscape and visual effects (Chapter 9).

- 6.54 This section presents the overall predicted effects on the settings of cultural heritage resources, with reference to the magnitude of visual impacts. In line with guidance and best practice, the magnitude of visual impacts (and therefore the effects) have been assessed for Year 1 Winter, Year 15 Summer and Year 15 Winter (Table 6.2). Where any adverse effects on settings result from increased road traffic noise, this is also mentioned.

### **M11 Junction 8b**

#### Built Heritage

- 6.55 The proposed junction will be visible from Stansted Windmill. The impact on the setting of this scheduled monument and Grade II\* listed building has been assessed as **Negligible Negative**, resulting in a **Slight Adverse** effect.
- 6.56 The proposed junction will be visible from the Church of St Mary the Virgin just to the south-west of Stansted Hall. The impact on the setting of this Grade II\* listed building has been assessed as **Minor Negative** in Year 1 Winter, resulting in a **Slight Adverse** effect. By Year 15 Winter the impact would be **Negligible Negative**, resulting in a **Slight Adverse** effect, and this remains the case for Year 15 Summer.
- 6.57 The proposed junction will be visible from Stansted Mountfitchet Conservation Area. The impact on the setting of this Conservation Area has been assessed as **Negligible**, resulting in a **Neutral** effect.
- 6.58 The proposed junction would have a **Moderate Negative** impact on the setting of one Grade II listed building (Duck End Farmhouse) for both Year 1 Winter and Year 15 Winter, resulting in a **Moderate Adverse** effect. However for Year 15 Summer this will reduce to a **Minor Negative** impact, resulting in a **Slight Adverse** effect.
- 6.59 A further fifteen Grade II listed buildings have been assessed as having **Minor Negative** impacts on their settings in the opening year, resulting in **Slight Adverse** effects. For twelve of these the effect at Year 15 Winter will remain at **Slight Adverse**, and for four this will be the same at Year 15 Summer whilst for eight the impact at Year 15 Summer has been assessed as **Negligible**, resulting in a **Neutral** effect. For the remaining three the impact at Year 15 Winter and Year 15 Summer has been assessed as **Negligible**, resulting in a **Neutral** effect.
- 6.60 The impacts on the settings of ten other Grade II listed buildings have been assessed as **Negligible** in the opening year, resulting in **Neutral** effects. For seven of these the impact remains **Negligible** in Year 15 Winter, and for five of these seven the impact remains **Negligible** in Year 15 Summer. For the remaining two the impact in Year 15 Summer has been assessed as **No Change**, resulting in a **Neutral** effect. In the case of three of the Grade II listed buildings for which the effect on their settings in the opening year has been assessed as **Neutral**, the impact in Year 15 Winter is predicted to be **Minor Positive**, resulting in **Slight Beneficial** effects. For one of these the impact in Year 15 Summer will become **Minor Negative**, resulting in a **Slight Adverse** effect. For another the impact in Year 15 Summer will become **Negligible** resulting in a **Neutral** effect, whilst for the remaining one the impact in Year 15 Summer will remain **Minor Positive**.

- 6.61 The impact on the setting of one Grade II listed building has been assessed as **Minor Positive** in the opening year and in Year 1 Winter, resulting in a **Slight Beneficial** effect. In Year 1 Summer the impact has been assessed as **No Change**, resulting in a **Neutral** effect
- 6.62 The impacts on the settings of four further Grade II listed buildings has been assessed as **No Change**, resulting in a **Neutral** effect. Three of these structures are cast iron water pumps of 19<sup>th</sup> century date.

#### Archaeology

- 6.63 The construction of the proposed M11 Junction 8b will directly impact upon at least five areas immediately to the west of the current M11 motorway that contain material of Prehistoric date. As a result of recent evaluation, these sites have been assessed as having a Low Value. Impacts on these sites could be **Major Negative**, resulting in **Slight Adverse** effects. The scheme may also impact on one known site of Prehistoric date to the east of the M11 motorway. This could be of Medium Value and the impact could be **Minor Negative**, resulting in **Slight Adverse** effects. The likelihood that significant and as yet unknown remains of Prehistoric date will be uncovered during construction is considered to be low.
- 6.64 The construction of the proposed M11 Junction 8b will not directly impact on one known area that contains material of Roman date. As a result of recent evaluation, this site has been assessed as having a Low Value. Impacts on this site could be **Moderate Negative**, resulting in **Slight Adverse** effects. The likelihood that significant and as yet unknown remains of Roman date will be uncovered during construction is considered to be low.
- 6.65 The construction of the proposed M11 Junction 8b will not directly impact upon any known remains of Saxon date. The likelihood that significant and as yet unknown remains of Saxon date will be uncovered during construction is considered to be low.
- 6.66 The construction of the proposed M11 Junction 8b will directly impact upon one known area to the west of the current M11 motorway that contains material of Medieval date. As a result of recent evaluation, this site has been assessed as having a Low Value. Impacts on such remains could be **Major Negative**, resulting in **Slight Adverse** effects. The likelihood that significant and as yet unknown remains of Medieval date will be uncovered during construction is considered to be low.
- 6.67 The construction of the proposed M11 Junction 8b will directly impact upon one known area to the west of the current M11 motorway that contains material of Post-medieval date. As a result of recent evaluation, this site has been assessed as having a Low Value. Impacts on such remains could be **Major Negative**, resulting in **Slight Adverse** effects. The likelihood that significant and as yet unknown remains of Post-medieval date will be uncovered during construction is considered to be low.
- 6.68 The construction of the proposed M11 Junction 8b will directly impact upon one known area that contains material of Modern date that relate to the Second World War utilisation of Stansted airfield. Impacts on such remains could be **Major Negative**, resulting in **Slight Adverse** effects.

### Historic Landscape

- 6.69 The Scheme will require some adjustment of the current screening along the south-eastern boundary of the locally designated 'Historic Park and Garden' of Stansted Park, and new lighting will also be introduced. The impact of this change has been assessed as **Minor Negative** in Year 1 Winter, resulting in a **Slight Adverse** effect. This will remain the case for Year 15 Winter and Summer.
- 6.70 The construction of the proposed M11 Junction 8b will require the loss of approximately 560 metres of hedgerows that may be regarded as 'Important' under the historic criteria of the *Hedgerow Regulations* (1997). The overall impact on 'Important' hedgerows within the area is seen as **Minor Negative**, resulting in a **Slight Adverse** effect.
- 6.71 The impact of the Scheme on the overall historic landscape has been assessed as **Minor Negative**, resulting in a **Neutral** effect.

### **A120 junction**

#### Built Heritage

- 6.72 The proposed junction will be visible from Warish Hall. The impact on the setting of this scheduled monument and the Grade I listed building here has been assessed as **Minor Negative** during the opening year and also in Year 15 Winter, resulting in a **Slight Adverse** effect. For Year 15 Summer the impact has been assessed as **Negligible Negative**, resulting in a **Slight Adverse** effect.
- 6.73 The junction will also be visible from the Church of the Holy Trinity at Takeley. The impact on the setting of this Grade I listed building has been assessed as **Negligible Negative** during the opening year, resulting in a **Slight Adverse** effect. For Year 15 Winter and Summer the impact has been assessed as **Minor Positive**, resulting in a **Slight Beneficial** effect. There will also be a **Minor Adverse** effect on the setting of this building during the opening year due to an increase in road traffic noise, although by Year 15 the effect will be **Neutral**.
- 6.74 One Grade II listed building has been assessed as having a **Minor Negative** impact on its setting in the opening year and also in Year 15 Winter and Year 15 Summer, resulting in a **Slight Adverse** effect.
- 6.75 One Grade II listed building has been assessed as having a **Negligible** impact on its setting in the opening year and also in Year 15 Winter and Year 15 Summer, resulting in a **Neutral** effect.
- 6.76 Two Grade II listed buildings have been assessed as having **No Change** to their setting in the opening year and also in Year 15 Winter and Year 15 Summer, resulting in a **Neutral** effect.
- 6.77 A further nineteen Grade II listed buildings have been assessed as having **Minor Positive** impacts on their settings in the opening year and at Year 15 Winter, resulting in **Slight Beneficial** effects. For fifteen of these the impact in Year 15 Summer has been assessed as staying **Minor Positive**. For a further three the impact at Year 15 Summer has been assessed as **Negligible**, resulting in a **Neutral** effect, whilst for the remaining one the impact at Year 15 Summer has been assessed as **No Change**, resulting in a **Neutral** effect.

## Archaeology

- 6.78 The construction of the proposed A120 junction will require work adjacent to known areas where remains of Prehistoric date have been examined. Archaeological work carried out in connection with the construction of the A120 road indicates that remains of this period within the landtake for the proposed junction are likely to be of Low Value. Impacts on such remains could be **Moderate Negative**, resulting in **Slight Adverse** effects.
- 6.79 The construction of the proposed A120 junction will require work adjacent to areas where remains of Roman date have been located. Archaeological work carried out in connection with the construction of the A120 road indicates that remains of this period within the landtake for the proposed junction are likely to be of Low Value. Impacts on such remains could be **Moderate Negative**, resulting in **Slight Adverse** effects.
- 6.80 The construction of the proposed A120 junction will require work adjacent to areas where remains of Saxon date have been located, in particular the site of a post-built rectangular structure of mid-Saxon date. Archaeological work carried out in connection with the construction of the A120 road indicates that remains of this period within the landtake for the proposed junction could be of Medium Value. Impacts on such remains could be **Moderate Negative**, resulting in **Moderate Adverse** effects.
- 6.81 The construction of the proposed A120 junction will require work adjacent to areas where remains of Medieval date have been located. Archaeological work carried out in connection with the construction of the A120 road indicates that remains of this period within the landtake for the proposed junction are likely to be of Low Value. Impacts on such remains could be **Moderate Negative**, resulting in **Slight Adverse** effects.
- 6.82 The construction of the proposed A120 junction will require work adjacent to areas where remains of Post-medieval date have been located. Archaeological work carried out in connection with the construction of the A120 road indicates that remains of this period within the landtake for the proposed junction are likely to be of Low Value.

## Historic Landscape

- 6.83 The operation of the proposed A120 junction will have a **Negligible Negative** impact on the setting of the locally designated 'Historic Park and Garden' and locally designated 'Historic Landscape' of Hatfield Forest, resulting in a **Slight Adverse** effect.
- 6.84 The impact of the operation of the proposed A120 junction on the overall historic landscape has been assessed as **Negligible**, resulting in a **Neutral** effect.
- 6.85 The construction of the proposed A120 Junction 8b will require the loss of approximately 50 metres of hedgerows that may be regarded as 'Important' under the historic criteria of the *Hedgerow Regulations* (1997). The overall impact on 'Important' hedgerows within the area is seen as **Minor Negative**, resulting in a **Slight Adverse** effect.

## **Summary**

- 6.86 A summary of the Scheme effects on cultural heritage (the built heritage, archaeological remains and historic landscape) is illustrated in Table 6.2.

**Table 6.2: Cultural Heritage: Summary of Scheme Effects**

Effects		Scheme / Year					
		M11 Junction 8b Total 36 identified resources			A120 Junction Total 28 identified resources		
		Opening Year	15 Year Winter	15 Year Summer	Opening Year	15 Year Winter	15 Year Summer
<b>Adverse</b>	<b>Very Large</b>	-	-	-	-	-	-
	<b>Large</b>	-	-	-	-	-	-
	<b>Moderate</b>	1	1	-	-	-	-
	<b>Slight</b>	18	15	9	5	4	4
	<b>Neutral</b>	16	16	26	4	4	8
<b>Beneficial</b>	<b>Slight</b>	1	4	1	19	20	16
	<b>Moderate</b>	-	-	-	-	-	-
	<b>Large</b>	-	-	-	-	-	-
	<b>Very Large</b>	-	-	-	-	-	-

### Further Mitigation

- 6.87 The environmental design of the Scheme includes measures to minimise the effect on the setting of cultural heritage assets. Consequently no additional mitigation is proposed.
- 6.88 Details of the proposed mitigation with regard to known and potential cultural heritage assets during construction are given in Chapter 7.



## **Airport Access from M11 and A120**

### **Stage 3 Cultural Heritage Desk Based Assessment**

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# 1 Introduction

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## Background

- 1.1 This Technical Appendix presents the results of the enhanced desk-based assessment of the historic environment undertaken as part of the environmental assessment of the proposed new access roads from the strategic highway network for Stansted Generation 2 (SG2). The assessment of the historic environment has been undertaken in accordance with Guidance Note 208/07 (Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 2, Highways Agency, August 2007), and Transport Analysis Guidance (WebTAG), Unit 3.3.9 'The Heritage of Historic Resource Sub-Objective' (Department of Transport, 2003).
- 1.2 An initial desk-based assessment of historic environment resources along the various options examined for SG2 AAR was prepared in 2005 on behalf of BAA by Framework Archaeology and Arup as part of the *Phase 2 Constraints Assessment* (Arup 16/08/05). This represented Stage 1 of the methodology outlined in the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 2 (Highways Agency *et al.*, 1994).
- 1.3 A number of strategies were taken forward from Stage 1 and were then the subject of Stage 2 of the scheme development, selection and reporting process. The DMRB Stage 2 work was undertaken on behalf of BAA by RPS and included an assessment of the potential impacts of each examined option on the known and potential historic environment resources. The results of that assessment are reported in the Stage 2 environmental topic report '*Cultural Heritage*' and are summarised in the *Stage 2 Environmental Assessment Report*.
- 1.4 The scope of the studies to be covered in Stage 3 was the subject of a separate report: *Airport Access from M11 and A120, Environmental Statement Scoping Report*, April 2007.

## Airport Access Options

- 1.5 Two strategies for the Airport Access Roads were taken forward from Stage 2. These were:
- *M11 Junction 8b, Option 1:* This strategy requires the extension of Junction 8/8a by adding link roads and a two-bridge roundabout to create a new Junction 8b access.
  - *A120 junction, Option 11:* Access to the airport with G2 also requires a new two bridge roundabout junction on the A120 to the east of the M11.
- 1.6 In all cases, the Surface Access assessments are only concerned with those parts of the airport access roads or required side road diversions that are the subject of draft Orders under the Highways Act 1980. Beyond those limits other roads providing highway infrastructure improvements for G2 are being developed and assessed as part of the G2 airport masterplan which is the subject of a separate statutory Environmental Statement.



## 2 Methodology

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### General Methodology

- 2.1 The initial DMRB Stage 2 studies leading to the preparation of the assessment of potential effects on the historic environment were undertaken in line with the guidance described in the Design Manual for Roads and Bridges, Volume 11, *Environmental Assessment* (DoT, June 1993, as updated) and Guidance on the New Approach to Appraisal (DETR, July 1998), and WebTAG Unit 3.3.9 *The Heritage of Historic Resources Sub-Objective* (<http://www.webtag.org.uk>). Following publication in March 2007 of the Highways Agency document *Interim Advice Note 92/07, Environmental topics, DMRB 11.3.2 Cultural Heritage*, all subsequent DMRB Stage 3 work was undertaken in line with that document, incorporated in August 2007 as *HA Guidance Note 208/07*.
- 2.2 The assessment has been undertaken in line with best professional practice as described in the English Heritage document *Management of Archaeological Projects 2* (EH 1991) and the Institute of Field Archaeologists' *Standard and Guidance for Archaeological Desk-based Assessments* (IFA 1999).
- 2.3 The methodology for the assessment of potential impacts on the known and potential cultural heritage assets has been to collate all available information for a clearly defined study area in order to examine the extent of the potential effects of the proposed scheme. This Technical Appendix presents the results of the desk-based assessment of known and potential cultural heritage resources within the study area. A second Technical Appendix presents in more detail the results of field evaluation that has been undertaken to further locate and examine such resources.
- 2.4 The types of cultural heritage resource that have been sought include:
- Internationally and nationally designated resources such as World Heritage Sites, Scheduled Monuments, Listed Buildings, Registered Historic Battlefields, Registered Parks and Gardens of Special Historic Interest;
  - Locally designated resources such as locally-listed Buildings, locally-identified Historic Parks and Gardens, Conservation Areas, Areas of Archaeological Potential (or similar);
  - Non-designated resources such as buried archaeological remains and other sites recorded on the Essex Heritage Conservation Record (Essex County Council), sites of former buildings or other features recorded on historic maps of the area or in primary and secondary documentary sources.
  - The overall historic landscape.





### 3 Review of Existing Data Sources

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#### Stage 1 Data Sources

- 3.1 The *Phase 2 Constraints Assessment* (Arup 16/08/05) explains that, information for the assessment of cultural heritage constraints was collected in accordance with guidance provided in Stage 1 of the *Design Manual for Roads and Bridges*, Volume 11 (DoT 1993).
- 3.2 Information on known cultural heritage assets including national, regional and local designated sites and areas (Scheduled Ancient Monuments (SM), Listed Buildings (LB), Conservation Areas (CA), Registered Parks and Gardens (RPG) and Registered Battlefields (RB) was identified from a number of sources. The appropriate county Sites and Monuments Records (SMR) or unitary equivalent, and the National Monuments Record (NMR) were consulted for information regarding non-designated archaeological and historical sites and activities. Details of the boundaries of inalienable land were obtained from the National Trust.
- 3.3 Additional data were obtained from the following web-sites:
- English Heritage's Images of England at <http://www.imagesofengland.org.uk>
  - Multi-Agency Geographic Information for the Countryside (MAGIC) at <http://www.magic.gov.uk>
- 3.4 For each defined route corridor the study area comprised a 1 kilometre wide zone adjacent to each side, i.e. two kilometres total width for each road and road option corridor.

#### Stage 2 Data sources

- 3.5 At Stage 2 the study area for each of the Airport Access Roads options considered was defined as being 200m from the extent of the option outer fenceline. Data relating to Scheduled Monuments and Grade I and II\* listed buildings were extended beyond this corridor if the landscape and visual assessment indicated that significant effects on these receptors were likely.
- 3.6 Within the defined study areas the following additional data was obtained:
- Listed Buildings - the full short listing description was obtained from English Heritage's Images of England database and the listing grade was checked against the Phase 2 constraints data;
  - Sites and Monuments Records - the Essex Heritage Conservation Record (ECHR) provided an up-to-date GIS plot of data so that any entries subsequent to the Phase 2 data search could be added and assessed;
  - Local Plans - the *Uttlesford District Plan* (adopted 2005) was checked for local cultural heritage designations;

- Aerial Photographs - the National Library of Air Photographs (NLAP) was visited and a selection of images examined (Annex 3); the Cambridge University Collection of Aerial Photographs (CUCAP) was visited and all available images examined (details of the images available and those examined are presented in Annex 4);
  - Historic Maps - all relevant historic maps of the search areas were examined at the Essex County Record Office (see Section 6: References); and
  - Books and Journals - documents (published and unpublished) relating to recent archaeological investigations within the defined study areas were consulted (see Section 6: References).
- 3.7 There is no national historic landscape designation in England, and no formal government policy advice available to assist in assessing the importance of historic landscapes. General methodologies have been developed for characterising historic landscapes and Essex has been fully surveyed as part of the East of England Historic Landscape Characterisation (HLC) project.
- 3.8 As part of the response to the Government's Sustainable Communities plan, English Heritage and the East of England Historic Landscape Characterisation team undertook a pilot study focusing on the London-Stansted-Cambridge corridor, in particular on the landscape straddling the border between the counties of Essex and Hertfordshire to either side of the M11 motorway (Went *et al* 2003). This study drew upon the results of the East of England HLC project and took it a stage further by defining and applying 'sensitivity values' to the identified historic landscape types. These values were then used in conjunction with the mapped landscape character to produce a number of Principal Sensitivity Zones, ranked as High, Moderate, Moderate/Low and Low. This approach is very much a recent development and cannot be directly incorporated into the existing DMRB methodology, although the Zones were referenced in the discussion of baseline data.
- 3.9 The *Uttlesford Local Plan* (adopted 1995) identifies a number of Historic Landscapes, none of which would have been affected by any of the scheme options under consideration within Stage 2.
- 3.10 A preliminary walkover survey was carried out on 3<sup>rd</sup> February 2006 and covered all land that would be directly affected by the options, so far as this land was visible from areas to which there is public access (roads and public rights of way).
- 3.11 The aims of the preliminary walkover survey were:
- To check for previously unidentified earthworks or other features of potential cultural heritage interest;
  - To assess the likely impacts of each option on the settings of listed and non-listed historic buildings, and other heritage assets.

## Stage 3 Data Sources

3.12 The study area(s) for the preferred scheme were defined as follows:

- nationally designated sites (including Scheduled Monuments, Listed Buildings, Registered Parks and Gardens and Registered Battlefields) and locally designated Conservation Areas and Historic Parks and Gardens within a 3000m wide strip centred on the current centre-line of the M11 motorway and the A120 road. Only those sites within the defined Zone of Visual Influence were considered;
- other locally designated sites including Locally Listed Buildings and Protected Lanes, Commons and Greens within a 600m wide strip centred on the current centre-line of the M11 motorway and the A120 road. Only those sites within the defined Zone of Visual Influence were considered;
- other entries on the Essex Heritage Conservation Record (EHCR) within a buffer zone comprising 200m from the extent of the scheme outer fenceline; and
- all hedgerows within a buffer zone extending for 100m from the current highway boundary fences.

3.13 Entries made on the EHCR have been critically re-evaluated and a detailed examination has been made of the sources used in the compilation of the EHCR. Where these entries relate to previous archaeological fieldwork in locations that may be directly affected by the scheme proposals, attempts have been made to locate the previous fieldwork precisely in relation to the proposed works.

3.14 Cropmarks revealed on aerial photographs of the area have been plotted as part of the National Mapping Programme (English Heritage). These plots have been obtained from the EHCR.

3.15 War Office maps of Stansted Airport have been examined to look at the nature and location of some of the wartime ancillary sites.

3.16 Historic maps of the area have been re-examined in order to provide additional more detailed information regarding former features and the overall historic settlement and landscape patterns.

3.17 An airborne Laser Imaging Detecting and Ranging survey (LIDAR) of Stansted airport and the surrounding area was commissioned as part of the SG2 work, and this covered the areas of the proposed M11 Junction 8b and the new A120 junction. The results of the LIDAR survey were examined.

3.18 All hedgerows within the identified study area were examined with regard to the archaeology and history criteria for the identification of 'Important Hedgerows' under the Hedgerow Regulations 1997.

- 3.19 Listed buildings within the wider study area and the identified Zone of Visual Influence have all been visited and a visual assessment has been made of the potential effects of the proposed scheme.
- 3.20 A programme of purposive field evaluation by way of trial trenching has been undertaken on land west of the M11 motorway.
- 3.21 Gazetteers of designated cultural heritage resources, and identified and potential non-designated cultural heritage resources are presented in gazetteer form as Appendices 1 and 2 respectively.

## **Consultation**

- 3.22 The County Archaeologist at Essex County Council has been consulted during the preparation of this report.

## **Geology**

- 3.23 The solid geology in this area is dominated by the London Clay, which overlies Tertiary deposits (Woolwich, Reading and Thanet Beds) and the Cretaceous Upper Chalk. Exposure of the Tertiary deposits and the Upper Chalk is restricted to valleys of the River Stort and Cam situated to the west of the current alignment of the M11.
- 3.24 Surface geology is predominantly Quaternary glacial till (i.e. Boulder Clay), a highly heterogeneous stony-clay deposit. Glacial sand and gravel deposits associated with the till are generally located in river valleys except where they form small inliers on the till. Local areas of Head deposits and alluvium are also found in river valleys west of the M11.
- 3.25 The Kesgrave sand and gravel is commonly found beneath the till and above the London Clay deposits. Exposure of these deposits is restricted to the river valleys.
- 3.26 The geology in the vicinity of the proposed Junction 8b is dominated by glacial till. However there are limited exposures of alluvium and London Clay in the vicinity of Junction 8 and sand and gravel deposits, alluvium and Head deposits to the north.
- 3.27 The geology in the vicinity of the proposed A120 junction is also dominated by glacial till, although alluvium and head deposits are present where the road crosses Princey Brook.

## **Archaeological and Historical Background**

- 3.28 There has been a considerable amount of purposive archaeological investigation in this area in recent years, prompted by development works at Stansted airport and the need for associated infrastructure.
- 3.29 A programme of fieldwork undertaken in 1986-91 in response to the expansion of the airport has been published in full (Havis & Brooks 2004), whilst the results of subsequent work at the airport have been described in preliminary texts (Framework Archaeology 2004).

- 3.30 The results of archaeological investigations along the realigned route of the A120 have recently been published (Oxford Wessex Archaeology 2007).
- 3.31 A programme of archaeological work was also undertaken 1992-95 in response to the proposed widening of the M11 between Junctions 8 and 9. Although the scheme was postponed, the archaeological work included extensive evaluation (Atkinson 1993).
- 3.32 In September 2007 a programme of purposive trial trenching was undertaken by Framework Archaeology in connection with the proposed scheme. This was carried out on land within the proposed scheme boundary to the west of the M11 motorway. The results of that work are discussed within this report, and presented in greater detail in a separate Technical Appendix to the Environmental Statement.
- 3.33 An overview of the archaeology of Essex was presented at a conference in 1993 (Bedwin 1996) but for the Stansted area the more recent works described in the reports cited above have provided much additional detail. Crucially these recent works have shown the presence of an abundance of buried archaeological sites demonstrating the longevity and density of settlement in the area. This abundance is not necessarily reflected in the Sites and Monuments Record. Prior to the 1986-91 Stansted airport project only three archaeological sites were recorded within the proposed expansion area, but the project actually located and examined 31 separate sites.
- 3.34 There is limited evidence for human activity in the area for the Lower Palaeolithic period (c. 500,000 - 150,000 BC). Two handaxes and a possible scraper of this date have been recovered from the surface of the boulder clay in the vicinity of the airport Mid Term Car Park. It is thought that these were in situ rather than being redeposited with the glacial till.
- 3.35 The reoccupation of the landscape following the end of the most recent glacial period is evidenced by the presence of scatters of Mesolithic flint, including examples in the Long Stay Car Park and the Mid Term Car Park. The overall distribution of lithic material of this date suggests that activity was not confined to the river valleys but extended across the Boulder Clay plateau.
- 3.36 Large-scale clearance of the wooded post-glacial landscape does not appear to have taken place until the Middle Bronze Age (c. 1,600-1,100 BC) although during the Neolithic and Early Bronze Age periods some settlements were established in the river valleys and on the gravel terraces. The heavier soils of the Boulder Clay plateau may have been used for woodland pasture or for hunting and gathering. There is a distinct absence of larger funerary or ceremonial sites - these are also located on the gravel terraces and in the river valleys.
- 3.37 The Middle Bronze Age has produced the first evidence for permanent domestic settlements in the area. The landscape was cleared and agricultural activity intensified, although there is no evidence for the extensive land division recorded in other parts of southern England at this time. A substantial settlement of this period has been examined at the Mid Term Car Park, comprising a number of post-built roundhouses enclosed by ditches, banks and fences. One of the structures had an adjacent pit that contained a large buried boulder. Elsewhere individual isolated structures have been located and a small round barrow provides an indication of funerary practices.
- 3.38 Late Bronze Age enclosed settlements are known from elsewhere in Essex, but none has been found in this area. Here open settlements were used, often continuing on the same site as

those of the Middle Bronze Age. There is also evidence of structured depositional activity in the form of pits containing single, whole ceramic vessels.

- 3.39 There is little evidence of the settlement pattern in the Early Iron Age (c. 700 - 400 BC), with evidence of activity being more commonly in the form of pits and ditches. Most features of this date have been found on the western side of the airport, possibly reflecting a preference for the slopes above the valley of the River Stort.
- 3.40 Occupation appears to increase considerably in the Middle Iron Age, including the introduction of enclosed settlements, although there are still some smaller unenclosed ones.
- 3.41 A more mixed agricultural system was developed in the Late Iron Age, and numerous small, enclosed settlements were established, several with attached mortuary enclosures. The landscape was divided up by ditches and banks, with the presence of extensive driveway networks indicating the importance of stock movement.
- 3.42 The Roman occupation of Britain appears to have had a limited effect on the patterns of settlement and land use in this area. There is continuity of settlement sites, and building styles shown no apparent change. Small cremation cemeteries begin to appear close to the settlements. The changes in artefacts are more visible, with an increased variety of metalwork, glassware, pottery and foodstuffs. Stane Street was established at the southern edge of the study area, and long-distance communications must have developed at a more rapid pace as a result of this access to the new road network.
- 3.43 During the later Roman period (mid 3<sup>rd</sup> - 4<sup>th</sup> centuries AD) new settlements were established and older ones extended as the population increased. Villas are known in the surrounding region, but not from the area around the airport. The area does not appear to fall within a 'planned' Roman landscape although it may have been part of a large estate, and there was certainly a shift towards a more intensive agricultural economy.
- 3.44 In common with much of southern England, the end of the Roman period was marked by an apparent abandonment of many of the smaller settlements, and the number of known Saxon occupation sites in the area is far less than for the preceding period. Even allowing for the greater difficulty in identifying such sites through fieldwalking as a result of the friable nature of the Saxon pottery, settlement appears to have retreated into the river valleys and some parts of the Boulder Clay plateau reverted to woodland.
- 3.45 Reoccupation of this land started around the time of the Norman conquest and increased steadily throughout the medieval period. Castles were established at Bishop's Stortford, Great Canfield, Great Easton and Stansted Mountfitchet. New manorial holdings were developed and a number of religious estates were established. Settlement was extended onto land previously considered unsuitable with the construction of moated sites, and most of the land was returned to arable cultivation. Small isolated farmsteads were created on the Boulder Clay plateau in order to farm the land there.
- 3.46 Following the Dissolution in the mid-16<sup>th</sup> century there was a massive redistribution of land. Wealthy landowners developed large estates with grand houses set in parkland. Population growth started to increase and new settlements were established as well as existing ones being extended. In the 18<sup>th</sup> and 19<sup>th</sup> centuries arable cultivation intensified again with large-scale enclosure and ploughing of former common lands.

- 3.47 The construction of the airfield at the start of the Second World War represents the most recent major change within the immediate area. Subsequently the expansion of the airport, the construction of the M11 motorway, and the widespread growth in almost all settlements have led to the current landscape seen in the area today.

## **Limitations and Assumptions**

- 3.48 With regard to listed buildings, the following limitations and assumptions apply:

- The grades and descriptions recorded on English Heritage's Images of England database and on the Essex Heritage Conservation Record (EHCR) are correct.

- 3.49 With regard to non-designated archaeological sites recorded on the ECHR and / or NMR, the following limitations and assumptions apply:

- The data sources are biased by the number of development-driven investigations that have followed the implementation of the guidance provided in PPG16 (i.e. after 1990). The resulting distribution of known archaeological remains cannot be taken as a direct and accurate representation of the location and / or total amount of buried archaeological remains within the study areas.

- 3.50 With regard to features recorded on aerial photographs, the following limitations and assumptions apply:

- Not all of the photographs examined were taken as part of purposive reconnaissance of archaeological purposes, and may not have been taken during ideal conditions.
- Only about 30% of the available photographs held by the National Library of Aerial Photographs were examined. The selection was based on the date and time of year that the photograph was taken, whether it was a colour or monochrome image, and the scale.
- Any additional features recorded as part of the Stage 2 data collection have not been accurately transcribed and rectified by specialists. These additional features have been sketched onto the existing GIS and note has been made of the photograph references.

- 3.51 With regard to historic landscape character, the following limitations and assumptions apply;

- The identification of Sensitivity Zones has been taken entirely from the East of England Historic Landscape Characterisation (HLC) project as reproduced in Went *et al* 2003.

- 3.52 With regard to the walkover, the following limitations and assumptions apply;

- The walkover was undertaken using available public access routes, i.e. roads, bridleways and public footpaths. Any land not visible from public access routes was therefore not examined.





## 4 Identified and Potential Resources

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### Designated Cultural Heritage Resources

- 4.1 The locations of designated cultural heritage resources are shown in Figure 1 and a gazetteer of them is provided at Annex 1. Numbers in parentheses in the following text refer to the reference number given in Annex 1.
- 4.2 The combined study area for the proposed M11 Junction 8b and the proposed A120 junction does not include any World Heritage Sites, Registered Parks and Gardens of Special Historic Interest, or Registered Battlefields.
- 4.3 The study area contains two Scheduled Monuments:
- Stansted Windmill at Stansted Mountfitchet (10) is a brick-built windmill originally constructed in 1787 and extensively repaired in 1930.
  - The Warish Hall moated site at Takeley (52) comprises a complete rectangular moat set within a larger moated enclosure. Access to the central island is via three bridges. This is also the site of the 11<sup>th</sup> century alien Benedictine Priory of St Valery.
- 4.4 The study area contains two Grade I listed buildings:
- The church of the Holy Trinity at Takeley (50) is of original 12<sup>th</sup> century date, with additions in the 13<sup>th</sup>, 14<sup>th</sup> and 15<sup>th</sup> centuries and extensive restoration in the 19<sup>th</sup> century.
  - Warish Hall, Takeley (51) is a 13<sup>th</sup> century timber-framed aisled hall house.
- 4.5 The study area contains two Grade II\* listed buildings:
- Stansted Windmill at Stansted Mountfitchet (10, see 4.2 above) is a Grade II\* listed building as well as a Scheduled Monument.
  - The Church of St Mary the Virgin (14) just to the south-west of Stansted Hall is of original 12<sup>th</sup> century construction and was extensively restored in 1888.
- 4.6 The study area contains one Conservation Area: Stansted Mountfitchet (12).
- 4.7 The study area contains approximately 60 Grade II listed buildings. The exact number of buildings is difficult to ascertain as in some cases adjacent or adjoining buildings are grouped as a single listing.
- 4.8 Most of the Grade II listed buildings are timber-framed houses and cottages, predominantly of 16<sup>th</sup> to 18<sup>th</sup> century date although a couple of examples are originally of 14<sup>th</sup> or 15<sup>th</sup> century construction. There are also several farmhouses and associated farm buildings such as barns,

granaries and stables, some of which have now been converted to residential use. Other building types include a few 19<sup>th</sup> century brick-built houses and contemporary structures such as lodges and stables, along with a small number of 19<sup>th</sup> century cast iron water pumps, two public houses and a hotel.

4.9 The study area includes two local 'Historic Parks or Gardens' designated within the *Uttlesford Local Plan*:

- Stansted Park (13) - the landscaped grounds and remnant parkland surrounding Stansted Hall.
- Hatfield Forest (47) – a surviving area of medieval hunting forest with some areas of 18<sup>th</sup> century landscaping.

4.10 Hatfield Forest is also designated as a local 'Historic Landscape' within the *Uttlesford Local Plan*.

4.11 The *Hedgerow Regulations* (1997) includes guidelines that aim to protect hedgerows which have been assessed as 'Important' in terms of criteria that incorporate historical components. One of the criteria relates to the documented date of a hedgerow. A hedgerow can be deemed 'Important' if it can be shown to be of pre-enclosure date, which for the purposes of the *Regulations* is currently taken (by case law precedent) to mean pre- AD 1845 (the earliest *Act of Inclosure* recorded in the *Small Titles Act* (1896)).

4.12 Proposed amendments (2003) to the *Regulations* stated that “*hedgerows should be regarded as important if they mark a boundary of pre-1850 historic administrative unit (parish, township, hundred, wapentake, cantref or maerdref) or pre-1600 manorial estate, ecclesiastical estate, or the outer limits of a field system, park, wood or common land*”. However these amendments have not yet been agreed as statute legislation.

4.13 Hedgerows within or adjacent to the scheme that are present as boundaries on pre- AD 1845 maps are indicated on Figure 2. These hedgerows may be regarded as 'Important' under the *Hedgerow Regulations* (1997).

#### **Non-designated Cultural Heritage Resources - proposed M11 Junction 8b**

4.14 The locations of non-designated cultural heritage resources of the Prehistoric and Roman periods are shown in Figure 3. The locations of non-designated cultural heritage resources of later periods are shown in Figure 4. A gazetteer of all such resources is provided in Annex 2. Numbers in parentheses in the following text refer to the reference number given in Annex 2.

##### *Prehistoric period*

4.15 The defined study area for buried archaeological remains contains twenty-three EHCR entries relating to Prehistoric activity:

- Fieldwalking undertaken in advance of a previous proposed scheme for widening the M11 identified a significant concentration of prehistoric material in an area on the western side of the motorway (9683). Geophysical survey subsequently revealed possible enclosure ditches and pits. Similar concentrations of burnt flint, worked flint and prehistoric pottery were also

identified on the east side of the motorway and here trial trenching found evidence for several phases of Middle Iron Age occupation including a circular ditch and gully along with pits containing domestic refuse (9769).

- The fieldwalking also identified two other concentrations of prehistoric material to the west of the motorway; one area (9686) to the south-east of Parsonage Farm was subject to a geophysical survey covering 40m x 40m, but no anomalies of potential archaeological significance were noted, whilst further south a geophysical survey covering the area of a second concentration (9684) had similar results.
- Features including Late Bronze Age pits and Late Bronze Age / Early Iron Age post-built huts and a 'burnt mound' were found during excavations at the site of the Stansted Airport Long Stay Car Park Phase III (9950).
- Prehistoric activity including a group of Late Bronze Age pits (9947) and an area of Late Iron Age enclosed settlement (9875) was found during investigations undertaken in advance of the construction of the airport Long Stay Car Park Phase II. Similar investigations carried out as part of Phase I of the Long Stay Car Park had found a Bronze Age barrow (9945) and a Late Iron Age mortuary enclosure (9946).
- The initial indications of prehistoric activity in this area came during fieldwalking undertaken in response to the earlier expansion of the airport, when a scatter of prehistoric pottery covering an area approximately 140m x 100m was identified (9479). Subsequent excavations in the vicinity located a number of shallow pits, two of which contained the remains of a single ceramic vessel of Late Bronze Age / Early Iron Age date (9488). Part of a Late Iron Age rectangular enclosure was also examined (9351).
- A Palaeolithic hand-axe (9496) was recovered from just beneath the topsoil during excavations at the site of the Stansted Social Club, and this work also identified settlement activity of Late Bronze Age / Early Iron Age date (9343) and two ditches of Late Iron Age / Roman date (9344).
- To the west of this site further excavations located a scatter of Mesolithic worked flints (9361) and a Middle Iron Age rectangular enclosure within which was a single roundhouse that showed evidence for several phases of use (9494). An isolated Middle / Late Bronze Age urned cremation burial was also found here, along with a pit containing Bronze Age pottery (9362). Additional evidence of Middle Iron Age occupation in the form of pits and gullies was found just to the south (9369).
- Elements of a dispersed cremation cemetery of Late Iron Age / Early Roman date were found during excavations of the Duck End Car Park (9484/9485). Several features of Middle Iron Age date were also found here (9483).
- To the west of here a concentration of prehistoric pottery was found during fieldwalking in advance of the earlier expansion of the airport (9478).

4.16 Archaeological evaluation undertaken to the west of the M11 in September 2007 in connection with this proposed scheme located three areas of prehistoric activity:

- To the east of Duck End Farm the evaluation located a large shallow feature of probable periglacial origin (10314). The layers that filled the upper part of this hollow contained several prehistoric worked flints in fairly fresh condition, along with sherds of Early Bronze Age to Early Iron Age date and pieces of burnt flint.
- South-east of Parsonage Farm the evaluation revealed a small ditch aligned east / west (10312). The fill of this ditch contained a single sherd of Early Iron Age pottery.
- To the north-east of Parsonage Farm another east / west aligned ditch was examined (10311). The fill of this ditch contained sherds of Early Iron Age and Late Iron Age / Early Roman pottery.

#### *Roman*

4.17 The defined study area for buried archaeological remains contains five EHCR entries relating to Roman activity:

- Roman pottery and tile had previously been found in the area of the airport Long Stay Car Park (9350; 9480), and during detailed archaeological excavation it was found that a Late Iron Age enclosure was probably re-used throughout the Early Roman period and then massively reworked in the Late Roman period. Other Late Iron Age activity areas within the Long Stay Car Park area are also likely to have seen continuity of use into the Roman period.
- To the south-west of this enclosure a small group of Early Roman cremation burials (9345) was found during excavations at the Stansted Social Club Site. These represent the most northerly known element of a dispersed cemetery that may well have commenced during the Late Iron Age (see 9484/9485 above).
- There is a reference to one or more Roman buildings being present on or close to the site of the Church of St Mary the Virgin at Stansted Hall (9233).
- The Roman road known as Stane Street passes through the very southern end of the study area (9303), but this section of the road has been subject to previous archaeological recording in advance of recent highway construction.

4.18 Archaeological evaluation undertaken to the west of the M11 in September 2007 in connection with this proposed scheme found little evidence for Roman activity. Apart from the pottery of Late Iron Age / Early Roman mentioned above (4.17), the only find of this date was an abraded copper alloy coin of possible 4<sup>th</sup> century AD date. This was found in the fill of a small ditch aligned north / south and located to the north-east of Duck End (10313).

### *Saxon*

4.19 The defined study area for buried archaeological remains contains three EHCR entries relating to Saxon activity:

- Two pits containing pottery of 6<sup>th</sup>-7<sup>th</sup> century AD date were found during excavation at the Stansted Social Club Site (9346).
- Two concentrations of Saxon pottery were found during a fieldwalking exercise (9459; 9460).

### *Medieval*

4.20 The defined study area for buried archaeological remains contains six EHCR entries relating to Medieval activity:

- A watering-hole and field system were found during works carried out in advance of the construction of the airport Longstay Carpark (9948).
- Evidence of small-scale medieval occupation and also part of a field system was recovered during excavation at the Duck End Car Park Site (9486).
- The remains of a hunting-lodge and associated features were found during excavations at the Stansted Airport Longstay Carpark Phase III (9951).
- A medieval ditch was found during excavations at the Duck End Farm Site (9353).
- The presence of the isolated church of St Mary the virgin at Stansted Hall may indicate a former village in the vicinity (9231), but this is entirely conjectural. A small amount of medieval pottery has been found in the churchyard (9234).

4.21 Archaeological evaluation undertaken to the west of the M11 in September 2007 in connection with this proposed scheme found some evidence for medieval activity. To the east of Duck End Farm a relatively large amount of pottery of 12<sup>th</sup>/13<sup>th</sup> century date was recovered from the upper part of the shallow periglacial feature discussed above (4.17). This may indicate the presence of the remains of a medieval predecessor to the farm here (10316).

### *Post-medieval*

4.22 The study area for buried archaeological remains contains four EHCR entries relating to Post-medieval activity:

- A post-medieval field boundary ditch was recorded along the north-west side of the Duck End Carpark Site (9487).
- A single pit of post-medieval date was found during excavation of the Bury Lodge Site (9489).
- A ditch of post-medieval / modern date was recorded in the centre of the Longstay Carpark Phase I site (9495), and a post-medieval pit containing the articulated skeleton of a cow was also found at this site (9497).

- 4.23 Archaeological evaluation undertaken to the west of the M11 in September 2007 in connection with this proposed scheme found some evidence for Post-medieval activity. To the east of Duck End Farm the remains of a brick-built structure were seen in the base of a test pit (10315). A building is recorded in this vicinity on the 1838 Birchanger Tithe Map, and was still there in 1945 as it is clearly indicated on an Air Ministry plan of the dispersed sites at Stansted Airfield.

#### *Modern*

- 4.24 The study area for buried archaeological remains contains eleven EHCR entries relating to modern activity, all are ancillary sites associated with the Second World War Stansted Airfield (9660; 9661; 9662; 9663; 9664; 9666; 9667; 9668; 9669; 9670; 9671);

- Site 9660 - Dispersed Site No. 2 - officers' quarters, sergeants' quarters and airmens' barracks, along with kitchens, latrines and ablutions blocks.
- Site 9661 - Anti-Aircraft HQ Site - offices along with quarters, kitchen and dining room, medical inspection block, latrines and ablutions blocks. In 1998 the remains of a building were visible as a single course of bricks.
- Site 9662 - Women's Auxiliary Air Force (WAAF) Site - barracks along with guard room and ablution blocks.
- Site 9663 - Mess Site No. 1 - Commanding Officer's quarters, along with officers' mess and showers, sergeants' mess and showers, and airmens' dining room and showers.
- Site 9664 - Sick Quarters Site - ambulance garage and mortuary, sergeants' and orderlies' quarters, along with latrines and ablutions blocks.
- Site 9666 - Dispersed Site No. 4 - officers' quarters, sergeants' quarters and airmens' barracks, along with latrines and ablutions blocks.
- Site 9667 - Dispersed Site No. 1 - officers' quarters, sergeants' quarters and airmens' barracks, along with latrines and ablutions blocks.
- Site 9668 - Sewage Plant - this is still present.
- Site 9669 - Dispersed Site No. 3 - officers' quarters, sergeants' quarters and airmens' barracks, along with kitchens, latrines and ablutions blocks.
- Site 9670 - Dispersed Site No. 6 - sergeants' quarters and airmens' barracks, along with kitchens, latrines, ablutions blocks and a fuel compound.
- Site 9671 - Communal Site - ration store, grocery store, tailors, barbers, shoe-makers, gymnasium, squash court and fuel compound.

- 4.25 Stansted airfield was initially constructed in 1942-43 by the 817<sup>th</sup> United States Engineering Air Battalion, operating as an Air Depot for US forces. In 1944 it became a base for the 344<sup>th</sup> Bomb Group, operating B-26 bombers for daylight raids into mainland Europe. After the end of the Second World War the airfield was used as an American transit centre, and in 1945 it was

taken over by the RAF. In 1946 it opened to civilian use, mainly for cargo services, and in 1949 it was passed from the Air Ministry to the Ministry of Civil Aviation.

- 4.26 However in 1954 the airfield was returned to military use and major reconstruction was undertaken by the 803<sup>rd</sup> United States Engineering Aviation Battalion in order to make the runways available for jet aircraft transporting American troops. The US engineers withdrew in 1957 and the Air Ministry relinquished control of the airfield in 1958, returning it to civilian use.

#### *Undated*

- 4.27 The study area for buried archaeological remains contains one EHCR entry relating to undated material; several undated features were examined during excavations at the site of the Stansted Social Club (9347).
- 4.28 A number of other undated features were located during the 2007 purposive evaluation west of the M11. Most of these were small ditches that are presumed to be field boundaries of various dates.

#### *Comment*

- 4.29 The great majority of EHCR entries for the Prehistoric - Post-Medieval periods are located to the east of the M11. To some extent this reflects the amount of investigative work that has been undertaken in this area as Stansted Airport has expanded to its current size. The purposive evaluation undertaken in September 2007 indicates that whilst the land to the west of the M11 does contain some archaeological remains, the sites represented are not of the same size, nature and significance as those to the east.
- 4.30 Just outside the south-western edge of the study area a programme of archaeological investigation at the Woodside Industrial Park found evidence of settlement activity during the Early and Middle Iron Age periods, and also some Late Iron Age / Early Roman activity including a cremation burial. Additional examination of an adjacent area has found further evidence of Middle Iron Age settlement activity, and also occupation material of Middle and Late Bronze Age date.

#### *LIDAR*

- 4.31 An airborne Laser Imaging Detecting and Ranging survey (LIDAR) of Stansted airport and the surrounding area was commissioned as part of the SG2 work, and this covered most of the area of the proposed M11 Junction 8b. The results of the LIDAR survey are presented as Figure 5, but this has not revealed any further features of potential archaeological interest within or adjacent to the proposed scheme boundary.

#### *Historic Landscape Character*

- 4.32 The Historic Landscape Character of the areas around both Junction 8b and the A120 junction are depicted in Figure 6.
- 4.33 In terms of historic landscape character (HLC) the land affected by the proposed Junction 8b includes surviving pre-18<sup>th</sup> century 'irregular' enclosure (predominantly in the central part of the scheme between Duck End and Parsonage Farm), areas of post-1950s boundary loss, and post-1950s enclosure (between Birchanger Services and Duck End, and also between

Parsonage Farm and Stansted Hall). The surviving pre-18<sup>th</sup> century 'irregular' enclosure is defined as being of High Sensitivity in Went *et al* (2003). However, it should be noted that both the HLC and the Went *et al* (2003) study do not show that a considerable part of the area of pre-18<sup>th</sup> century 'irregular' enclosure to the east of the M11 motorway has subsequently been remodelled for airport car parking, albeit with some survival of historic boundaries.

#### **Non-designated Cultural Heritage Resources - proposed new A120 junction**

- 4.34 The locations of non-designated cultural heritage resources of the Prehistoric, Roman and Saxon periods are shown in Figure 7. The locations of non-designated cultural heritage resources of later periods are shown in Figure 8. A gazetteer of all such resources is provided in Annex 2. Numbers in parentheses in the following text refer to the reference number given in Annex 2.

##### *Prehistoric period*

- 4.35 The defined study area for buried archaeological remains contains seven EHCR entries relating to Prehistoric activity:

- A Middle Iron Age roundhouse was located and excavated on the Long Border site (9364), and a series of Late Bronze Age / Early Iron Age pits was also found here (9363).
- Features of generic Prehistoric date were examined through evaluation and excavation at South Gate Area 1A, south of Bassingbourn Roundabout (9963), and environmental evidence of possible prehistoric date was recovered from boreholes and trial pits close to the Pincey Brook (9759).
- Some prehistoric material and features were found during work in advance of the construction of the current A120 (9522).
- A flaked stone axe of prehistoric date was found during drainage works to the east of Old House Farm (9284).
- Some Bronze Age material was found during works associated with the construction of Monument Avenue (10003).

##### *Roman*

- 4.36 The defined study area for buried archaeological remains contains seven EHCR entries relating to Roman activity:

- A low concentration of Roman material was located during a fieldwalking exercise as part of the work on the Long Border site (9365), and features of Roman date were examined through evaluation and excavation at Bassingbourn Roundabout (9964).
- Evidence of Roman settlement activity was recovered from the Longborder Road site (9952).



- A scatter of Roman coins and other artefacts have been found by metal detecting in the vicinity of Pincey Brook (9760).
- Some Roman material was found during works associated with the construction of Monument Avenue (10003).
- Roman features and finds were uncovered at two separate locations during work in advance of the construction of the current A120 (9523; 9957).
- A further SMR entry is just adjacent to the study area - Roman tile is recorded in the fabric of the Church of the Holy Trinity at Takeley (9250).

#### *Saxon*

4.37 The defined study area for buried archaeological remains contains three EHCR entries relating to Saxon activity:

- Three postholes containing pottery of 6<sup>th</sup> - 7<sup>th</sup> century AD date were found in the western part of the study area (9458).
- Saxon features and material were found through evaluation and excavation at South Gate Area 1A, south of Bassingbourn Roundabout (9964).
- A post-built rectangular structure of 7<sup>th</sup> - 8<sup>th</sup> century AD date was investigated during work in advance of the construction of the current A120 (9524).

#### *Medieval*

4.38 The defined study area for buried archaeological remains contains four EHCR entries relating to Medieval activity:

- Two areas of medieval settlement activity were examined during works at the Long Border site (9366), and a further site has been identified close by (9348).
- A medieval site was identified during work in advance of the construction of the current A120 (9525).
- A medieval trackway was identified during a programme of archaeological investigation prior to the construction of Long Border Road (9953).

#### *Post-medieval*

4.39 The defined study area for buried archaeological remains contains two EHCR entries relating to Post-medieval activity:

- Field ditches of this date were examined during works at the Long Border site (9541).
- Post-medieval material was identified during work in advance of the construction of the current A120 (9526).

#### *Undated*

- 4.40 The defined study area for buried archaeological remains contains two entries relating to undated features: a cremation burial found during work in advance of the construction of the current A120 (9958), and a group of undated field boundaries close to Old House Farm recorded on aerial photographs (9813).

#### *Comment*

- 4.41 The great majority of EHCR entries are located within or to the north of the recently constructed A120 road. This reflects the amount of investigative work that has been undertaken with regard to the road scheme and the expansion of Stansted Airport to its current size. It is likely that similar archaeological sites are present to the south of the A120 road, and in those areas to the north that have not been previously examined, and could be directly impacted by construction works resulting from the implementation of this scheme option. However, additional landtake on either side of the road is relatively limited in size.

#### *LIDAR*

- 4.42 An airborne Laser Imaging Detecting and Ranging survey (LIDAR) of Stansted airport and the surrounding area was commissioned as part of the SG2 work, and this covered the area of the proposed new A120 junction. The results of the LIDAR survey are presented as Figure 9, but this has not revealed any further features of potential archaeological interest within or adjacent to the proposed scheme boundary.

#### *Historic Landscape Character (Figure 6)*

- 4.43 The Historic Landscape Character of the area around the A120 junction is depicted in Figure 6.
- 4.44 In terms of historic landscape character (HLC) the land affected by the proposed scheme includes surviving pre-18<sup>th</sup> century 'irregular' enclosure (particularly around the proposed junction). This surviving pre-18<sup>th</sup> century 'irregular' enclosure is defined as being of High Sensitivity in Went *et al* (2003). However, it should be noted that both the HLC and the Went *et al* (2003) study do not show the current route of the A120 road that has recently bisected this area of pre-18<sup>th</sup> century 'irregular' enclosure.

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## **Historic Maps Consulted**

- 1838 Birchanger Tithe Map and Apportionment
- 1838 Takeley Tithe Map and Apportionment 1838
- 1843 Stansted Mountfitchet Tithe Map (2 parts) and Apportionment
- 1876 Ordnance Survey 6" to 1 mile series 1<sup>st</sup> edition
- 1876 Ordnance Survey 25" to 1 mile series 1<sup>st</sup> edition
- 1896 Ordnance Survey 6" to 1 mile series 2<sup>nd</sup> edition
- 1897 Ordnance Survey 25" to 1 mile 2<sup>nd</sup> edition series

### **Gazetteer of Designated Cultural Heritage Resources**



REF.NO	NAME	DESCRIPTION	EHCR/HSMR REF.NO	GRID REFERENCE	FROM PERIOD	TO PERIOD
<b>Scheduled Monuments</b>						
10	Stansted Windmill, Stansted Mountfitchet	18 <sup>th</sup> century brick-built windmill. SM 99. Built 1787, extensively repaired in 1930.	4631	550975 224744	18th century	18th century
52	Warish Hall moated site and remains of St Valery's Priory, Takeley	Complete rectangular moat set within larger moated enclosure. Access to island is by three bridges. Site of 11 <sup>th</sup> century alien Benedictine Priory of St Valery. SM 20705.	4570/1	556831 222098	Medieval (C11th)	Medieval (C14th)
<b>Listed Buildings - Grade I</b>						
50	Church of the Holy Trinity, Takeley	12 <sup>th</sup> century church with additions in 13 <sup>th</sup> , 14 <sup>th</sup> and 15 <sup>th</sup> centuries and restoration in 19 <sup>th</sup> century.	37443	555524 221674	Medieval (C12th)	Medieval (C12th)
51	Warish Hall	13 <sup>th</sup> century timber-framed aisled hall house.	37496	556831 222098	Medieval (C13th)	Medieval (C13th)
<b>Listed Buildings - Grade II*</b>						
10	Stansted Windmill	18 <sup>th</sup> century brick-built windmill. Built 1787, extensively repaired in 1930.	36559	550975 224744	18th century	18th century
14	Church of St Mary the Virgin, Stansted Hall	12 <sup>th</sup> century church extensively restored in 1888.	36521	552107 224173	Medieval (C12th)	Medieval (C12th)
<b>Conservation Areas</b>						
12	Stansted Mountfitchet	N/A	N/A		N/A	N/A
<b>Listed Buildings - Grade II</b>						
1	Duck End Farmhouse, Birchanger	16 <sup>th</sup> century timber-framed house.	4648	551577 222295	Post-medieval (C16th)	Post-medieval (C16th)
2	The Willow Thatch, 319 Birchanger Lane, Birchanger	18 <sup>th</sup> century timber-framed single storey house.	33506	551262 222443	18th century	18th century
3	Centuries, 293 Birchanger Lane, Birchanger	17 <sup>th</sup> century timber-framed house.	35505	551128 222475	Post-medieval (C17th)	Post-medieval (C17th)
4	Lavender Cottage, 280 Birchanger Lane, Birchanger	17 <sup>th</sup> / 18 <sup>th</sup> century timber-framed house.	35507	551079 222462	Post-medieval (C17th)	18th century

REF.NO	NAME	DESCRIPTION	EHCR/HSMR REF.NO	GRID REFERENCE	FROM PERIOD	TO PERIOD
5	Green Farmhouse, 275 Birchanger Lane, Birchanger	18 <sup>th</sup> / 19 <sup>th</sup> century timber-framed house.	35504	551090 222535	18th century	19th century
6	Barn c. 210m east of Birchanger Hall, 226 Birchanger Lane, Birchanger	17 <sup>th</sup> century timber-framed barn.	35509	550926 222748	Post-medieval (C17th)	Post-medieval (C17th)
7	Parsonage Farmhouse, Parsonage Lane, Stansted Mountfitchet	17 <sup>th</sup> century timber-framed house.	36595	551519 223413	Post-medieval (C17th)	Post-medieval (C17th)
8	Barn and granary west of Parsonage Farmhouse	15 <sup>th</sup> century timber-framed aisled barn and timber-framed granary	36597/99	551488 223395	Post-medieval (C15th)	Post-medieval (C15th)
9	Forest Hall, Forest Hall Road, Birchanger	18 <sup>th</sup> century timber-framed house.	35511	551081 223778	18th century	18th century
11	10 Mill Side, Stansted Mountfitchet	19 <sup>th</sup> century timber-framed house.	36560	550978 224765	19th century	19th century
15	Stables south of Stansted Hall, aka Britten House Annex	L-shaped late 19 <sup>th</sup> century range of brick-built stables.	36461	552339 224118	19th century	19th century
16	Burton End Lodge, Stansted Hall	Late 19 <sup>th</sup> century brick-built lodge at south entrance to Stansted Hall.	36462	552365 224066	19th century	19th century
17	Stansted Hall, Stansted Mountfitchet	Large country house built in Jacobean style by Robert Armstrong in 1871.	36460	552321 224359	19th century	19th century
18	The Haven, Burton End, Stansted Mountfitchet	17 <sup>th</sup> / 18 <sup>th</sup> century timber-framed cottage.	36463	552558 224065	Post-medieval (C17th)	18th century
19	Rennisons, Burton End, Stansted Mountfitchet	17 <sup>th</sup> / 18 <sup>th</sup> century timber-framed cottage.	36463	552558 224065	Post-medieval (C17th)	18th century
20	Vernons, Burton End, Stansted Mountfitchet	17 <sup>th</sup> / 18 <sup>th</sup> century timber-framed cottage.	36463	552558 224065	Post-medieval (C17th)	18th century
21	The Thatch, Burton End, Stansted Mountfitchet	18 <sup>th</sup> century timber-framed cottage.	36473	552560 224034	18th century	18th century
22	Burton Cottage and Avondale Cottage, Burton End, Stansted Mountfitchet	18 <sup>th</sup> / early 19 <sup>th</sup> century timber-framed cottage.	36474	552598 224031	18th century	19th century
23	Avondale Cottage, Burton End, Stansted Mountfitchet	18 <sup>th</sup> / early 19 <sup>th</sup> century timber-framed cottage.	36474	552598 224031	18th century	19th century
24	North View, Burton End, Stansted Mountfitchet	18 <sup>th</sup> century timber-framed cottage.	36475	552623 224034	18th century	18th century
25	The Cottage, Burton End, Stansted Mountfitchet	18 <sup>th</sup> century timber-framed cottage.	36475	552623 224034	18th century	18th century



REF.NO	NAME	DESCRIPTION	EHCR/HSMR REF.NO	GRID REFERENCE	FROM PERIOD	TO PERIOD
26	Pump c. 30m east of North View and The Cottage	19 <sup>th</sup> century cast iron water pump.	36464	552663 224038	19th century	19th century
27	Pump c. 20m west of Fourwinds, Burton End, Stansted Mountfitchet	19 <sup>th</sup> century cast iron water pump.	36467	552883 223959	19th century	19th century
28	Evergreen, Burton End, Stansted Mountfitchet	17 <sup>th</sup> century timber-framed house.	36465	552884 223983	Post-medieval (C17th)	Post-medieval (C17th)
29	Fieldside Cottage, Burton End, Stansted Mountfitchet	17 <sup>th</sup> century timber-framed house.	36465	552884 223983	Post-medieval (C17th)	Post-medieval (C17th)
30	Fourwinds, Burton End, Stansted Mountfitchet	17 <sup>th</sup> century timber-framed house.	36466	552909 223964	Post-medieval (C17th)	Post-medieval (C17th)
31	Warmans Farm, Burton End, Stansted Mountfitchet	17 <sup>th</sup> century timber-framed house.	4565	552380 223730	Post-medieval (C17th)	Post-medieval (C17th)
32	The Ash Inn, Burton End, Stansted Mountfitchet	17 <sup>th</sup> century timber-framed public house.	36476	552345 223684	Post-medieval (C17th)	Post-medieval (C17th)
33	Pump east of The Ash Public House	19 <sup>th</sup> century cast iron water pump.	36477	552345 223684	19th century	19th century
34	Bury Lodge Hotel, Bury Lodge Lane	16 <sup>th</sup> / 17 <sup>th</sup> century timber-framed house.	36478	552461 222884	Post-medieval (C16th)	Post-medieval (C17th)
35	Barns to east of Bury Lodge Hotel, Bury Lodge Lane	Pair of 17 <sup>th</sup> century timber-framed barns.	36479	552509 222875	Post-medieval (C17th)	Post-medieval (C17th)
36	Clock House, Street Cottage & Rayleigh Cottage, all Takeley Street, Takeley	16 <sup>th</sup> /17 <sup>th</sup> century timber-framed house 17 <sup>th</sup> century timber-framed house. 14 <sup>th</sup> /15 <sup>th</sup> century timber-framed hall house.	37478 37479 37480	554338 221286 554353 221286 554363 221292	Post-medieval (C16th) Post-medieval (C17th) Medieval (C14th)	Post-medieval (C17th) Post-medieval (C17th) Post-medieval (C15th)
37	Austin Villa, Takeley Street, Takeley	Early 19 <sup>th</sup> century brick-built house.	37481	554447 221283	19th century	19th century
38	Post Cottage, Takeley Street, Takeley	17 <sup>th</sup> century single storey timber-framed cottage.	39324	554606 221301	Post-medieval (C17th)	Post-medieval (C17th)
39	Four Gables, Takeley Street, Takeley	17 <sup>th</sup> century timber-framed house probably incorporating a much earlier structure.	37484	554618 221274	Post-medieval (C17th)	Post-medieval (C17th)
40	Deep Eaves, aka Hatfield Forest Cottage, Takeley Street, Takeley	18 <sup>th</sup> century timber-framed house.	37486	554632 221270	18th century	18th century
41	Whites Farmhouse, Takeley Street, Takeley	Late 15 <sup>th</sup> / early 16 <sup>th</sup> century timber-framed house.	37487	554697 221275	Post-medieval (C15th)	Post-medieval (C16th)
42	Yew Tree Cottage & Yew Tree House, Takeley Street,	17 <sup>th</sup> century timber-framed house. 17 <sup>th</sup> century timber-framed house.	37489 37490	554741 221260 554756 221258	Post-medieval (C17th) Post-medieval (C17th)	Post-medieval (C17th) Post-medieval (C17th)

REF.NO	NAME	DESCRIPTION	EHCR/HSMR REF.NO	GRID REFERENCE	FROM PERIOD	TO PERIOD
	Takeley					
43	The Green Man Public House, Takeley Street, Takeley	16 <sup>th</sup> century timber-framed public house.	37491	554785 221253	Post-medieval (C16th)	Post-medieval (C16th)
44	Stable range west of Street Farm, Takeley Street, Takeley	Early 19 <sup>th</sup> century brick-built stable range.	37493	554800 221260	19th century	19th century
45	Street Farm, Takeley Street, Takeley	17 <sup>th</sup> century timber-framed house.	37492	554819 221251	Post-medieval (C17th)	Post-medieval (C17th)
46	Barn east of Street Farm, Takeley Street, Takeley	17 <sup>th</sup> century brick-built barn.	37494	554841 221247	Post-medieval (C17th)	Post-medieval (C17th)
48	Millers, Dunmow Road, Takeley	Early 19 <sup>th</sup> century brick-built house.	37449	555492 221342	19th century	19th century
49	Stable east of Millers, Dunmow Road, Takeley	18 <sup>th</sup> century timber-framed stables.	37450	555516 221315	18th century	18th century
53	Old House Farmhouse	Early 19 <sup>th</sup> century brick-built house.	37459	555831 222190	19th century	19th century
54	Fanns, Warish Hall Road, Takeley	16 <sup>th</sup> century timber-framed house.	37112	557146 222490	Post-medieval (C16th)	Post-medieval (C16th)
55	Taylors Farmhouse, Takeley Street, Takeley	Early 19 <sup>th</sup> century brick-built house.	37473	553845 221337	19th century	19th century
56	Nos. 1 & 2 Bassingbourne Lodge, Takeley Street, Takeley	Pair of early 19 <sup>th</sup> century brick-built gate lodges.	37472	553795 221338	19th century	19th century
57	Taylors, Takeley Street, Takeley	15 <sup>th</sup> century timber-framed hall house.	37474	553900 221335	Post-medieval (C15th)	Post-medieval (C15th)
58	Old Mill Public House, Takeley Street, Takeley	Mid 17 <sup>th</sup> century timber-framed house	37476	553966 221325	Post-medieval (C17th)	Post-medieval (C17th)
60	Barn to south-west of Whites Farmhouse, Takeley Street, Takeley	Late 17 <sup>th</sup> century timber-framed barn.	37488	554689 221263	Post-medieval (C17th)	Post-medieval (C17th)
61	Ravens, Elsenham Road, Stansted Mountfitchet	16 <sup>th</sup> century timber-framed building refaced in brick in the 19 <sup>th</sup> century.	36522	551766 225211	Post-medieval (C16th)	19th century
62	Down Farmhouse, Elsenham Road, Stansted Mountfitchet	17 <sup>th</sup> / 18 <sup>th</sup> century timber-framed house.	36524	552815 225657	Post-medieval (C17th)	18th century
63	Wells Cottages, 1 Robin Hood Road, Elsenham	18 <sup>th</sup> / 19 <sup>th</sup> century timber-framed cottage	35928	553486 226123	18th century	19th century
64	Wells Cottages, 2 & 3 Robin Hood Road, Elsenham	17 <sup>th</sup> century timber-framed house, now pair of cottages.	35929	553494 226111	Post-medieval (C17th)	Post-medieval (C17th)
65	Wells Cottages, 4 Robin Hood Road, Elsenham	18 <sup>th</sup> / 19 <sup>th</sup> century timber-framed cottage	35930	553492 226097	18th century	19th century

REF.NO	NAME	DESCRIPTION	EHCR/HSMR REF.NO	GRID REFERENCE	FROM PERIOD	TO PERIOD
<b>Locally Designated Historic Parks and Gardens</b>						
13	Stansted Park	Remnant parkland surrounding Stansted Hall.		552500 224500	Medieval	Post-medieval
47	Hatfield Forest	Surviving area of medieval hunting forest, with some areas of 18 <sup>th</sup> century landscaping. National Trust land.	4739	555400 220500	Medieval	Post-medieval



### **Gazetteer of Non-Designated Cultural Heritage Resources**



REF.NO	NAME	DESCRIPTION	EHCR/HSMR REF.NO	GRID REFERENCE	FROM PERIOD	TO PERIOD
9231	Stansted Hall	The presence of the isolated medieval church of St Mary the Virgin may suggest a former village here, but this is entirely conjectural.	4556	552150 224150	Medieval	Medieval
9233	Church of St Mary the Virgin, Stansted Hall	There are records of one or more Roman buildings being found during restoration works at the church in the late 19 <sup>th</sup> century. Finds include an area of tessellated pavement made up of plain red tesserae.	4558	552215 224175	Roman	Roman
9234	Church of St Mary the Virgin, Stansted Hall	A small amount of medieval pottery has been found in the churchyard.	4559	552150 224150	Medieval	Medieval
9250	Church of the Holy Trinity, Takeley	Roman tile in fabric.	4594	555525 221675	Roman	Roman
9284	East of Old House Farm, Takeley	Flaked prehistoric flint axe found during drainage works.	4667	556160 222060	Prehistoric	Prehistoric
9303	Stane Street	Section recorded across Roman road.	4702	551450 221550	Roman	Roman
9343	Stansted - Social Club Site (SCS 87)	The surface finds from the fieldwalking indicated occupation of Late Bronze Age / Early Iron Age date.	7284	552255 222415	Late Bronze Age	Early Iron Age
9344	Stansted - Social Club Site (SCS 87)	Excavated features included two large ditches, not necessarily contemporary, producing Late Iron Age / Roman finds.	7285	552255 222415	Late Iron Age	Roman
9345	Stansted - Social Club Site (SCS 87)	A small group of four cremations were excavated on the initial stripped area.	7286	552255 222415	Early Roman	Early Roman
9346	Stansted - Social Club Site (SCS 87)	Excavated features included two pits producing Saxon pottery.	7287	552255 222415	Saxon	Saxon
9347	Stansted - Social Club Site (SCS 87)	Excavated features included a scatter of unphased post-holes and other features.	7288	552255 222415	Unknown	Unknown
9348	Stansted - Roundwood (RWS 87)	This site was initially identified during the fieldwalking survey of the Stansted Project.	7289	554350 222150	Medieval	Medieval
9350	Stansted - Bury Lodge Lane (BLS 87)	Surface scatters of Roman pottery and tile indicated an occupation site originally thought to be a villa.	7291	552325 222575	Roman	Roman
9351	Stansted - Bury Lodge Lane Site (BLS 87)	Late Iron Age rectangular enclosure.	7292	552250 222650	Late Iron Age	Late Iron Age

REF.NO	NAME	DESCRIPTION	EHCR/HSMR REF.NO	GRID REFERENCE	FROM PERIOD	TO PERIOD
9353	Stansted - Duckend Farm Site (DFS 87)	Medieval ditch excavated on Roman site.	7294	552150 222150	Medieval	Medieval
9361	Stansted - Car Park I site (CIS 90)	Scatter of Mesolithic worked flints indicating activity in the general area.	9028	552225 222455	Prehistoric	Prehistoric
9362	Stansted - Car Park I site (CIS 90)	Isolated Middle / Late Bronze Age urned cremation burial, also pit containing Bronze Age pottery.	9029	552225 222455	Late Bronze Age	Late Bronze Age
9363	Stansted - Long Border (LBS 88)	A series of Late Bronze Age/Early Iron Age pits and post holes were excavated in the area to the east of Roundwood.	9030	554335 222145	Late Bronze Age	Late Bronze Age
9364	Stansted - Long Border (LBS 88)	A single Middle Iron Age roundhouse was excavated on the south-eastern edge of the site.	9031	554335 222045	Prehistoric	Prehistoric
9365	Stansted - Long Border (LBS 88)	A low concentration of Roman material was identified during the fieldwalking programme which was later excavated.	9032	554205 222105	Roman	Roman
9366	Stansted - Long Border (LBS 88)	Two areas of medieval occupation were identified during the excavation on the Long Border site.	9033	554205 222105	Medieval	Medieval
9369	Stansted - Car Park site (CPS 88)	Series of Middle Iron Age features consisting of pits and gullies.	9037	552235 222295	Middle Iron Age	Middle Iron Age
9458	Stansted - Roundwood (RWS 87)	Three post holes (825, 827, 829) to the south of the modern drainage ditch produced pottery of sixth or seventh century date.	13772	554350 222150	Saxon	Saxon
9459	Stansted Airport.	Concentration of Saxon pottery recovered from Kilometre H of the Stansted fieldwalking project.	13825	552265 222285	Saxon	Saxon
9460	Stansted Airport.	A concentration of Saxon pottery recovered from Kilometre G of the Stansted fieldwalking Project.	13826	551945 222645	Saxon	Saxon
9478	Stansted Airport	Concentration of prehistoric pottery located during the Stansted fieldwalking project.	14326	551945 222265	Prehistoric	Prehistoric
9479	Bury Lodge Lane, Stansted Airport	Scatter of prehistoric pottery over a large area to the north of the excavated site of BLS 87.	14327	552305 222805	Prehistoric	Prehistoric
9480	Bury Lodge Lane, Stansted Airport	Spread of Roman material identified during the Stansted fieldwalking project.	14328	552325 222565	Roman	Roman
9483	Stansted Duckend Car Park (DCS 88)	Several Middle Iron Age features were located at the north-west end of the site.	14331	552325 222255	Middle Iron Age	Middle Iron Age



REF.NO	NAME	DESCRIPTION	EHCR/HSMR REF.NO	GRID REFERENCE	FROM PERIOD	TO PERIOD
9484	Stansted Duckend Car Park (DCS 88)	A series of Late Iron Age cremation burials was excavated over a large area.	14332	552325 222255	Late Iron Age	Late Iron Age
9485	Stansted Duckend Car Park (DCS 88)	Dispersed LIA cremation cemetery continuing in use into mid 2 <sup>nd</sup> century AD	14333	552325 222255	Late Iron Age	Roman
9486	Stansted Duckend Car Park (DCS 88)	Area of medieval occupation consisting of ditches and post-holes.	14334	552325 222255	Medieval	Medieval
9487	Stansted Duckend Car Park (DCS 88)	Post-medieval field boundary ditch running along north-west side of excavation area.	14335	552325 222255	Post-medieval	Post-medieval
9488	Stansted - Bury Lodge Lane site (BLS 87)	A series of shallow small pits, two of which contained the remains of a single Late Bronze Age / Early Iron Age pottery vessel.	14336	552325 222575	Prehistoric	Prehistoric
9489	Stansted - Bury Lodge Lane site BLS 87	Single pit of post-medieval date identified in the north-east corner of the site.	14337	552325 222575	Post-medieval (C16th)	20th century
9494	Stansted, Car Park I Site (CIS 90)	Middle Iron Age rectangular enclosure containing a single roundhouse with evidence for several phases of use.	14342	552225 222455	Middle Iron Age	Middle Iron Age
9495	Stansted, Car Park I Site (CIS 90)	Post -medieval / modern ditch running through the centre of the site.	14343	552225 222455	Post-medieval (C16th)	Modern
9496	Stansted, Social Club Site (SCS87)	Following topsoil stripping a Palaeolithic hand axe was recovered.	14344	552255 222415	Prehistoric	Prehistoric
9497	Stansted, Social Club Site (SCS87)	Post-medieval or modern pit containing articulated cow skeleton.	14345	552255 222415	Post-medieval (C16th)	Modern
9522	A120 Trunk-road, Stansted to Braintree Site 1 Takeley Church	Fieldwalking and evaluation along the proposed route of the new A120 trunk road found evidence of Neolithic tree clearance.	14468	555450 222050	Prehistoric	Prehistoric
9523	A120 Trunk-road, Stansted to Braintree Site 1 Takeley Church	Metal detecting, fieldwalking and evaluation along the proposed route of the new A120. Discoveries included a Roman clay-lined pit and several Roman coins.	14469	555450 222050	Roman	Roman
9524	A120 Trunk-road, Stansted to Braintree Site 1 Takeley Church	Previously metal detecting had been carried out in an area including part of the survey area and to the south of the proposed route around the church. Finds included a Canute penny, excavation found a rectangular post-built structure of	14470	555450 222050	Saxon	Saxon

REF.NO	NAME	DESCRIPTION	EHCR/HSMR REF.NO	GRID REFERENCE	FROM PERIOD	TO PERIOD
		7 <sup>th</sup> / 8 <sup>th</sup> century AD date.				
9525	A120 Trunk-road, Stansted to Braintree Site 1 Takeley Church	Previously metal detecting had been carried out in an area including part of the survey area and to the south of the proposed route around the church of the Holy Trinity.	14471	555450 222050	Medieval	Medieval
9526	A120 Trunk-road, Stansted to Braintree Site 1 Takeley Church	Previously metal detecting had been carried out in an area including part of the survey area and to the south of the proposed route around the church of the Holy Trinity.	14472	555450 222050	Post-medieval	Post-medieval
9541	Stansted - Long Border (LBS 88)	A sequence of Post-medieval field ditches were identified spread over the whole stripped area.	14875	554205 222105	Post-medieval (C16th)	20th century
9660	Stansted WWII Airfield - Dispersed Site	Ancillary site associated with the WWII airfield	16646	552050 223150	20th century	20th century
9661	Stansted WWII Airfield - Dispersed Site	Ancillary site associated with the WWII airfield	16647	551955 222855	20th century	20th century
9662	Stansted WWII Airfield - Dispersed Site	Ancillary site associated with the WWII airfield	16648	551750 222450	20th century	20th century
9663	Stansted WWII Airfield - Dispersed Site	Ancillary site associated with the WWII airfield	16649	552150 222350	20th century	20th century
9664	Stansted WWII Airfield - Dispersed Site	Ancillary site associated with the WWII airfield	16650	552455 222305	20th century	20th century
9666	Stansted WWII Airfield - Dispersed Site	Ancillary site associated with the WWII airfield	16652	552150 222050	20th century	20th century
9667	Stansted WWII Airfield - Dispersed Site	Ancillary site associated with the WWII airfield	16653	551850 222050	20th century	20th century
9668	Stansted WWII Airfield - Sewage Works	Ancillary site associated with the WWII airfield	16654	551505 221855	20th century	20th century

REF.NO	NAME	DESCRIPTION	EHCR/HSMR REF.NO	GRID REFERENCE	FROM PERIOD	TO PERIOD
9669	Stansted Airport - WWII Dispersed Site	Ancillary site associated with the WWII airfield	16655	551705 223255	20th century	20th century
9670	Stansted Airport - WWII Dispersed Sites	Ancillary site associated with the WWII airfield	16656	551650 223050	20th century	20th century
9671	Stansted Airport - WWII Dispersed Sites	Ancillary sites associated with the WWII airfield	16657	552155 222605	20th century	20th century
9683	M11 widening - fieldwalking segment D6A	Concentration of prehistoric pot, burnt flint and worked flint located during fieldwalking associated with a previous proposal for widening the M11. Geophysical survey showed possible enclosure ditches and pits.	16921	552001 223406	Prehistoric	Prehistoric
9684	M11 Widening - fieldwalking segment D6V	Concentration of burnt flint, prehistoric pot and worked flint located during fieldwalking associated with a previous proposal for widening the M11. No anomalies of potential archaeological significance revealed in geophysical survey.	16922	551751 222536	Prehistoric	Prehistoric
9686	M11 Widening - fieldwalking segment C8	Concentration of burnt flint, prehistoric pot and worked flint located during fieldwalking associated with a previous proposal for widening the M11. No anomalies of potential archaeological significance revealed in geophysical survey.	16958	551848 222923	Prehistoric	Prehistoric
9759	Pincey Brook	Environmental evidence from borehole survey and trial pits.	18158	555105 221955	Prehistoric	Prehistoric
9760	Northwest of Pincey Brook	A scatter of Roman coins and other artefacts found by metal detecting.	18159	555350 222350	Roman	Roman
9769	M11 Bury Lodge Lane - Site C	Concentration of burnt flint, prehistoric pot and worked flint located during fieldwalking associated with a previous proposal for widening the M11. Trial trenching suggested presence of a Middle Iron Age occupation site	18168	552109 223420	Iron Age	Iron Age
9813	Oldhouse Farm	Cropmarks of field boundaries seen on aerial photos	18889	555650 222050	Unknown	Unknown
9875	Stansted Longstay Car Park Phase II	Excavation of Late Iron Age enclosed settlement.	19620	551919 222658	Late Iron Age	Late Iron Age
9945	Stansted Airport Longstay Car Park Phase I	Bronze Age barrow	45242	552005 222485	Neolithic	Bronze Age

REF.NO	NAME	DESCRIPTION	EHCR/HSMR REF.NO	GRID REFERENCE	FROM PERIOD	TO PERIOD
9946	Stansted Airport Longstay Car Park Phase I	Late Iron Age mortuary enclosure	45243	552050 222550	Late Iron Age	Late Iron Age
9947	Stansted Airport Longstay Car Park Phase II	Late Bronze Age pits	45244	551950 222650	Late Bronze Age	Late Bronze Age
9948	Stansted Airport Longstay Car Park Phase II	Medieval watering hole and field system.	45245	551950 222650	Medieval	Medieval
9950	Stansted Airport Longstay Car Park Phase III	Late Bronze Age pits and Late Bronze Age / Early Iron Age post-built huts and a 'burnt mound'.	45247	552063 222947	Late Bronze Age	Early Iron Age
9951	Stansted Airport Longstay Car Park Phase III	Remains of a hunting lodge and associated features.	45248	552063 222947	Later Medieval	Post-medieval
9952	Stansted Airport Longstay Car Park Phase 2 – Longborder Road	Roman settlement activity and road	45249	553750 221850	Roman	Roman
9953	Stansted Airport Longstay Car Park Phase 2 – Longborder Road	Medieval trackway	45250	553750 221850	Medieval	Medieval
9957	A120 Trunk Road, Stansted to Braintree Site 37 Parsonage Lane	Evaluation revealed Roman finds and a series of enclosures.	45255	556000 222100	Roman	Roman
9958	A120 Trunk Road, Stansted to Braintree Site 37 Parsonage Lane	A single undated cremation burial was recorded during a watching brief	45256	556000 222100	Unknown	Unknown
9963	Stansted Airport- South Gate Area 1A, Bassingbourn Roundabout	Evaluation and Excavation of above area by Framework Archaeology	45265	554750 222050	Prehistoric	Prehistoric
9964	Stansted Airport-	Evaluation and Excavation by Framework Archaeology	45266	554750 222050	Roman	Saxon

REF.NO	NAME	DESCRIPTION	EHCR/HSMR REF.NO	GRID REFERENCE	FROM PERIOD	TO PERIOD
	South Gate Area 1A, Bassingbourn Roundabout					
10003	Avenue, Stansted Airport	Archaeological features dating from the Bronze Age to the Roman period.	45691	555540 222310	Bronze Age	Roman
10311	AAR evaluation Trench 4	Ditch aligned east / west - contained four sherds of Early Iron Age pottery and three sherds of Late Iron Age / Early Roman pottery.		551837 223173	Iron Age	Roman
10312	AAR evaluation Trench 38	Ditch aligned east / west - contained a sherd of Early Iron Age pottery.		551742 222808	Iron Age	Iron Age
10313	AAR evaluation Trench 62	Ditch aligned north / south - contained a small abraded coin of possible 4 <sup>th</sup> century AD date.		557689 222584	Roman	Roman
10314	AAR evaluation Trenches 83-85	Material of Neolithic - Iron Age date in layers filling a probable periglacial feature.		557657 222256	Neolithic	Iron Age
10315	AAR evaluation Test pit 80	Possible foundation cut - contained post-medieval ceramics. Building shown here on Tithe Map, present until at least 1943.		557667 222310	Post-medieval	Modern
10316	AAR evaluation Trenches 83-84	Material of Medieval date in features cutting into the fill of a probable periglacial feature.		557661 222262	Medieval	Medieval



### Aerial Photographs examined at the National Monuments Record





### Vertical Coverage

Sortie No.	Library No.	Start Frame	End Frame	Date
RAF/58/1	2881	5018	5018	06/05/1948
RAF/58/10	2894	5158	5165	08/05/1948
RAF/58/10	2894	5176	5179	08/05/1948
RAF/58/10	2894	5180	5185	08/05/1948
MAL/81022	7702	140	145	22/06/1981
OS/75131	9787	003	008	20/05/1975
OS/52R20	10895	037	047	20/05/1952
OS/52R20	10895	058	064	20/05/1952
OS/52R20	10895	105	111	20/05/1952
OS/52R20	10895	122	127	20/05/1952
OS/52R21	10896	170	173	21/05/1952
OS/52R29	11004	048	052	23/05/1952
OS/52R29	11004	099	101	23/05/1952
OS/52R38	11013	032	034	30/06/1952
OS/89175	13500	872	875	16/05/1989
OS/89175	13500	894	900	16/05/1989
OS/89175	13500	911	914	16/05/1989
OS/91149	13844	010	014	12/08/1991
OS/91149	13844	025	033	12/08/1991
OS/91149	13844	044	052	12/08/1991
OS/91149	13844	060	064	12/08/1991

### Oblique Coverage

Accession No.	Start Frame	End Frame	Type	Date
NMR 1864	244	244	Black & White	10/11/1980
EXC 16577	011	013	Colour Neg.	12/07/1995
NMR 15712	013	014	Colour Neg.	24/06/1997
NMR 15717	011	013	Colour Neg.	24/06/1997
EXC 16586	007	007	Colour Neg.	11/08/1995
EXC 16884	004	005	Colour Neg.	06/06/1988
EXC 16885	002	003	Colour Neg.	06/06/1988
EXC 16885	005	008	Colour Neg.	06/06/1988
EXC 16886	001	003	Colour Neg.	11/07/1988
EXC 16886	005	005	Colour Neg.	11/07/1988

<b>Accession No.</b>	<b>Start Frame</b>	<b>End Frame</b>	<b>Type</b>	<b>Date</b>
EXC 16887	004	005	Colour Neg.	11/07/1988
EXC 16889	007	008	Colour Neg.	16/08/1988
EXC 16890	004	006	Colour Neg.	16/08/1988
EXC 16893	012	013	Colour Neg.	06/02/1989
EXC 16895	005	009	Colour Neg.	06/02/1989
EXC 16899	011	012	Colour Neg.	06/02/1989
EXC 16911	001	001	Colour Neg.	09/08/1991
EXC 16884	003	003	Colour Neg.	06/06/1988
EXC 16884	006	006	Colour Neg.	06/06/1988
EXC 16887	006	009	Colour Neg.	11/07/1988
EXC 16893	014	015	Colour Neg.	06/02/1988
EXC 16884	003	003	Colour Neg.	06/06/1988
EXC 16586	006	006	Colour Neg.	11/08/1985
EXC 16893	010	011	Colour Neg.	06/02/1988
EXC 16886	007	007	Colour Neg.	11/07/1988
EXC 16887	014	014	Colour Neg.	11/07/1988
EXC 16889	006	006	Colour Neg.	16/08/1988
EXC 16899	010	010	Colour Neg.	06/02/1989
EXC 16899	013	013	Colour Neg.	06/02/1989
EXC 16911	002	002	Colour Neg.	09/08/1991
EXC 16893	009	009	Colour Neg.	06/02/1989
EXC 16884	008	009	Colour Neg.	06/06/1988
EXC 16885	009	010	Colour Neg.	06/06/1988
EXC 16886	006	006	Colour Neg.	11/07/1988
EXC 16886	008	008	Colour Neg.	11/07/1988
EXC 16887	003	003	Colour Neg.	11/07/1988
EXC 16890	003	003	Colour Neg.	16/08/1988
EXC 16895	003	003	Colour Neg.	06/02/1989
EXC 16895	010	010	Colour Neg.	06/02/1989
EXC 16899	008	009	Colour Neg.	06/02/1989
EXC 16899	014	014	Colour Neg.	06/02/1989
EXC 16893	007	008	Colour Neg.	06/02/1989
EXC 16887	015	015	Colour Neg.	11/07/1988

### **Aerial Photographs examined at the Cambridge University Collection of Aerial Photographs**



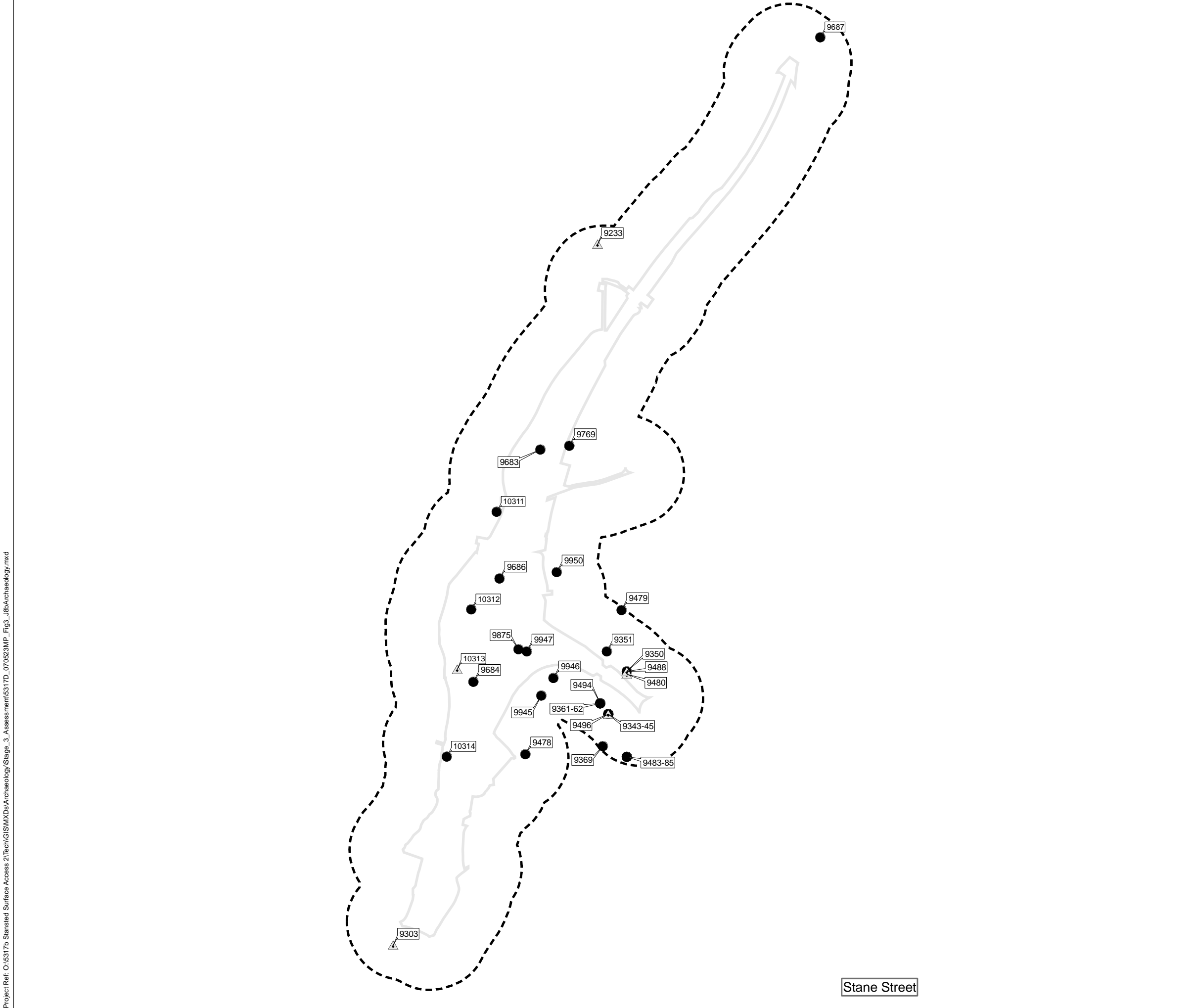
**Vertical Coverage**

<b>Sortie No.</b>	<b>Library No.</b>	<b>Start Frame</b>	<b>End Frame</b>	<b>Date</b>
RC8D	CUCAP	074	075	28/11/1968
RC8knCR	CUCAP	207	224	30/10/1990
ZknKL	CUCAP	157	160	11/09/2000
ZknKL	CUCAP	160	166	11/09/2000
ZknKL	CUCAP	173	178	11/09/2000
ZknLX	CUCAP	136	154	20/07/2001
ZknLX	CUCAP	173	178	20/07/2001
ZknLX	CUCAP	187	192	20/07/2001
ZknPY	CUCAP	0031	0032	23/07/2004
ZknPY	CUCAP	0044	0046	23/07/2004
ZknPY	CUCAP	0065	0065	23/07/2004
ZknPY	CUCAP	0070	0072	23/07/2004
ZknPY	CUCAP	0080	0082	23/07/2004
ZknPY	CUCAP	0084	0089	23/07/2004

**Oblique Coverage**

<b>Accession No.</b>	<b>Start Frame</b>	<b>End Frame</b>	<b>Type</b>	<b>Date</b>
MC (CUCAP)	089	90	Black & White	29/06/1953
CRC (CUCAP)	008	013	Colour Neg.	13/10/1987

Project Ref: O:\5317b Stansted Surface Access 2\Tech\GIS\MXDs\Archaeology\Stage\_3\_Assessment\5317D\_070523MP\_Fig3\_J8bArchaeology.mxd



## Airport Access from M11 and A120

### Stage 3 Assessment

#### Legend

- M11 J8b Scheme Boundary
- 200m Buffer from Scheme Boundary
- Archaeological Sites
  - Prehistoric
  - Roman

0 0.25 0.5 km

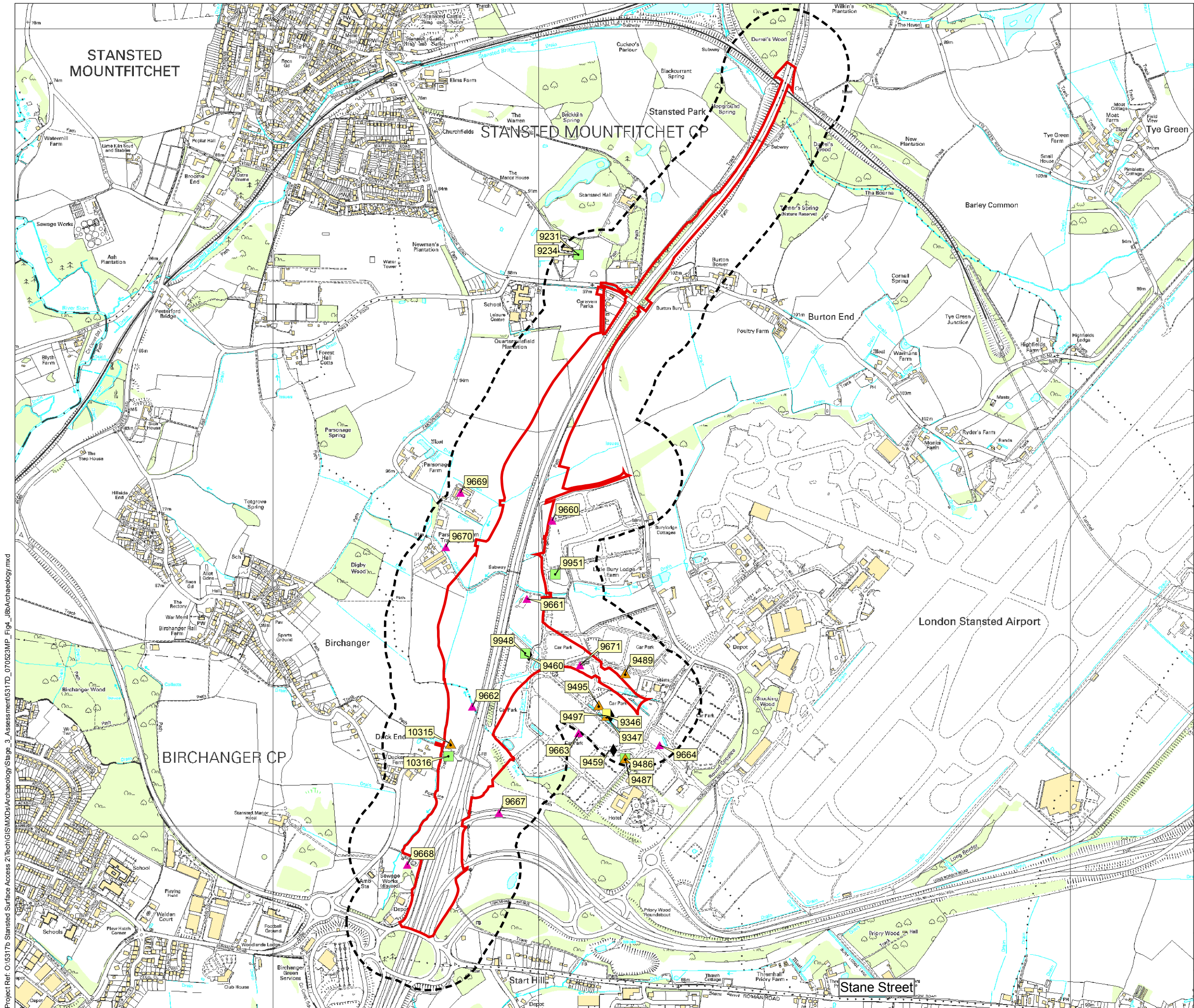


Report:

\_\_\_\_\_

Title: Prehistoric & Roman  
Non-Designated Cultural Heritage  
Resources - M11 J8b

Figure: 3 Date: December 2007 Revision: -



## Airport Access from M11 and A120

### Stage 3 Assessment

#### Legend

- M11 J8b Scheme Boundary
- 200m Buffer from Scheme Boundary
- Archaeological Sites
  - Saxon
  - Medieval
  - Post-medieval
  - Modern
  - Unknown Date

0 0.25 0.5 km

Report:

Title: Post-Roman & Undated Non-Designated Cultural Heritage Resources - M11 J8b

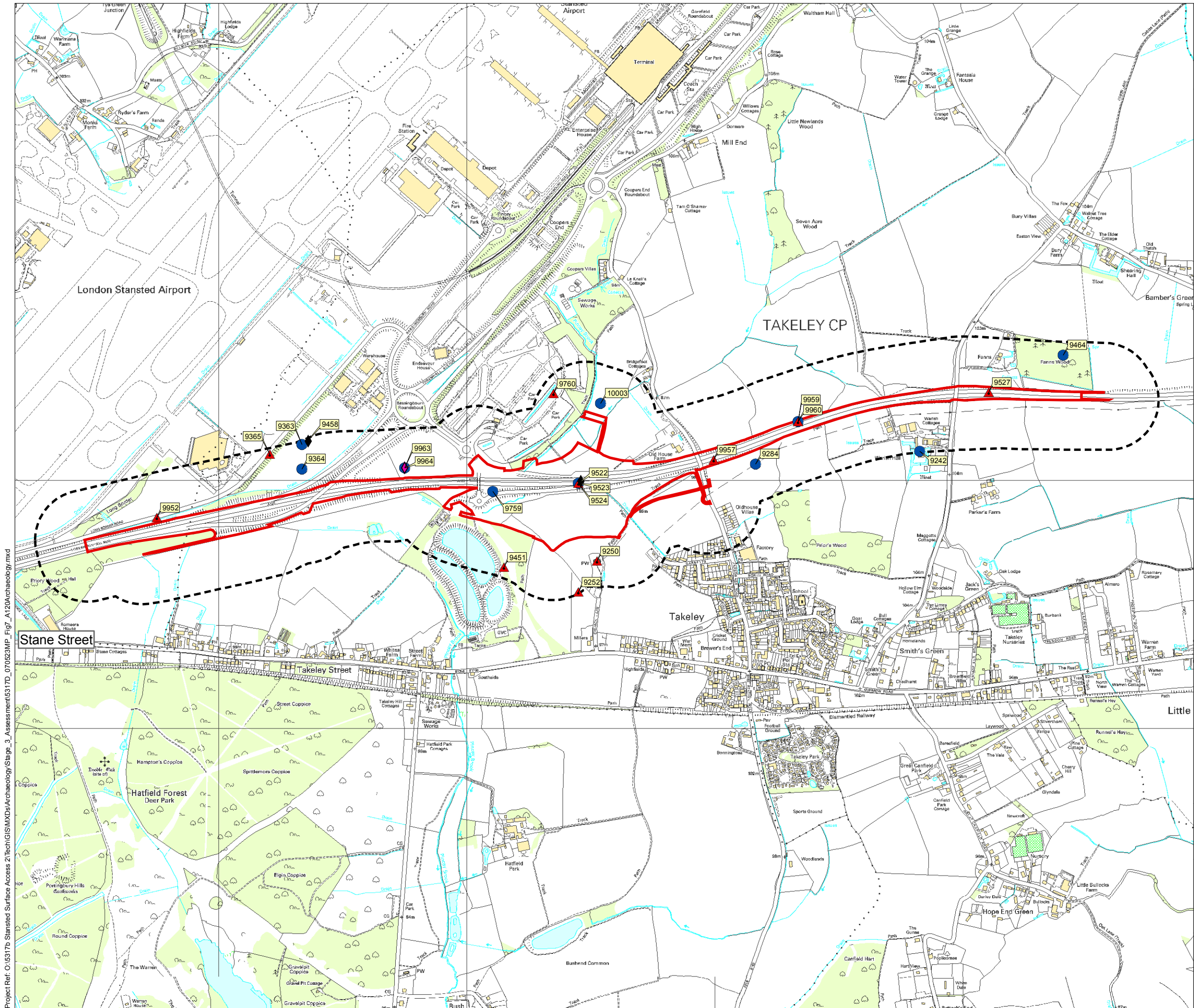
Figure: 4

Date: December 2007

Revision: -

**HIGHWAYS**  
AGENCY





**Airport Access from M11 and A120**

**Stage 3 Assessment**

**Legend**

Replacement A120 Trinity Junction Scheme Boundary

200m Buffer from Scheme Boundary

**Archaeological Sites**

Prehistoric

Roman

Roman-Saxon

Saxon

0 0.25 0.5 km



Report:

Title: Prehistoric - Saxon  
Non-Designated Cultural Heritage  
Resources - Replacement A120  
Trinity Junction

Figure:  
7

Date:  
December 2007

Revision:

-





