LAND AT CORNER OF STATION ROAD, FULLBRIDGE, MALDON, ESSEX

ARCHAEOLOGICAL EVALUATION

Report Number: 1126 March 2016

LAND AT CORNER OF STATION ROAD
FULLBRIDGE
MALDON
ESSEX

ARCHAEOLOGICAL EVALUATION

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Planning Ref.	FUL/MAL/15/00567	**OASIS**	britanni1-227569
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Abstract

In February 2016, Britannia Archaeology Ltd (BA) undertook a trial trench evaluation in advance of the demolition of existing buildings and the construction of a food store together with access, car-parking, landscaping and associated engineering works, on Land at Corner of Station Road, Fullbridge, Maldon, Essex (TL 85165 07468)

The main potential for the evaluation was to encounter archaeological remains associated with the post-medieval period expansion of the industrial areas of the historic town of Maldon and the docks relating to Rayleigh Mill.

The evaluation revealed three phases of activity, the earliest of which comprised the deposition of alluvial clays 1006 and gravels 1012. This occurred when the local environment was dominated by the intertidal zone where channels and areas of sediment build up created an environment of marshland and gravel islands which slowly gave way to dryer land in the western area of the site towards Fullbridge and the known settlement.

No archaeological phases believed to be earlier than the post-medieval were present. The second phase was represented by the reclamation and consolidation of the area for industry and expansion in the post medieval period.

The most recent phase relates to the series of successive erection and demolition of buildings in the 20th century.

The evaluation revealed interesting insights into the early environmental development of this area and archaeological stratigraphy associated with the successive phases of consolidation and reclamation in post medieval town expansion. When added to the information already gathered along Station Road through other archaeological projects this helps in constructing a more complete picture of the historic landscape.

1.0 INTRODUCTION

From the 9th – 23rd February 2016, Britannia Archaeology Ltd (BA) undertook a trial trench evaluation on behalf of Lidl UK GmbH, Lidl UK GmbH, Wellington Parkway, Magna Park, Lutterworth, LE17 4XW as in response to Condition 26 of a permitted planning application reference FUL/MAL/15/00567, in advance of the demolition of existing buildings and the construction of a food store together with access, car-parking, landscaping and associated engineering works, on Land at Corner of Station Road, Fullbridge, Maldon, Essex (TL 85165 07468)

The evaluation was carried out in accordance with an archaeological brief produced by Essex County Council (Medlycott, M. 29th September 2015).

2.0 SITE DESCRIPTION - Figure 1

The site is located in the town of Maldon, Essex, which is located approximately 30.5 km south west of Colchester. The site lies at the corner of Station Road and Fullbridge on an area of land approximately 0.67 ha in size which is currently unused but contains derelict buildings, (Fig. 1). The bedrock geology is London Clay and is described as brown silty clay in a deposit over 20.00m thick. It dates to the Eocene Epoch of 55.8 to 33.9 million years ago (BGS, 2016).

The superficial geology is described as the fluvial deposits of the Rivers Chelmer and Blackwater arranged in gravel terraces. These terraces represent the remains of former floodplains of the river. They are described as comprising of variable fluvial gravels and mud deposits, (BGS 2016).

3.0 PLANNING POLICIES

Planning permission for the redevelopment of the site has been granted Maldon District Council on 21st September 2015 (FUL/MAL/15/00567). The particular issues are raised by Conditions 25 and Condition 26. The archaeological investigation is to be carried out following guidance laid down by the National Planning and Policy Framework (NPPF, DCLD 2012) which replaced Planning Policy Statement 5: Planning for the Historic Environment

(PPS5, DCLG 2010) in March 2012. The relevant local development framework is the *Maldon Local Plan 2005 – Policies BE17 & BE18*.

4.0 ARCHAEOLOGICAL BACKGROUND – Figure 2 & 3

The following archaeological background utilises the Essex Historic Environment Record (HER) (0.25km search centred on the site), Historic England PastScape (www.pastscape.org.uk), and the Archaeological Data Service (www.ads.ahds.ac.uk) (ADS) (Fig. 2 & 3). There are 21 monument entries, 9 events, 24 listed building entries were also returned within the 1km search area.

4.1 Prehistoric (750000BC – 43AD)

Although the wider area around the subject site is known for its Palaeolithic stone tools from the river terrace deposits they tend to be stray, occasional finds (Essex County Council, 2008, 14). There is little evidence for any Mesolithic occupation in the wider area that has been recorded; however the Neolithic period is better represented where occupation remained inland on dry ground until the latter half of the period. There is evidence of occupation of the gravel terraces to the north of the Blackwater from the early Neolithic period, (Essex County Council 2007).

The settlement pattern which was based on agricultural land use (in particular along them head of the Blackwater) continued into the Bronze Age. There are indications of field systems and formalised land tenure leading to nucleated farming settlements. A concentration of Late Bronze Age settlement sites are known just east of Heybridge on the northern side of the Blackwater Estuary where a well-populated landscape of settlements, farms, fields, enclosures and woodland emerged, (Essex County Council, 2008, 17).

Although there are several ring ditches identified from crop marks within the valley of the River Chelmer and Blackwater which are suspected to be Bronze Age none have been recorded in the immediate local of the site.

During the early Iron Age there is evidence for a settlement being established on the hill

at Maldon. Numerous finds from around Maldon indicate a well-populated landscape.

4.2 Roman (43AD – c. 410AD)

The Romano-British period marked a significant change in development for the wider area with Camulodunum (Colchester) becoming the Roman Capital of Britannia. Maldon is located approximately 30.5 km south west of Camulodunum. Research indicates that 'the transition from Late Iron Age into the Roman period appears, based on evidence from excavations at Elms Farm, Heybridge to have been rather smooth and uneventful…', (Essex County Council, 2008. 20). Agriculture is likely to have been the prominent land use at the head of the Blackwater estuary. The Roman town at Maldon occupied the low ground continuing on from the Late Iron Age settlement on the southern side of the River Chelmer. The current site lies on the limits of the Roman town.

The EHER search returned no entries of Roman date within 250m of the site.

4.3 Saxon (410AD – 1066AD)

A period of marine transgression may have continued from the Romano-British period on into the Saxon period before regressing to its present form by the middle Saxon period, (Essex County Council 2007). There is evidence for early Saxon settlement in the Maldon district characterised by its accessibility via the Blackwater estuary making it an attractive early location, (Essex County Council, 2006, 22).

In the 10th century Maldon was selected as the location for the establishment of a Royal Mint. The core of the settlement is thought to have lain on the southern side of the Chelmer where All Saints Church now stands.

The EHER returned no entries dating to the Saxon period within 250m of the assessment site.

4.4 Medieval (1066 AD – 1540 AD)

Maldon is included in the Domesday Survey of 1086 where it is recorded as being in the hundred of Maldon. The population was substantial for the period and is recorded as

having 54 households with a tax assessed value of 10.2 geld units. The entry specifies that there were 2 lords plough teams and 5 men's plough tams with 10 acres of meadow, 50 pigs and 1 mill. The tenant in chief at the time of the survey was Ranulf Peverel, (Morris, J. 2004).

By the end of the 11th century Maldon was and important town in medieval Essex as it was only one of two boroughs in the county, (Essex County Council, 1999). A quay was established at the Hythe (7717) where the provision for a ship being constructed for the king as part of the burgesses dues in 1066/86 suggests that in addition to a quay and presumed loading/unloading and storage facilities, there may well have been a boatbuilding yard.

The medieval core of the town appears to have been focused on the southern side of the river Chelmer. The EHER returned two monument records and two listed building records of medieval date from the search. The closest record (MEX2042334) returned from the search relates to an archaeological evaluation carried out at The Old Brewery Site, Fullbridge 130m to the south. The evaluation revealed a modest amount of archaeological features. One pit was dated to the medieval period. The other monument record (MEX1031983), approximately 190m south and across the river, relates to the location of The Town Downs. This was originally common land for the use of the burgesses to pasture their livestock on. The closest listed building from the medieval period recorded within the search area is the Welcome Sailor Public House which is located 80m to the south west of the site. The building has original timbers and is believed to date from the 16th century.

4.5 Post-medieval and modern (1540AD – Present)

Maldon developed as a port in the post-medieval period, trading agricultural produce with London. Oyster fisheries and salt production further added to the prosperity of the town as it expanded north of the river, (Essex County Council, 2007). In the 18th the Chelmer and Blackwater navigation was complete which allowed boat traffic upstream as far as Chelmsford, this increased maritime trade with London which in turn stimulated growth within the town. The 1777 Andre and Chapman map shows increased buildings in the Fullbridge area.

One record returned from the EHER relates to the site MEX40554 located 160m to the east of the site, refers to the former John Sadds timber yard. The Sadds are described in the EHER as being 'prominent local industrialists' who imported general merchandise as well as being timber merchants. In the 1840's the firm built on the lands adjacent to the river Chelmer and Blackwater where they constructed a Steam Saw Mill, associated store buildings and wharf facilities. This is evidenced on the 1873 OS map which shows a number of buildings across the site. By 1891 the firm had successfully reclaimed land that was formally part of the marsh environment and expanded the wharf to the east. An archaeological trial trench evaluation, undertaken in 2014 by Britannia Archaeology Ltd, discovered the presence of a probable timber causeway. The causeway comprised a series of horizontally placed timbers forming a surface running east to west. The evaluation also encountered the remains of the former tidal defence for the site. This likely relates to successive phases of reclamation that occurred in the intertidal zone through the 19th century. Analysis of the timbers from tidal defence noted the probable re-use of oak timbers and utilization of woodworking waste, suggesting a fairly lowly structure, perhaps not expected to last a long time, but fit for purpose, (Brook, M. 2014)

Another important record returned from the EHER relating to the site refers to the Former Maldon East railway Station (MEX40568) which is located approximately 70m north east of the site. The passenger station building is a highly ornate structure in the Jacobean style, built in 1846 of red brick it contains nine bay arcades with round-headed arches, plaster extrados and keystones which are surmounted by a brick parapet with inset plaster panels. Two moulded brick chimney stacks flank the low slate roof over the central three bays. The platform is still largely intact, with cast iron columns supporting a roof of wrought iron beams and rafters. The engine shed is still visible from the site located at the eastern extent of the former station complex. The building is single storey and built of brick. It has now been incorporated into a modern warehouse.

One of the most significant records relating to the site (MEX40547) is a former steam roller mill called Rayleigh Mill located 10m east of the site. The former steam roller mill was built by Samuel Garret in 1896 to take advantage of the influx of cheaper grain imported from North America. It originally formed part of a group of 'modern' roller mills built along the river below Fullbridge which benefitted from superb communication links, lying adjacent to Maldon East Railway sidings and for many their own docks opening onto the navigable stretch of the River Chelmer.

The main potential for the evaluation is to encounter below ground archaeological remains associated with the post-medieval period expansion of the industrial areas of the historic town of Maldon and the potential docks relating to Rayleigh Mill.

5.0 PROJECT AIMS

The ECC brief states that an evaluation is required to enable archaeological resource, both in quality and extent, to be accurately quantified. This will form the first phase of archaeological works on the site and dependent on the results of the trial-trenching full excavation maybe required of any surviving archaeological deposits (Medlycott, M. Brief, Section 5).

6.0 PROJECT OBJECTIVES

Research objectives for the project are in line with those laid out in Research and Archaeology Revisited: a revised framework for the East of England, East Anglian Archaeology Occasional Paper 24 (Medlycott, 2011). The project will need to consider the following objectives:

- To provide for the absolute dating of critical contacts.
- To make the results of the investigation available through suitable reportage

7.0 FIELDWORK METHODOLOGY

7.1 Evaluation Trench Methodology

The ECC brief required the excavation of 5% of the site area with the trenches arranged in a systematic grid array. This comprised eight trenches however due to onsite constraints and with the agreement of ECC; the final number of trenches was reduced to five 25.00m x 1.80m, one 10.00 x 1.80m trench and a single 2.00m x 2.00m trench. This was

necessary due to the location of an unmapped high voltage cable in the north west of the site, and extensive oil contamination in the south.

A 360° mechanical excavator fitted with a toothless ditching bucket was used to machine down to the first archaeological horizon, thereafter all excavation work was undertaken by hand.

8.0 DESCRIPTION OF RESULTS (Figures 4 - 13)

Archaeological features and deposits are described below in trench order. Detailed information on all features and deposits can be found at Appendix 1.

The trench, locations have all been recorded in Figure 4. Trench 1 was positioned in the southern area of the site near a former office building. Trenches 2, 4 and 5 were all located in the eastern area of the site formally occupied by workshops and storage buildings. Before these were erected in the latter half of the 20th century the area was used as a coal yard.

Trenches 3, 6 and 7 were located in the western side of the site an area recently used as a yard but contained a dwelling which was demolished in the mid 1980's.

8.1 Trench 1 (Figure 8)

Trench 1 was located most southerly near a former office building. Due to the presence of severe oil contamination, only a small trench was viable in this area and due to health and safety constraints the trench could not be entered and only left open for a short amount of time.

The trench contained modern demolition layer 1015 which is associated with the demolition of the modern workshops on the site prior to the trench excavation. This overlay layer 1017 which was associated with the former coal yard that was located on the site. Below this levelling layer 1023 was present and relates to the changes taking place on the site in the late post medieval to early modern periods when the use of the site

became more focused on storage and industry. Reclamation material 1024 was present beyond this and overlay natural gravels 1012.

No archaeological finds or features were present in the trench.

8.2 Trench 2 (DP 9, Figure 8)

Trench 2 was located in the eastern area of the site closest to the current boundary. It runs parallel to the site boundary and was orientated north-east to south-west. Modern demolition layer 105 was the uppermost layer in the trench which overlay levelling layer 1016. This levelling layer is associated with the workshops that were present in this area until demolished just prior to the archaeological investigations. Layer 1017 associated with the former coal yard was next in the stratigraphic sequence which overlay reclamation layer 1019. Natural gravels 1012 were the final layer in the sequence. Two patches of alluvial clays 1006 were recorded in the trench possibly defining the course of a rivulet through the gravel islands away from the intertidal zone.

The trench contained two sets of modern foundations associated with the former buildings present in this area of the site. These were both orientated east–west and bisected the trench. A modern demolition trench was also present associated with the demolition of buildings relating to the former coal yard.

No archaeological finds or features were present in the trench.

8.3 Trench 3 (DP 11, Figure 10)

Trench 3 was located in the west of the site perpendicular to the site boundary with Fullbridge and close to Fullbridge House. The trench was orientated north–west to south–east. The first layer in this trench was yard surface 1001, which overlay a layer of demolition (1002), associated with the demolition of the dwelling formerly present in this area of the site. The next layers in the sequence (1004, 1005, 1007, 1008, 1009, 1010 and 1011) are all associated with the raising of the ground level in this area of the site

through a series of reclamation events. The final layer in the sequence was natural gravels 1012.

No archaeological finds or features were present in the trench.

8.4 Trench 4 (DP 12, Figure 10)

Trench 4 was positioned in the centre east of the site in the area of the former coal yard. It was orientates north – east to south – west. The upper layer of this trench was modern demolition 1015 which overlay levelling layer 1016. Former coal yard layer 1017 was next in the stratigraphic sequence with reclamation material 1019 below. A thin layer of alluvial silt (1022) was present above natural alluvial clay 1006 which was the final layer in the sequence.

No archaeological finds or features were present in the trench.

8.5 Trench 5 (DP 10, Figure 9)

Trench 5 was located perpendicular to Trench 2 at its northern end. The trench was orientated north-west to south-east. The upper layer in this trench was modern demolition 1015 which was above former coal yard layer 1017. The next layer in the stratigraphic sequence was made ground 1018 followed by another series of reclamation layers, (1019, 1020 and 1021). The final deposit in the trench was natural gravels 1012.

The trench contained natural feature 1013, (Fig. 9) which was 1.00m + x 1.00m x 0.70m. the natural feature was roughly linear in plan with uneven sides and an uneven base. It contained a single fill of light grey brown, silty clay with frequent large flint pebble inclusions representing an infilling event during the reclamation activity on the site. It is likely that this natural feature is another rivulet running through the former marshland infilled when the site was consolidated for expansion and industry.

No archaeological finds or features were present in the trench.

8.6 Trench 6 (DP 13, Figure 9)

Trench 6 was in the western area of the site and was orientated north-east to south-west. Yard surface 1000 was the uppermost layer in the stratigraphic sequence. This lay above demolition layer 1002. The next layer in the sequence was reclamation layer 1004 followed by a second layer of reclamation (1005). Natural gravels 1012 were the final deposit in the sequence.

No archaeological finds or features were present in the trench.

8.7 Trench 7 (DP 14, Figure 11)

Trench 7 was in the north-western area of the site and was orientated north-east to south-west. Yard surface 1000 was the first layer in the stratigraphic sequence which overlay a concrete pad (1001) that ran the length of the trench. The next layer in the sequence was demolition layer 1002 which in turn overlay made ground layer 1004. Two layers of reclamation material (1004 and 1005) were next in the sequence. The final deposit encountered was alluvial clay 1006.

No archaeological finds or features were present in the trench.

9.0 DEPOSIT MODEL (Figures 4 - 13, Appendix 1 Tables 1- 7)

The deposit model (Appendix 1, Tables 1 – 7) across the site was fully recorded and despite the large degree of ground disturbance due to multiple phases of demolition and the subsequent distribution of that material over the site, multiple instances of reclamation activity were identified. The natural deposits encountered across the site vary between alluvial clays associated with the "marsh bed" of the environment prior to the consolidation of the area, and natural gravels. The encountering of the natural gravels suggests that the area may have been dominated by gravel islands running through the intertidal zone towards the higher "dryland" at Fullbridge.

9.1 Eastern Area

At the top of the stratigraphic sequence in the eastern area of the site was modern demolition layer 1015. It comprised a dark brown grey, loose mixture of sand, silt and clay with frequent CBM rubble inclusions. It was present to a maximum depth of 0.21m in trench 2.

Below demolition layer 1015 was levelling layer 1016. It comprised a mixed light grey brown, loose sand, silt and clay with large CBM and rubble inclusions. This layer was only present in Trenches 2 and 4 and was present to a maximum depth of 0.63m in Trench 2.

The next layer in the stratigraphic sequence in this part of the site was former coal yard layer 1017. The layer comprised dark grey black, loose sandy silt with frequent CBM and coke inclusions. This layer is associated with the former coal yard that was resent on this part of the site until the mid-20th century. This layer was present to a maximum depth of 0.79m in Trench 2.

Below former coal yard layer 1017 in Trench 1 was levelling layer 1023, comprising mid grey brown, compact silty clay with frequent CBM rubble inclusions. This layer was present to a depth of 0.66m.

In trench 5 below 1017 was made ground layer 1018. This layer was light brown orange, compact, silty clay with frequent flint pebble inductions. This layer was 0.28m thick to a maximum depth of 0.61m in Trench 5.

Reclamation layer 1019 marks the highest level of reclamation observed in the eastern part of the site. This layer was comprised of mid-orange grey, compact sandy clay with occasional flint gravel inclusions. This layer was present to a maximum depth of 1.03m in Trench 2.

In Trench 5, below reclamation layer 1019 was reclamation layer 1020. This earlier phase of reclamation was comprised of mid grey brown, loose sandy gravel with occasional flint pebbles. The layer was 0.16m thick to a maximum depth of 1.08m.

The next layer in the sequence in Trench 5 was gravel layer 1021. The layer comprised light yellow, loose sandy gravel. This layer was 0.05m thick.

In Trench 4 below reclamation layer 1019 was alluvial silt layer 1022. This layer comprised light grey brown, compact silt. This layer was 0.15m thick.

Due to the level of oil contamination in Trench 1 it was impossible to distinguish between the separate layers of reclamation. Therefore a single context number (1024) was assigned to this layer which was present to a depth of 1.45m.

In Trenches 1, 2 and 5 the final deposit in the sequence was natural gravels 1012. This layer comprised light orange brown, loose sandy gravel with occasional moderate sub angular flint inclusions.

In Trench 4 the final deposit in the sequence was natural alluvial clay 1006. This alluvial clay comprised mid-grey blue, compact silty clay.

9.2 Western Area

At the top of the stratigraphic sequence in the western area of the site was modern yard surface 1000. It comprised a light grey concrete hard standing mixed with tarmac. It was present to a maximum depth of 0.20m in trench 3.

Beneath yard surface in Trench 7 was concrete pad 1001. This pad was only present in this area of the site. The pad was present to a maximum depth of 0.45m.

The next layer in the stratigraphic sequence was demolition layer 1002. This layer is associated with the former building that was in this area of the site and demolished in the 1980's when the material was spread across this side of the site. The layer comprised dark grey brown, loose sand, silt and clay with large CBM and rubble inclusions. This layer was present to a maximum depth of 0.70m in Trench 7.

Beneath demolition layer 1007 in Trench 7 was made ground layer 1003. This layer comprised mid brown orange, compact, silty clay with frequent CBM and flint pebble inductions. This layer was 0.30m thick to a maximum death of 0.98m.

Beneath demolition layer in Trench 6 was the most westerly extent of the former coal yard layer 1017 described above. This layer was present to a depth of 0.42m.

The next layer in the sequence was reclamation layer 1004. This layer was observed in all 4 trenches and marks the latest phases of reclamation to take place on this part of the site. The layer comprised mid brown orange, loose sandy clay with frequent flint pebble inclusions and was present to a maximum depth of 1.42m in Trench 3.

Below reclamation layer 1004 was reclamation layer 1005. This layer was also observed in all the trenches in the western area of the site. The layer comprised light orange, loose sandy clay with frequent flint pebble inclusions. The layer was present to a maximum depth of 1.58m in Trench 3.

The next set of reclamation layers all occur in the sequence in Trench 3. Beneath layer 1005 was reclamation layer 1007. This layer comprised dark brown grey compact silty clay with infrequent flint pebble inclusions. This layer was present to a maximum depth of 1.78m.

Beneath reclamation layer 1007 was reclamation layer 1008. This layer comprised mid-brown grey, silty clay with frequent flint pebble inclusions. This layer was present to a depth of 1.82m.

The next layer in the sequence was reclamation layer 1009. This layer comprised light grey brown, compact sandy clay with frequent gravel inclusions. This layer was present to a depth of 2.10m.

Beneath reclamation layer 1009 was reclamation layer 1010. This layer was relatively thin and comprised mid-grey brown, sandy clay with infrequent gravel inclusions. This layer was present to a depth of 2.15m.

The final reclamation layer in Trench 3 represents the earliest phase of consolidation in this part of the site. Reclamation layer 1011 comprised light grey yellow, compact sandy clay with infrequent gravel inclusions. This layer was present to a depth of 2.27m. At this level the water table in this part of the site was also encountered.

In trenches 3 and 6 the final deposit encountered in the sequence was natural gravels 1012 described above. The final deposit encountered in trench 7 was alluvial clay layer 1006.

Conclusions

The deposit model shows the varying levels of the consolidation actions across the site. The Alluvial clays were present through the centre of the site (Fig. 5) while interestingly the gravels appear to have built up in the north and in the south. This channel running through the site from the direction of the River Chelmer indicates where the alluvial silts had built up and the marsh like environment was higher.

Previous onsite intrusive investigations undertaken by GeoInvestigations Limited for the purpose of obtaining information on the ground conditions prior to the purchase of the property in order to ensure that any major liabilities associated with potential ground contamination prevalent beneath the site were identified and assessed, (Palgrave, P. 2014).

Eight windowless sampling boreholes were sunk across the site, six of which were located in the area subject to the archaeological trial trenching, WS1 - WS6, (Fig. 6). The depths of that each borehole encountered the natural deposits is summarised in the table below;

Borehole Number	Depth of Natural Gravel Deposits
WS1	1.50m
WS2	2.00m
WS3	Could not be sunk through past concrete
WS4	1.40m
WS5	1.50m
WS6	1.40m

Table1: GeoInvestigatons Ltd, depth of natural deposits in boreholes

It is possible to combine the results of the borehole survey with the data recorded during the evaluation. Figures 6 and 7 are an amalgamation of the data from both investigations to provide a composite NE-SW and NW-SE deposit transect through the site. Figure 7 illustrates the anticipated extent of the various soil horizons encountered in the evaluation. The transects reveal that the gravels undulate gently to the north and south. Transects B and C show the build-up of alluvial clays through the centre of the site suggesting a marshy environment was present possibly indicating the former presence of a natural channel running through the site on a rough north-east to south-west alignment..

It is interesting to note that WS2 which was located adjacent to Trench 7 encountered the natural gravel deposits at a depth of 2.00m whereas all the other boreholes (with the exception of WS3 which could not be excavated through the concrete) encountered the gravels at an average of 1.45m. The location of WS2 and the presence of alluvial clays above the gravels in this borehole (Palgrave, P. 2014) shows further evidence of a channel running through the site containing a build-up of alluvial silts, whereas the land to the north and the south was higher.

10.0 DISCUSSION AND CONCLUSION

Discussion

The evaluation revealed three phases of activity, the earliest of which comprised the deposition of alluvial clays 1006 and natural gravels 1012. This occurred when the local environment was dominated by the intertidal zone where channels and areas of sediment build up created an environment of marshland and gravel islands which slowly gave way to a dryer land in the western area of the site towards Fullbridge and the known settlement. Evidence of a channel running through the site containing a build-up of alluvial silts was observed with further smaller rivulets (1013) running from this channel into the intertidal zone.

No archaeological phases believed to be earlier than the post-medieval were present. The second phase is represented by the reclamation and consolidation of the area for industry and expansion in the post medieval period. Reclamation layers were deposited over the

site to consolidate the marsh environment and raise the level of the ground to make it suitable for development. Some areas of the site underwent higher levels of consolidation as evidenced in Trench 3 where seven layers of reclamation were observed. The western part of the site appears to have undergone one final process of reclamation represented by layer 1004, before more modern building works were undertaken on the site.

Similar results were observed to the north, on the opposite side of Station Road during an archaeological watching brief conducted by Pre-Construct Archaeology Ltd (PCA). The project concluded that the site was comprised of the former marshland within the Blackwater Estuary and had been subject to several phases of reclamation since the late post-medieval period, (Seddon, G. 2015).It is interesting to note that the reclamation processes in the post medieval period expand from the top of Station Road / Fullbridge all the way down to the location of the former Sadds Timber Yard where further post medieval reclamation was observed during archaeological trial trenching, (Brook, M. 2014). Unlike the sire excavated on the opposite side of the road no peat deposits were evident between the gravels and the clays. This suggests that unlike the site to the north and further to the east at the former Sadds Timber Yard, this area was never periodically dry land.

The most recent phase relates to the series of successive erection and demolition of buildings in the 20th century.

Conclusion

The archaeological evaluation at Station Road revealed interesting insights into the early environmental development of this area and archaeological stratigraphy associated with the successive phases of consolidation and reclamation in post medieval town expansion. When added to the information already gathered along Station Road through other archaeological projects this helps in constructing a more complete picture of the historic landscape.

11.0 PROJECT ARCHIVE AND DEPOSITION

A full archive will be prepared for all work undertaken in accordance with guidance from the *Selection, Retention and Dispersion of Archaeological Collections,* Archaeological Society for Museum Archaeologists, 1993. The archive will be deposited with Colchester Museum.

The archive will be quantified, ordered, indexed, cross-referenced and checked for internal consistency. The material will be catalogued, labelled and packaged for transfer and storage in accordance with the guidelines set out in the United Kingdom Institute for Conservation's *Conservation Guidelines No.2* and the Archaeological Archives Forum's *Archaeological Archives, A guide to best practice, compilation, transfer and curation* (Brown, 2007).

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www.historic-england.org.uk/professional/protection/process/national-heritage-list-for-england

SEAX – Essex Historic Environment Record Viewer -
http://unlockingessex.essexcc.gov.uk/uep/custom_pages/home_page.asp?content_page_id=48

APPENDIX 1 DEPOSIT TABLES / FEATURE DESCRIPTIONS

Deposit Tables

Table 2

Trench No	**Orientation**	**Height AOD**	**Shot No**
1	NW-SE	2.81m	DP1

Sample Section No	**Location**	**Facing**
1	NE Side	SW Facing

Context No	**Depth**	**Deposit Description**
1015	0.00 – 0.20m	Demolition Layer. Dark brown grey, loose mixture of sand, silt and clay with frequent CBM rubble inclusions
1017	0.20 – 0.31m	Former Coal Yard Layer. Dark grey black, loose sandy silt with frequent CBM and coke inclusions.
1023	0.31 – 0.62m	Levelling Layer. Mid grey brown, compact silty clay with frequent CBM rubble inclusions.
1024	0.62 – 1.49m	Contaminated Reclamation Layer. Dark brown black, compact, silty clay with frequent flint pebble inclusions.
1012	1.49m +	Natural gravels. Light orange brown, loose sandy gravel with occasional moderate sub angular flint inclusions

Deposit Model, Trench 1, Sample Section 1

Table 3

Trench No	**Orientation**	**Height AOD**	**Shot No**
2	NE - SW	2.79m	DP2

Sample Section No	**Location**	**Facing**
2	NW Side	SE Facing

Context No	**Depth**	**Deposit Description**
1015	0.00 – 0.24m	Demolition Layer. Dark brown grey, loose mixture of sand, silt and clay with frequent CBM rubble inclusions
1016	0.24 – 0.51m	Levelling Layer. Mixed light grey brown, loose sand, silt and clay with large CBM and rubble inclusions.
1017	0.51 – 0.79m	Former Coal Yard Layer. Dark grey black, loose sandy silt with frequent CBM and coke inclusions.
1019	0.79 – 1.03m	Reclamation Layer. Mid-orange grey, compact sandy clay with occasional flint gravel inclusions.
1012	1.03m +	Natural gravels. Light orange brown, loose sandy gravel with occasional moderate sub angular flint inclusions

Deposit Model, Trench 1, Sample Section 2

Table 4

Trench No	**Orientation**	**Height AOD**	**Shot No**
3	NW - SE	2.92m	DP3

Sample Section No	**Location**	**Facing**
3	SW Side	NE Facing

Context No	**Depth**	**Deposit Description**
1000	0.00 – 0.19m	Yard Surface. Light grey concrete hard standing mixed with tarmac.
1002	0.19 – 0.54m	Demolition Layer. Dark grey brown, loose sand, silt and clay with large CBM and rubble inclusions.
1004	0.54 – 1.43m	Reclamation Layer. Mid brown orange, loose sandy clay with frequent flint pebble inclusions
1005	1.43 – 1.57m	Reclamation Layer. Light orange, loose sandy clay with frequent flint pebble inclusions.
1007	1.57 – 1.73m	Reclamation Layer. Dark brown grey compact silty clay with infrequent flint pebble inclusions.
1008	1.73 – 1.87m	Reclamation Layer. Mid-brown grey, silty clay with frequent flint pebble

		inclusions.
1009	1.87 – 2.02m	Reclamation Layer. Light grey brown, compact sandy clay with frequent gravel inclusions.
1010	2.02 – 2.11m	Reclamation Layer. Mid-grey brown, sandy clay with infrequent gravel inclusions.
1011	2.11 – 2.27m	Reclamation Layer. Light grey yellow, compact sandy clay with infrequent gravel inclusions.
1012	2.27m +	Natural gravels. Light orange brown, loose sandy gravel with occasional moderate sub angular flint inclusions

Deposit Model, Trench 3, Sample Section 3

Table 5

Trench No 4	**Orientation** NE - SW	**Height AOD** 2.85m	**Shot No** DP5
Sample Section No 5	**Location** SW Side	**Facing** NW Facing	

Context No	**Depth**	**Deposit Description**
1015	0.00 – 0.04m	Demolition Layer. Dark brown grey, loose mixture of sand, silt and clay with frequent CBM rubble inclusions
1016	0.04 – 0.16m	Levelling Layer. Mixed light grey brown, loose sand, silt and clay with large CBM and rubble inclusions.
1017	0.16 – 0.48m	Former Coal Yard Layer. Dark grey black, loose sandy silt with frequent CBM and coke inclusions.
1019	0.48 – 0.72m	Reclamation Layer. Mid-orange grey, compact sandy clay with occasional flint gravel inclusions.
1022	0.72 – 0.90m	Alluvial Silt. Light grey brown, compact silt
1006	0.90m +	Alluvial Clay. Mid-grey blue, compact silty clay

Deposit Model, Trench 4, Sample Section 4

Table 6

Trench No 5	**Orientation** NW - SE	**Height AOD** 2.88m	**Shot No** DP5
Sample Section No 5	**Location** SW Side	**Facing** NE Facing	

Context No	**Depth**	**Deposit Description**
1015	0.00 – 0.09m	Demolition Layer. Dark brown grey, loose mixture of sand, silt and clay with frequent CBM rubble inclusions
1017	0.09 – 0.40m	Made Ground. Light brown orange, compact, silty clay with frequent flint pebble inclusions.
1018	0.40 – 0.67m	Reclamation layer. Light yellow orange, loose, sandy gravel with frequent large rounded flint.
1019	0.67 – 0.92m	Reclamation Layer. Mid-orange grey, compact sandy clay with occasional flint gravel inclusions.
1020	0.92 – 1.08m	Reclamation Layer. Mid grey brown, loose sandy gravel with occasional flint pebbles.
1021	1.08 – 1.15m	Gravel Layer. Light yellow, loose sandy gravel.
1012	1.15m +	Natural gravels. Light orange brown, loose sandy gravel with occasional moderate sub angular flint inclusions

Deposit Model, Trench 5, Sample Section 5

Context Description Table Trench 5

Table 7

Feature Context	Feature Type & Description (L x W x D)	Layer/Fill Context	Layer/Fill Description	Spot Date	Finds	Trench Number
1013	Natural Feature (Rivulet), (1.80+ x 1.00 x 0.70m), Irregular in plan (extending beyond trench limit), concave irregular	1014	Light grey brown, silty clay with frequent large flint pebble inclusions	n/a	None	TT5

	sides.					

Context Description Table

Table 8

Trench No 6	**Orientation** NW - SE	**Height AOD** 2.85m	**Shot No** DP6
Sample Section No 6	**Location** SW Side	**Facing** NE Facing	

Context No	**Depth**	**Deposit Description**
1000	0.00 – 0.04m	Yard Surface. Light grey concrete hard standing mixed with tarmac.
1002	0.04 – 0.16m	Demolition Layer. Dark grey brown, loose sand, silt and clay with large CBM and rubble inclusions.
1017	0.16 – 0.48m	Former Coal Yard Layer. Dark grey black, loose sandy silt with frequent CBM and coke inclusions.
1004	0.48 – 0.72m	Reclamation Layer. Mid brown orange, loose sandy clay with frequent flint pebble inclusions
1005	0.72 – 0.90m	Reclamation Layer. Light orange, loose sandy clay with frequent flint pebble inclusions.
1012	0.90m +	Natural gravels. Light orange brown, loose sandy gravel with occasional moderate sub angular flint inclusions

Deposit Model, Trench 6, Sample Section 6

Table 9

Trench No 7	**Orientation** NE - SW	**Height AOD** 2.95m	**Shot No** DP7
Sample Section No 7	**Location** SW Side	**Facing** NW Facing	

Context No	**Depth**	**Deposit Description**
1000	0.00 – 0.12m	Yard Surface. Light grey concrete hard standing mixed with tarmac.
1001	0.12 – 0.46m	Concrete Pad.
1002	0.46 – 0.70m	Demolition Layer. Dark grey brown, loose sand, silt and clay with large CBM and rubble inclusions.
1003	0.70 – 0.99m	Made Ground. Mid brown orange, compact, silty clay with frequent CBM and flint pebble inductions.
1004	0.99 – 1.16m	Reclamation Layer. Mid brown orange, loose sandy clay with frequent flint pebble inclusions
1005	1.16 – 1.59m	Reclamation Layer. Light orange, loose sandy clay with frequent flint pebble inclusions.
1006	1.59m +	Alluvial Clay. Mid-grey blue, compact silty clay

Deposit Model, Trench 7, Sample Section 7

Table 10

Trench No 5	**Orientation** NW - SE	**Height AOD** 2.80m	**Shot No** DP8
Sample Section No 8	**Location** NE Side	**Facing** SW Facing	

Context No	**Depth**	**Deposit Description**
1015	0.00 – 0.19m	Demolition Layer. Dark brown grey, loose mixture of sand, silt and clay with frequent CBM rubble inclusions
1017	0.19 – 0.43m	Former Coal Yard Layer. Dark grey black, loose sandy silt with frequent CBM and coke inclusions.
1018	0.43 – 0.99m	Reclamation layer. Light yellow orange, loose, sandy gravel with frequent large rounded flint.
1012	0.99m +	Natural gravels. Light orange brown, loose sandy gravel with occasional moderate sub angular flint inclusions

Deposit Model, Trench 5, Sample Section 8

APPENDIX 4 OASIS FORM

OASIS FORM - Print view

OASIS DATA COLLECTION FORM: England

List of Projects | Manage Projects | Search Projects | New project | Change your details | HER coverage | Change country | Log out

Printable version

OASIS ID: britanni1-227569

Project details

Project name	Land at Corner of Station Road, Fullbridge, Maldon, Essex
Short description of the project	In February 2016, Britannia Archaeology Ltd (BA) undertook a trial trench evaluation in advance of the demolition of existing buildings and the construction of a food store together with access, car-parking, landscaping and associated engineering works, on Land at Corner of Station Road, Fullbridge, Maldon, Essex The main potential for the evaluation was to encounter archaeological remains associated with the post-medieval period expansion of the industrial areas of the historic town of Maldon. The evaluation revealed three phases of activity, the earliest of which comprised the deposition of alluvial clays and gravels. This occurred when the local environment was dominated by the intertidal zone where channels and areas of sediment build up created an environment of marshland and gravel islands which slowly gave way to dryer land in the western area of the site towards Fullbridge and the known settlement. No archaeological phases believed to be earlier than the post-medieval were present. The second phase was represented by the reclamation and consolidation of the area for industry and expansion in the post medieval period. The most recent phase relates to the series of successive erection and demolition of buildings in the 20th century. The evaluation revealed interesting insights into the early environmental development of this area and archaeological stratigraphy associated with the successive phases of consolidation and reclamation in post medieval town expansion.
Project dates	Start: 11-02-2016 End: 20-02-2016
Previous/future work	No / No
Any associated project reference codes	MD53 - Sitecode
Type of project	Field evaluation
Site status	None
Current Land use	Other 3 - Built over
Monument type	NONE None
Significant Finds	NONE None
Methods & techniques	"Sample Trenches"
Development type	Urban commercial (e.g. offices, shops, banks, etc.)
Prompt	Direction from Local Planning Authority - PPG16
Position in the planning process	After full determination (eg. As a condition)

file:///C|/Users/Work/Desktop/7.%20Report/OASIS%20FORM%20-%20Print%20view.htm[05/04/2016 20:15:26]

OASIS FORM - Print view

Project location	
Country	England
Site location	ESSEX MALDON MALDON Land at Corner of Station Road, Fullbridge, Maldon, Essex
Postcode	CM9 4LE
Study area	0.2 Hectares
Site coordinates	TL 85165 07468 51.734771374737 0.681883492759 51 44 05 N 000 40 54 E Point
Lat/Long Datum	Unknown
Project creators	
Name of Organisation	Britannia Archaeology Ltd
Project brief originator	Self (i.e. landowner, developer, etc.)
Project design originator	Martin Brook
Project director/manager	Martin Brook
Project supervisor	Martin Brook
Type of sponsor/funding body	Developer
Name of sponsor/funding body	Lidl UK GmbH
Project archives	
Physical Archive Exists?	No
Digital Archive recipient	Essex HER
Digital Archive ID	MD53
Digital Contents	"none"
Digital Media available	"Database","GIS","Images raster / digital photography","Spreadsheets","Survey"
Paper Archive recipient	Essex HER
Paper Archive ID	MD53
Paper Contents	"none"
Paper Media available	"Context sheet","Correspondence","Drawing","Photograph","Plan","Report","Unpublished Text"
Project bibliography 1	
	Grey literature (unpublished document/manuscript)

file:///C|/Users/Work/Desktop/7.%20Report/OASIS%20FORM%20-%20Print%20view.htm[05/04/2016 20:15:26]

OASIS FORM - Print view

Publication type	
Title	LAND AT CORNER OF STATION ROAD FULLBRIDGE MALDON ESSEX
Author(s)/Editor(s)	Brook. M
Other bibliographic details	R1126
Date	2016
Issuer or publisher	Britannia Archaeology LTD
Place of issue or publication	Bury St Edmunds
Description	A4 bound report with A3 pull-out figures
URL	www.britannia-archaeology.com
Entered by	Martin Brook (martin@brit-arch.com)
Entered on	5 April 2016

OASIS: Please e-mail Historic England for OASIS help and advice
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Cite only: http://www.oasis.ac.uk/form/print.cfm for this page

file:///C|/Users/Work/Desktop/7.%20Report/OASIS%20FORM%20-%20Print%20view.htm[05/04/2016 20:15:26]

N

Site Boundary

NGR: 585170 207450

REFERENCE: R1126

PROJECT: LAND AT THE CORNER OF STATION ROAD, FULBRIDGE, MALDON

CLIENT:

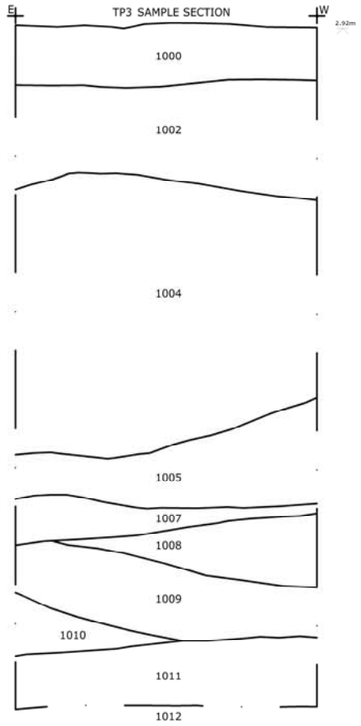
DESCRIPTION: GENERAL LOCATION PLAN

BRITANNIA ARCHAEOLOGY LTD
UNIT 2
THE OLD WOOL WAREHOUSE,
ST ANDREWS STREET SOUTH,
BURY ST EDMUNDS,
SUFFOLK, IP33 3PH
T: 01449 763034
E: info@britannia-archaeology.com
W: www.britannia-archaeology.com

SCALE: 1:1250 (0 – 50m)

PLOT: A3 | APPROVED: MB | VERSION: 01

DATE: FEB 2016 | AUTHOR: DPM | FIGURE: 01



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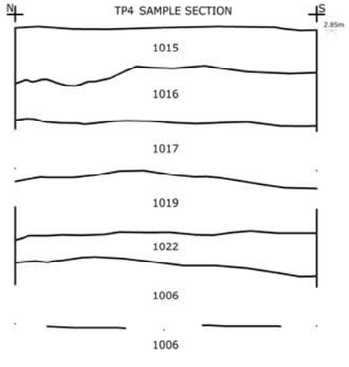

DP4: SAMPLE SECTION 4: VIEW E

N

NGR: 585170 207450

REFERENCE: R1126

PROJECT: LAND AT THE CORNER OF STATION ROAD, FULBRIDGE, MALDON

CLIENT:

DESCRIPTION: SITE SECTIONS & PHOTOGRAPHS

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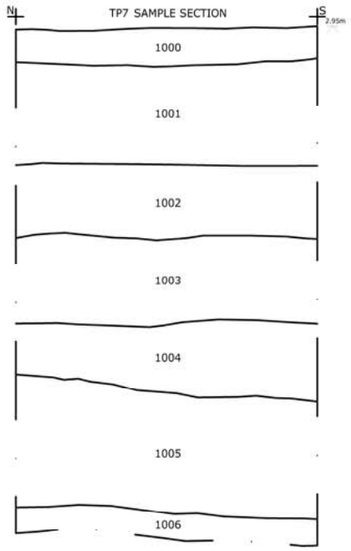
SCALE: 1:20 (0 – 1m)

PLOT: A3 | APPROVED: MB | VERSION: 01

DATE: FEB 2016 | AUTHOR: DPM | FIGURE: 10



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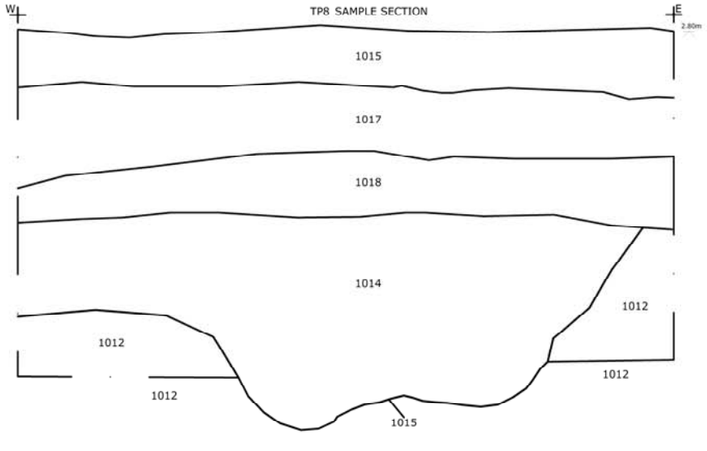

DP8: SAMPLE SECTION 8: VIEW N

N

NGR: 585170 207450

REFERENCE: R1126

PROJECT: LAND AT THE CORNER OF STATION ROAD, FULBRIDGE, MALDON

CLIENT:

DESCRIPTION: SITE SECTIONS & PHOTOGRAPHS

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SCALE: 1:20 (0 – 1m)

PLOT: A3

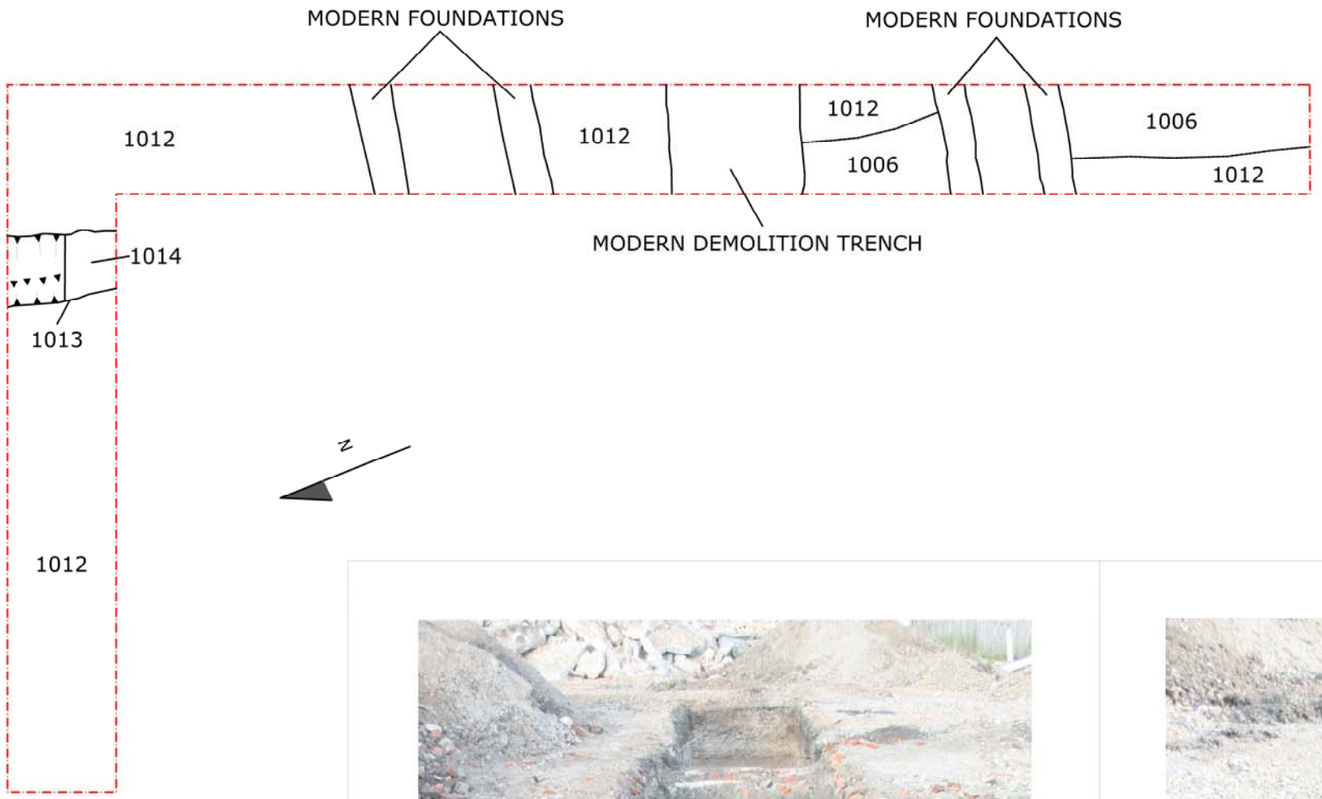
APPROVED: MB

VERSION: 01

DATE: FEB 2016

AUTHOR: DPM

FIGURE: 11



DP9: TRENCH 2: VIEW N

DP10: TRENCH 5: VIEW E

Archaeological Trench

NGR: 585170 207450

REFERENCE: R1126

PROJECT: LAND AT THE CORNER OF STATION ROAD, FULBRIDGE, MALDON

CLIENT:

DESCRIPTION: TRENCH 2 & 5 PLAN & TRENCH PHOTOGRAPHS

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SCALE: 1:100 (0 – 5m)

PLOT: A3 | APPROVED: MB | VERSION: 01

DATE: FEB 2016 | AUTHOR: DPM | FIGURE: 12

DP11: TRENCH 3: VIEW W

DP12: TRENCH 4: VIEW N

DP13: TRENCH 6: VIEW N

DP14: TRENCH 7: VIEW S

N

NGR: 585170 207450

REFERENCE: R1126

PROJECT: LAND AT THE CORNER OF STATION ROAD, FULBRIDGE, MALDON

CLIENT:

DESCRIPTION: TRENCH PHOTOGRAPHS

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SCALE:

PLOT: A3 | APPROVED: MB | VERSION: 01

DATE: FEB 2016 | AUTHOR: DPM | FIGURE: 13

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HER Search Area

Archaeological Event

Monument Area

Site Boundary

NGR: 585170 207450

REFERENCE: R1126

PROJECT: LAND AT THE CORNER OF STATION ROAD, FULBRIDGE, MALDON

CLIENT: LIDL

DESCRIPTION: EHER DATA - MONUMENTS

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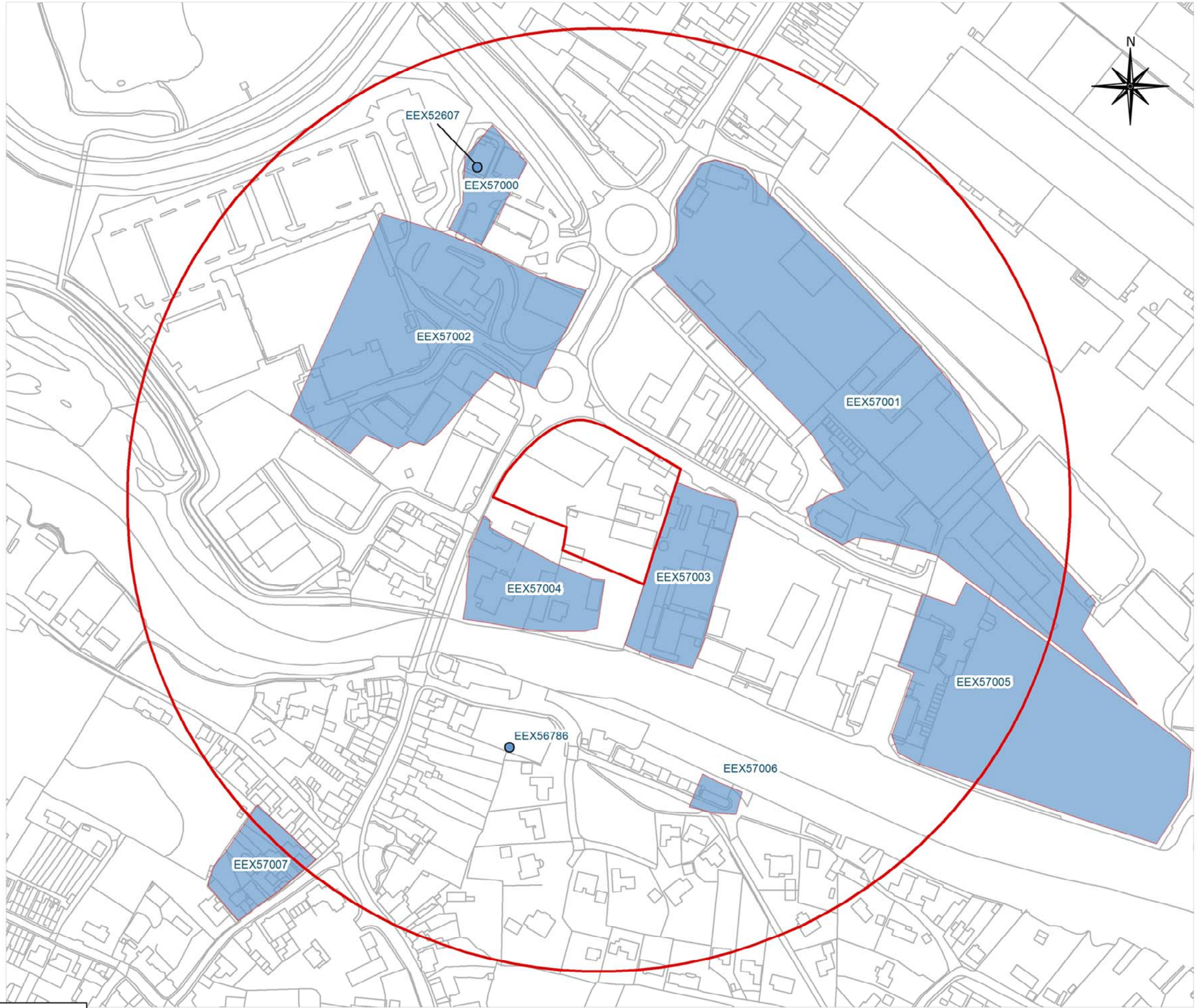
SCALE: 1:2500 (0 – 100m)

PLOT:	APPROVED:	VERSION:
A3	MB	01

DATE:	AUTHOR:	FIGURE:
FEB 2016	DPM	02



HER Search Area

Archaeological Event

Monument Area

Site Boundary

NGR: 585170 207450

REFERENCE: R1126

PROJECT: LAND AT THE CORNER OF STATION ROAD, FULBRIDGE, MALDON

CLIENT:

DESCRIPTION: EHER DATA - ARCHAEOLOGICAL EVENTS

BRITANNIA ARCHAEOLOGY LTD

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SCALE: 1:2500 (0 – 100m)

PLOT: A3 | APPROVED: MB | VERSION: 01

DATE: FEB 2016 | AUTHOR: DPM | FIGURE: 03

N

Fullbridge Gospel Hall

3.0m

FULLBRIDGE

STATION ROAD

17

El Sub Sta

3.7m

7

6

5

4

3

2

1

SS1

SS2

SS3

SS4

SS5

SS6

SS7

SS8

Tank

Fullbridge House

2

Tank

WB

Mill

Fullbridge Mill

ESS

Mill

SS1 Sample Section

Archaeological Trench

Site Boundary

NGR: 585170 207450

REFERENCE: R1126

PROJECT: LAND AT THE CORNER OF STATION ROAD, FULBRIDGE, MALDON

CLIENT:

DESCRIPTION: SITE PLAN SHOWING TRENCH & SECTION LOCATIONS

BRITANNIA ARCHAEOLOGY LTD
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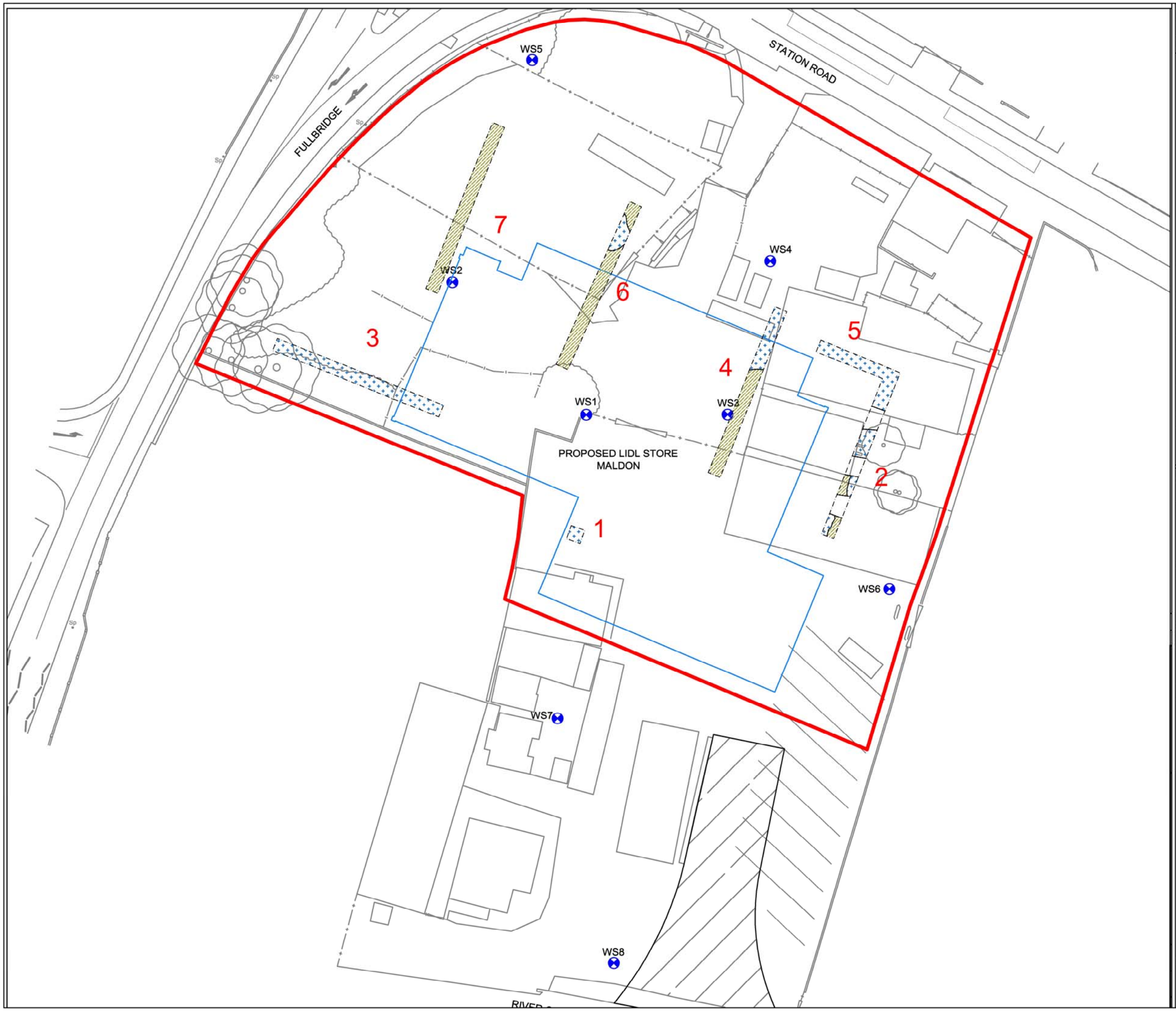
PLOT: A3 | APPROVED: MB | VERSION: 01

DATE: FEB 2016 | AUTHOR: DPM | FIGURE: 04



N

Natural Gravels

Natural Clays

Geotech Locations

Archaeological Trench

Site Boundary

NGR: 585170 207450

REFERENCE: R1126

PROJECT: LAND AT THE CORNER OF STATION ROAD, FULBRIDGE, MALDON

CLIENT: LIDL

DESCRIPTION: SITE PLAN SHOWING NATURAL EXTENTS & GEOTECH LOCATIONS

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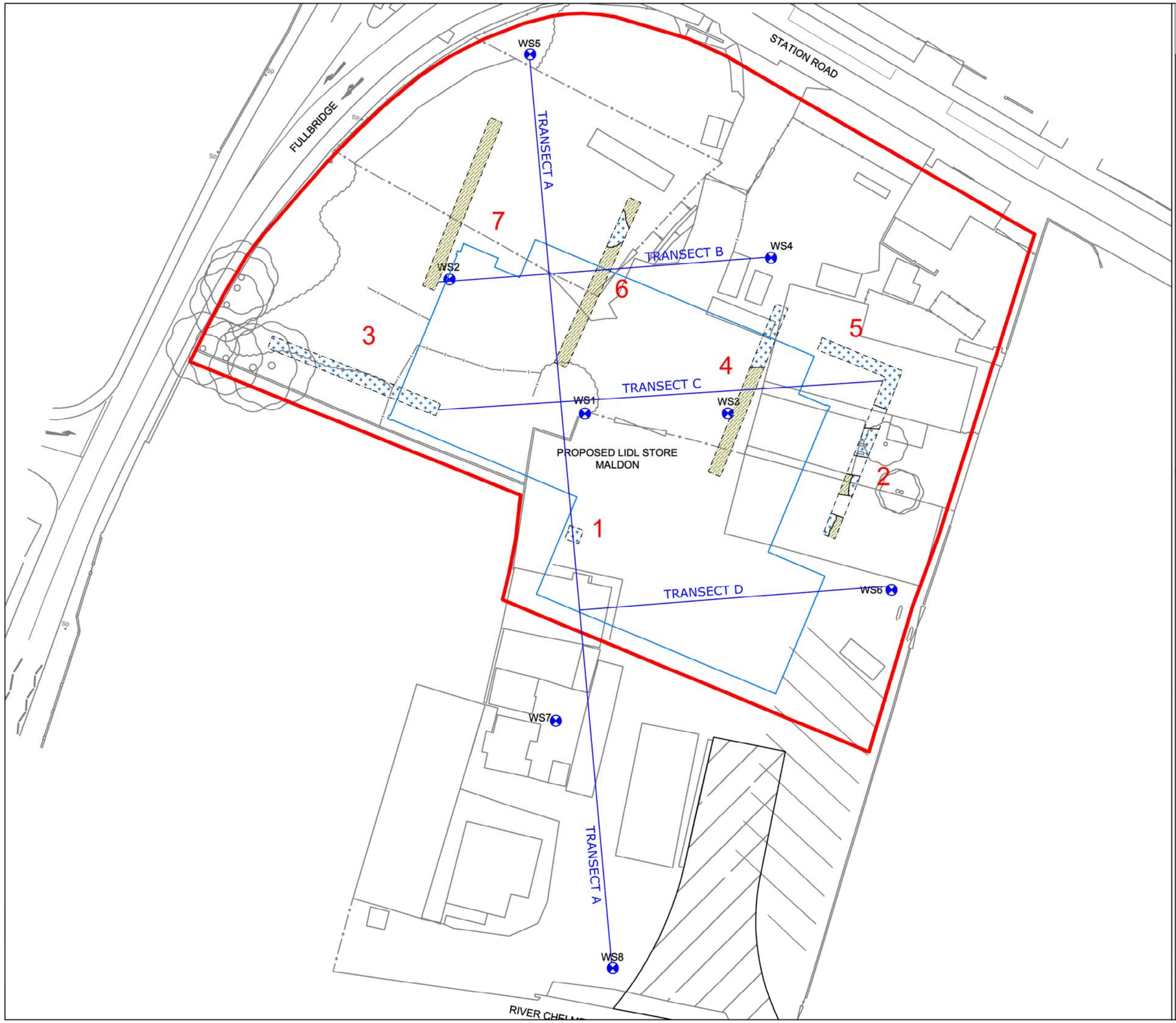
PLOT: A3 | APPROVED: MB | VERSION: 01

DATE: FEB 2016 | AUTHOR: DPM | FIGURE: 05



N

- Natural Gravels
- Alluvial Clays
- Geotech Locations
- Archaeological Trench
- Site Boundary

NGR: 585170 207450

REFERENCE: R1126

PROJECT: LAND AT THE CORNER OF STATION ROAD, FULBRIDGE, MALDON

CLIENT:

DESCRIPTION: SITE PLAN SHOWING NATURAL EXTENTS & GEOTECH LOCATIONS WITH TRANSECTS

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E: info@britannia-archaeology.com
W: www.britannia-archaeology.com

SCALE: 1:500 (0 – 20m)

PLOT:	APPROVED:	VERSION:
A3	MB	01

DATE:	AUTHOR:	FIGURE:
FEB 2016	DPM	06

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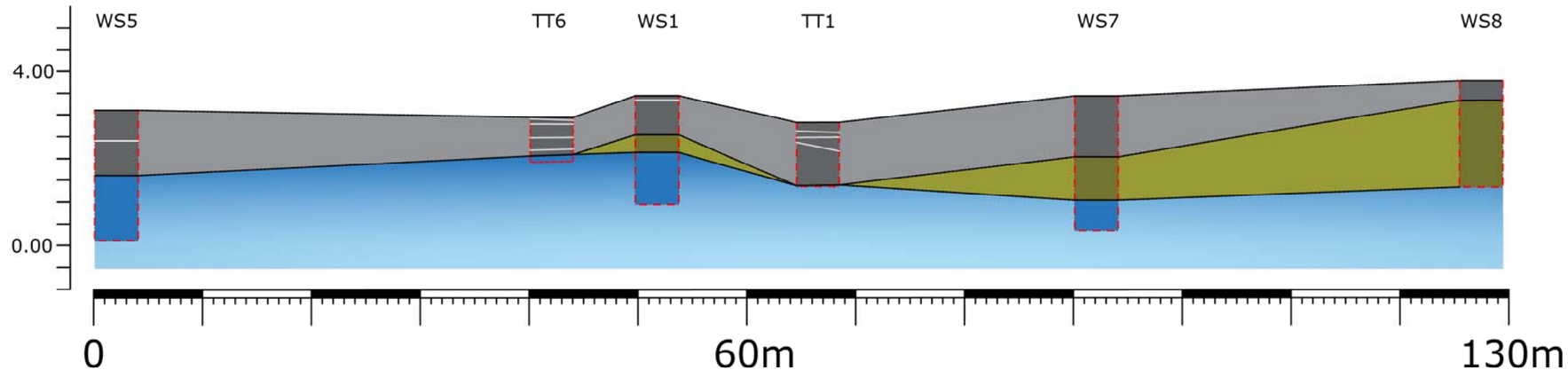

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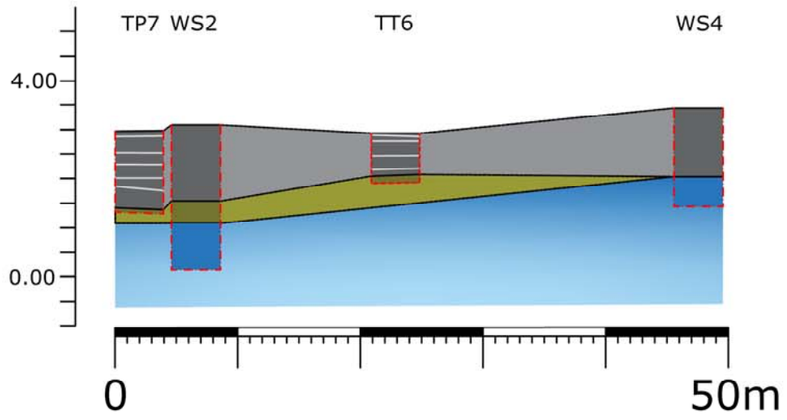

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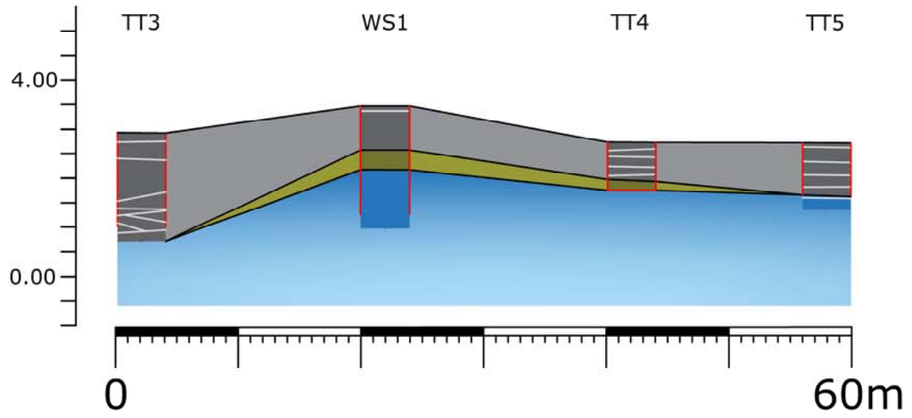
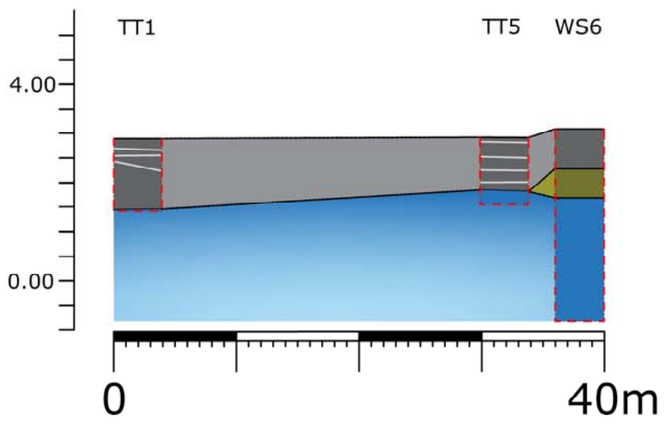


TRANSECT D



- Natural Gravels
- Alluvial Clays
- Modern/Post Medieval
- Archaeological Trench/Geotech

NGR: 585170 207450

REFERENCE: R1126

PROJECT: LAND AT THE CORNER OF STATION ROAD, FULBRIDGE, MALDON

CLIENT:

DESCRIPTION: SITE TRANSECTS

BRITANNIA ARCHAEOLOGY LTD
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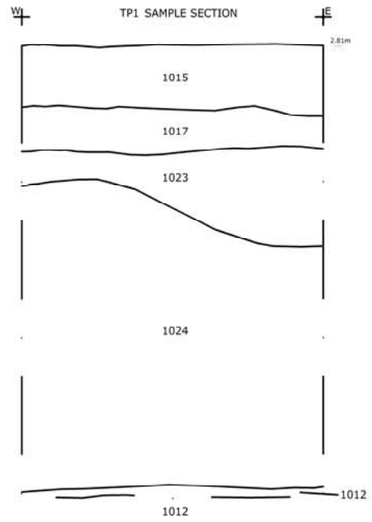
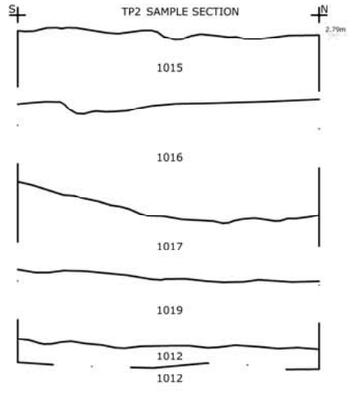
SCALE:
VERTICAL SCALE: 1:125
HORIZONTAL SCALE: 1:500

PLOT:	APPROVED:	VERSION:
A3	MB	01

DATE:	AUTHOR:	FIGURE:
FEB 2016	DPM	07



DP1: SAMPLE SECTION 1: VIEW N



DP2: SAMPLE SECTION 2: VIEW W

NGR: 585170 207450

REFERENCE: R1126

PROJECT: LAND AT THE CORNER OF STATION ROAD, FULBRIDGE, MALDON

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DESCRIPTION: SITE SECTIONS & PHOTOGRAPHS

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SCALE: 1:20 (0 – 1m)

PLOT: A3

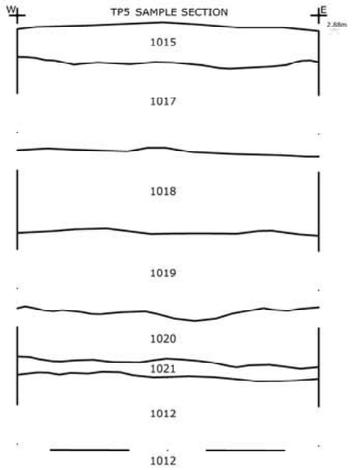
APPROVED: MB

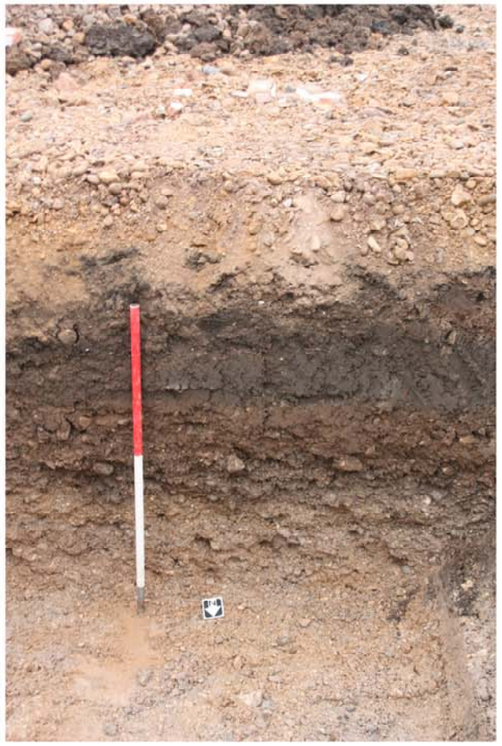
VERSION: 01

DATE: FEB 2016

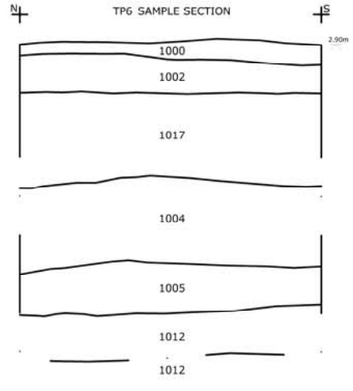
AUTHOR: DPM

FIGURE: 08





DP5: SAMPLE SECTION 5: VIEW S



DP6: SAMPLE SECTION 6: VIEW E

N

NGR: 585170 207450

REFERENCE: R1126

PROJECT: LAND AT THE CORNER OF STATION ROAD, FULBRIDGE, MALDON

CLIENT:

DESCRIPTION: SITE SECTIONS & PHOTOGRAPHS

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SCALE: 1:20 (0 – 1m)

PLOT: A3 | APPROVED: MB | VERSION: 01

DATE: FEB 2016 | AUTHOR: DPM | FIGURE: 09