



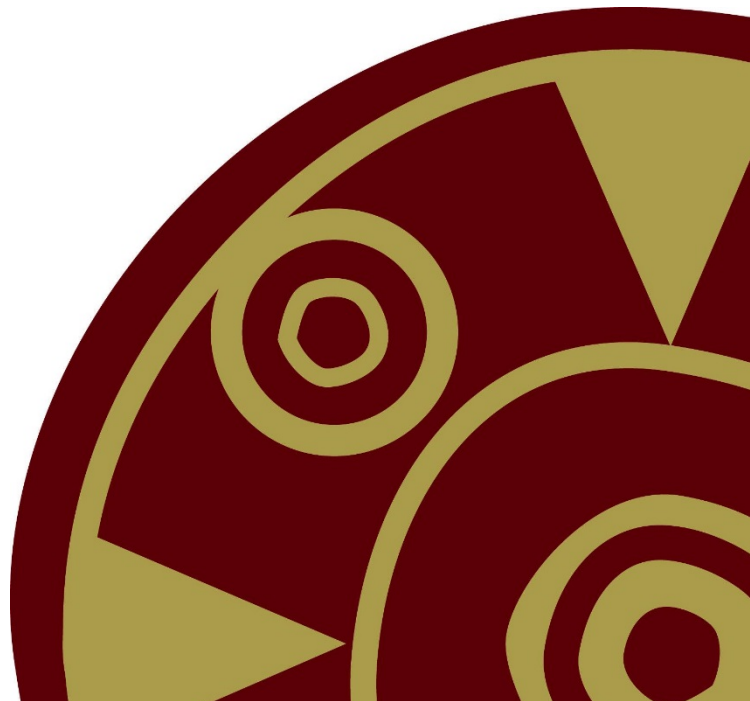
# Landguard Point Radar Tower Connection Felixstowe, Suffolk

**Client:**  
Harwich Haven Authority

**Date:**  
February 2017

**FEX 337**

Archaeological Monitoring Report  
SACIC Report No. 2017/004  
Author: M. Sommers  
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# Landguard Point Radar Tower Felixstowe, Suffolk

FEX 337

Archaeological Monitoring Report

SACIC Report No. 2017/004

Author: M. Sommers

Report Date: February 2017



## HER Information

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**Site Code (event no.)** FEX 337 (ESF25393)  
**Site Name:** Landguard Point Radar Tower, Felixstowe, Suffolk  
**Planning Application Nos:** n/a  
**Dates of Fieldwork:** 8th December 2016 to 18th January 2017  
**Grid Reference:** TM 2842 3197 to TM 2882 3257  
**Oasis Reference:** suffolka1-273808  
**Curatorial Officer:** Nick Carter (Historic England)  
**Project Officer:** Mark Sommers  
**Client/Funding Body:** Harwich Haven Authority

Digital report submitted to Archaeological Data Service:  
<http://ads.ahds.ac.uk/catalogue/library/greylit>

Prepared By: Mark Sommers  
Date: 2<sup>nd</sup> February 2017

Approved By: Rhodri Gardner  
Position: Director  
Date: 2<sup>nd</sup> February 2017

Signed: 



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## **Summary**

Archaeological monitoring of works associated with the installation of a service duct at Landguard Point, Felixstowe, was undertaken during December 2016 and January 2017. A total of c.1160m of narrow trench was mechanically excavated. Approximately 750m of this ran within the area of the Landguard Fort and associated field works Scheduled Monument (SM No. 1018969) and was the subject of the monitoring. Buried remains of late 19th century or early 20th century buildings that formerly stood to the rear of the Left Battery and the rear wall of a 20th century building that stood to the northeast were recorded but for the majority of the route only naturally occurring sand and shingle deposits were noted and no further archaeological evidence of any significance was identified. (Mark Sommers, Suffolk Archaeology CIC, for Harwich Haven Authority).



# 1. Introduction

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As part of an upgrade of the connection to the Landguard Point Radar Tower, Felixstowe, Suffolk, it was necessary to install a new length of service duct. The work entailed the mechanical excavation of c.1160m of trench running from an existing manhole close to Landguard Fort, along the east side of View Point Road, to a second manhole located adjacent to the junction of View Point Road with Carr Road.

Approximately 750m of the route crosses or runs along the edge of the designated area of the Landguard Fort and associated field works Scheduled Monument (List Entry Number: 1018969). The Scheduled Monument encompasses the existing 18th century fort, the adjacent 19th century gun batteries and a large part of the adjacent Landguard Common, within which significant evidence related to coastal defence from the 16th century onwards is likely to be present, either as visible earthworks and structures or as underground remains. Only groundwork undertaken within the vicinity of the Scheduled Monument was archaeologically monitored.

To undertake the work Scheduled Monument consent was granted with a condition that archaeological monitoring of the works be undertaken. To detail the archaeological work required a Brief was produced by Nick Carter of Historic England. Based on this brief a Written Scheme of Investigation (WSI) was produced and subsequently approved by Historic England (Appendix 1).

The archaeological monitoring was carried out during December 2016 and January 2017 by Suffolk Archaeology Community Interest Company (SACIC), who were commissioned by the Harwich Haven Authority.

The National Grid Reference (NGR) for the approximate centre of the works area is TM 2858 3208. Figure 1 shows a location plan of the site.

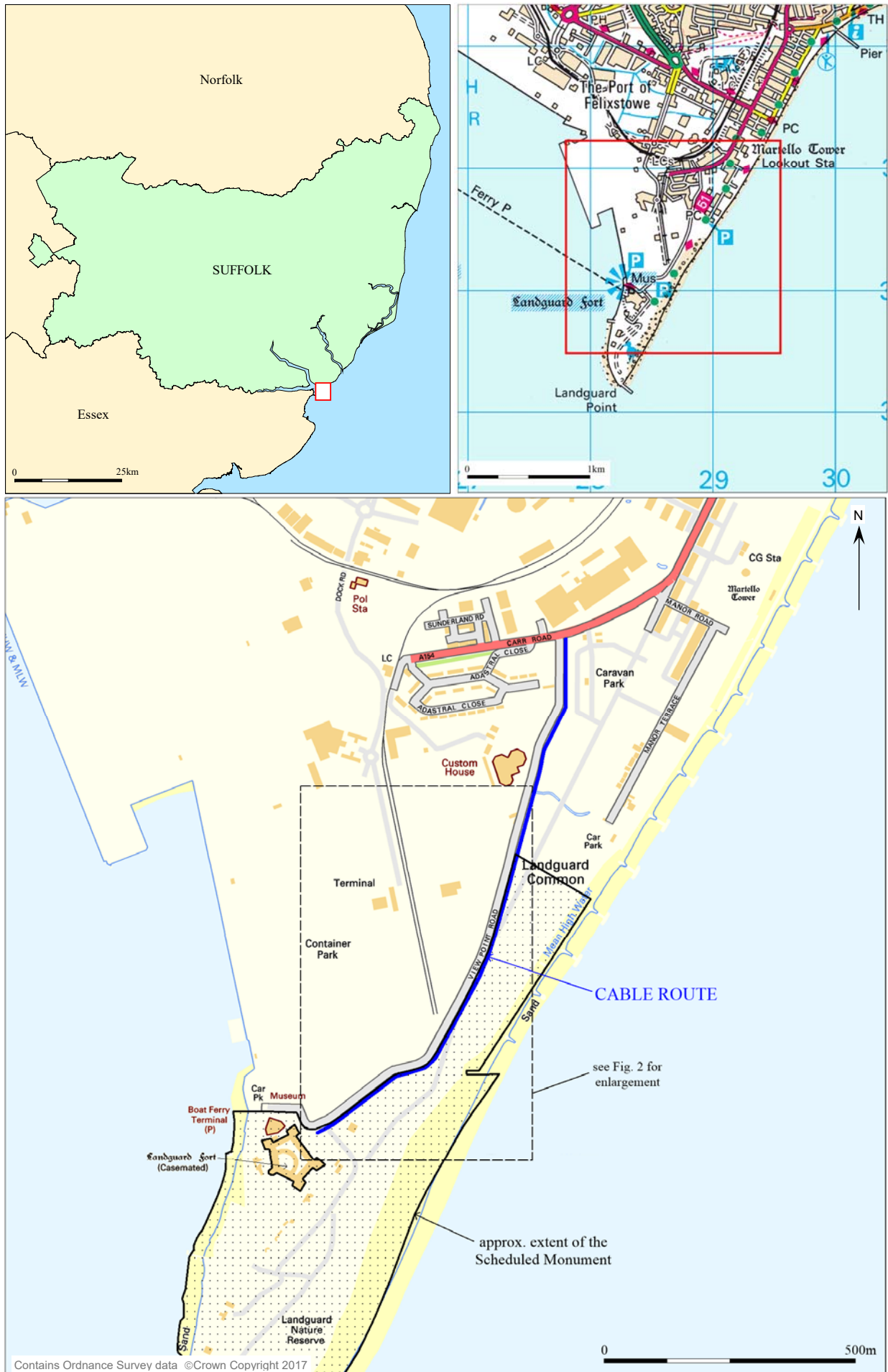


Figure 1. Location map

## **2. Geology and topography**

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The underlying geology in this area consists of the Thanet Sand Formation and Lambeth Group, which comprises clay, silt and sand. It is overlain by Marine Beach Deposits of relatively recently deposited sand and gravel and areas of beach shingle (British Geological Survey website). The area lies adjacent to the North Sea and comprises a sand shingle spit, created by coastal drift that protects the entrance of an open area of water known as Harwich Haven. Inland of the spit large areas of former marshland accumulated but these have since been reclaimed.

The resulting topography is generally flat but with slight undulations, which gently slopes down to the coastal low water mark to the southeast. To the east of the monitored duct route lies the Landguard Common Nature Reserve, an area of vegetated shingle that due to its rarity is a designated SSSI. Beyond a shingle crest to the east, this changes to sand and shingle beaches as the land dips down to the sea. In the northern area of the site the vegetated area is further protected by a concrete seawall. To the north and west of the duct route the land is relatively low lying, being on the whole reclaimed marshland, much of which is now an enclosed container terminal known as the Port of Felixstowe. It is protected from tidal flooding by earthwork embankments that run along the back edge of the beaches. These embankments also include the earthworks that form the Left and Right Batteries.

## **3. Archaeology and historical background**

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The site lies within the Landguard Nature Reserve and an area designated as a Scheduled Monument (no. 1018969; old SAM no. 21407). The scheduled area consists of an area of numerous fortifications and other structures relating to the defence of the harbour at Harwich and Felixstowe, the most obvious of which is Landguard Fort, a substantial brick-built structure that overlooks the entrance to Harwich Haven. The earliest known works in this area consisted of a small gun battery built during the reign of Henry VIII, the site of which has now been lost to coastal erosion. The present fort was built in the 1740s and incorporated part of an earlier battery of 1716. It also partially overlies a previous fort of 1626, which was the site of an unsuccessful attack by the Dutch in 1667. The present fort was extensively remodelled during the 1870s but with the development of long range naval gunnery it was found to be wanting as the majority of its armament faced across the harbour entrance and were unable to engage ships at

sea. Consequently, two additional gun batteries were added in the 1880s and 1890s (The Left and Right Batteries respectively). Two further emplacements for large guns were added to bolster defences during World War II (the emergency batteries). The site remained in military use until the 1950s.

Landguard Common has long been an area of military activity and a number of other gun batteries, defensive earthworks and redoubts have been built on the peninsular to provide further lines of defence for the fort. In addition to the forts numerous other military structures such as barracks, searchlight emplacements, experimental and practice batteries, command posts, etc. have also been built in the area. This development has been carried out throughout the 18th and 19th centuries and continued up to 1940s.

The service duct runs from close to the entrance of the present fort and along the eastern edge of View Point Road. This takes it close to the rear of the Left Battery, across an area of structures marked on 20th century Ordnance Survey maps (i.e. 1952 1:2500 scale sheet and the 1974 1:1250 scale sheet, earlier large scale maps do not show the fort or associated buildings due to military sensitivities). View Point Road is the current access route to Landguard Fort but from a point just beyond the north-eastern end of the Left Battery it deviates from an earlier roadway (as used in the 19th century). The present road now runs along a completely new route that diverges to the northwest from the earlier line (see Fig. 2).

## **4. Methodology**

---

The monitoring was achieved through the visual examination of the excavated trench whilst the work was underway, in order to identify and record any significant archaeological features and/or deposits that may be exposed. Measured sketches were drawn of any significant remains exposed although, given the nature of the work, the prime method of recording was through the use of digital photography with an appropriate scale in place.

A limited number of artefacts were noted during the monitoring, mainly the remnants of building materials (brick fragments etc.). Their presence was noted and measurements and photographs were taken of potentially interesting items, before they were returned to the trench upon its backfilling.

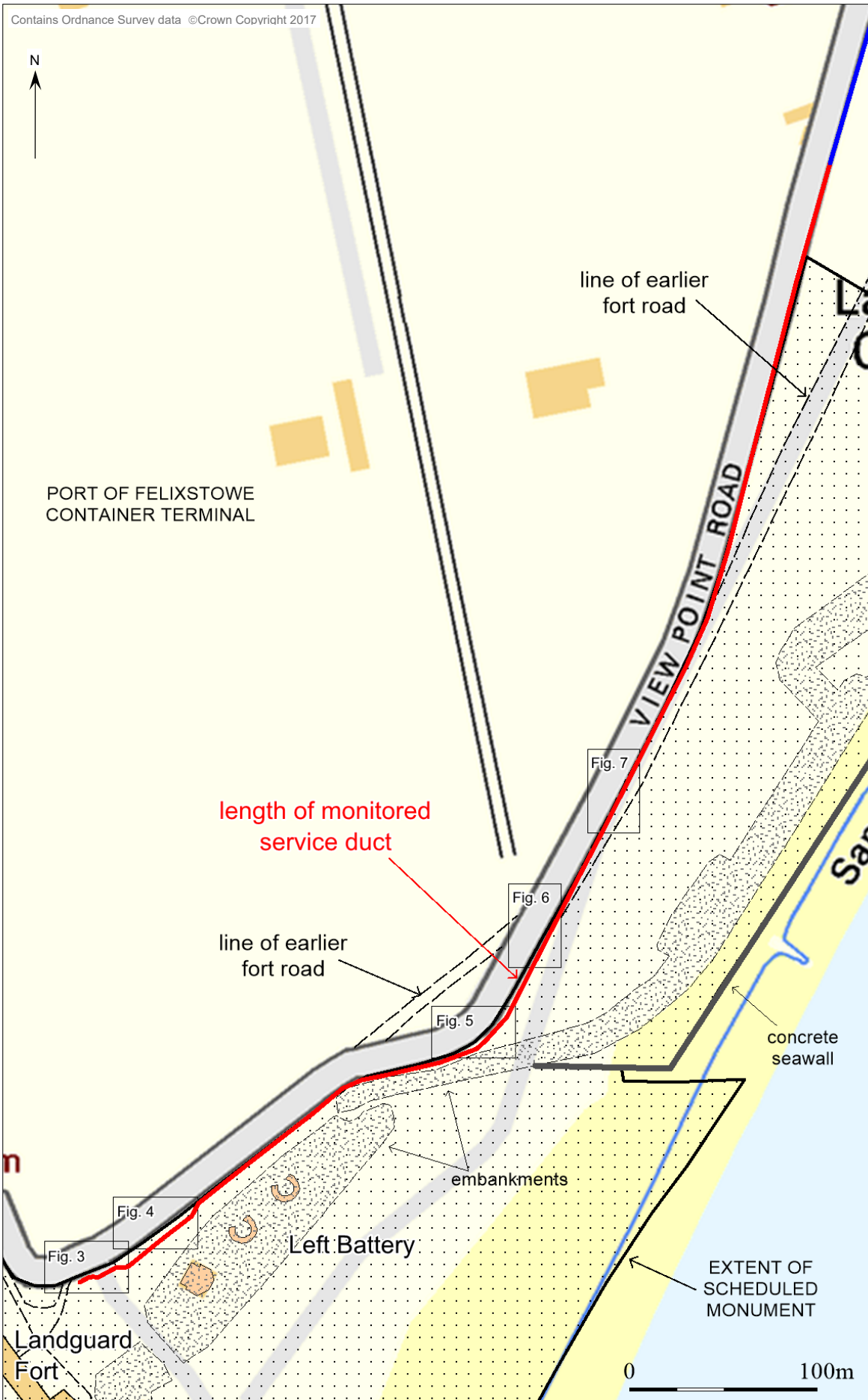


Figure 2. Route of monitored trench (showing the locations of Figs 3 - 7)

## 5. Results

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The site was initially visited on the 28th November 2016 to make a pre-start photographic record of the monument (available on CD). To undertake the archaeological monitoring the site was visited daily from 8th December 2016 through to the 21st December 2016 and for a second period from the 9th January 2017 through to 18th January 2017, at which point the works progressed beyond the north-eastern limit of Scheduled Monument.

The excavated trench ran from an existing manhole located within the fort's entrance roadway c. 50m from the main gate (NGR TM 28428 31979), to a manhole at the junction of Carr Road and View Point Road (NGR TM 28917 32950), although the monitoring was only continued up to the northeast of the Scheduled Monument (NGR TM 28829 32571), a distance of just over 750m. The trench was dug using a small tracked excavator fitted with a narrow, toothless bucket. It measured 0.3m in width and was cut to a depth of around 0.6m to 0.65m. The trench was excavated in lengths of 6m to 7m, which corresponded to the length of the plastic ducts being used. Once a section was excavated a length of duct was inserted and the trench then backfilled, generally by hand, and compacted using a small vibrating packer. During backfilling the mechanical excavation of the trench continued.

The soil profile exposed by the excavated trench generally consisted of a thin dark topsoil with turf which overlay a homogenous deposit of slightly 'dirty' yellow sand with occasional lenses of gravel and shingle.

In a small number of areas this soil profile varied and occasional structural and other remains were encountered. Each specific item was given a simple numerical identity and is described below in the order in which they were encountered (i.e. from southwest to northeast along the route); the locations of these recorded phenomena and their identification numbers are marked in Figures 3 to 7. Tentative interpretations of the listed items are presented in italics.

The first feature encountered, **Item 1** (fig. 3), was a low, curving brick wall that formerly retained a now denuded earthwork that formed part of the fort's defences (plate 1). The upper courses of the brickwork have been recently rebuilt to make the feature more prominent as an aid to the interpretation of this defensive feature (a deliberate deviation



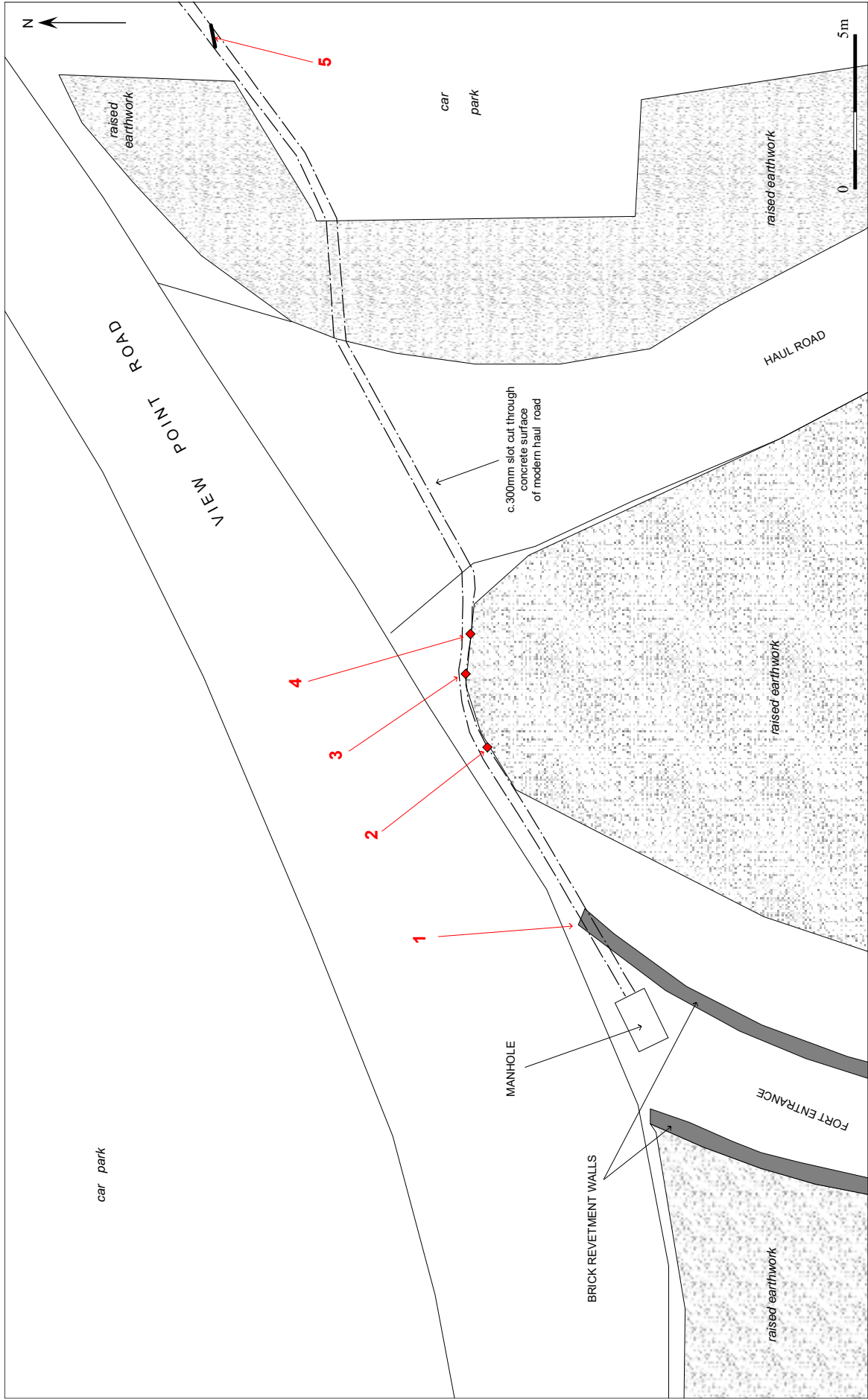


Figure 3. Location of Items 1 to 5

of the road designed to prevent direct fire on the fort's entrance). The service duct passed under the wall through an existing tunnel. The appearance of the below ground portions the wall suggested it had been previous altered/rebuilt in association with earlier service works (plate 2).

The service trench continued to the east, cutting into the toe of a raised, flat-topped earthwork. In this area the trench was cut into made ground deposits of a dirty grey silty sand with occasional small fragments of red brick and tile. A horizontal layer of dark sand and gravel was visible at the base of the earthwork (*a former surface?*), at a level coincidental with, or just the below, the adjacent ground surface (visible in plates 3, 4 and 5). It was not visible beyond a section of brickwork (Item 3).

**Item 2** (fig. 3) comprises a section of possibly *in-situ* brickwork (plate 3) and an area of brick rubble visible on the southeast side of the trench. The brick rubble consisted of broken soft red bricks with little apparent mortar. Associated with this was at a pair of horizontally placed bricks set on edge. This were of a hard pink fabric, measured 220mm by 105mm by 65mm, with a frog but no branding. A 20th century date for this item is suggested by the bricks. *Possibly the remains of a manhole associated with drainage of other services?*

**Item 3** (fig. 3) was located c.2.5m to the northeast and comprised a further section of *in-situ* brickwork within an area of brick rubble (plates 4 and 5). The bricks consisted of frogless, soft reds (?mm by 105mm by 65mm) cemented with a pale creamy white mortar. *Remains of a wall of unknown purpose that presumably continues to the southeast. The bricks suggest a 19th century date for this structure.*

**Item 4** (fig. 3) A length of angle-iron set upright in concrete (plate 6, also visible in plate 5). Marks the eastern extent of the brick rubble associated with item 3. *Part of a fence or a signpost?*

The service duct then crossed the line of a concrete haul road that formerly provided access to marine aggregate plant (plate 7). A c.300mm wide slot was cut through the concrete using a disc-cutter which revealed it to be c. 120mm thick with occasional wire reinforcement overlying a c. 0.4m thick layer of pale brown sand shingle which in turn overlay a deposit of bright yellow sand and shingle.

**Item 5** (fig. 3) A length of redundant ?electric cable ran diagonally across the trench on an east - west alignment (plate 8), towards the back of the Left Battery. *Part of the electrical supply to the Left Battery?*

**Item 6** (fig. 4) consisted of an area of hardstanding or roadway (plate 9). It comprises a subbase of moderate sized fragments of a mudstone (?septaria), c. 0.2m thick overlain by c. 0.08m thick layer of rammed yellow sand and gravel which in turn was overlain by a c. 0.07m layer of rammed dark brown sand and gravel. This lay around 0.15 to 0.20m below the present ground surface. *Clearly a well constructed area of hardstanding, possibly part of an earlier roadway.*

**Item 7** (fig. 4) A salt-glazed pipe, c. 0.12m in diameter, aligned roughly north-south at a depth of approximately 0.6m (plate 10). Not entirely clear but appeared to have a slight fall to the north. *Foul water drain from the Left Battery?*

**Item 8** (fig. 4) A steel ?pipe, c. 50mm in diameter running roughly east west at a depth of approximately 0.6m (plate 10). *Water supply to a former toilet block associated with the Left Battery?*

**Item 9** (fig. 4) An area of concrete with brick fragments, mostly frogless, soft reds (plate 11). It measured 1.8m in width, 0.2m in thickness and lay approximately 0.2m below the present ground surface. To install the service duct it was necessary to break out a slot through this feature. This revealed a length of loose bricks along southeast edge of the trench (plate 12), some of which could have potentially been part of an *in-situ* wall or brick surface, particularly towards the northeast (plates 13 and 14) although no obvious mortar was visible. The bricks appeared to be a mixture of hard frogged pink bricks (similar to flettons), measuring 220mm by 110mm by 80mm, and a slightly darker pink brick branded with the name 'National Heather' within a frog (plate 15); these were larger at 230mm by 110mm by 80mm. *Part of a small structure probably associated with the Left Battery. The bricks suggest a 20th century date with 19th century bricks being re-used in the concrete forming the base.*

**Item 10** (fig. 4) comprised a series of three salt-glazed pipes, c. 0.12m in diameter, on varying alignments and set into a mass of concrete with brick fragments at a depth of c. 0.2m below the present ground surface (plate 16). Two of the pipes ran at angles



Figure 4. Location of Items 6 to 10

across the width of the excavated trench whilst the third turned to form a vertical pipe, which was broken off. It was necessary to cut a slot with a breaker through these pipes and the concrete in order to install the service duct. *Drainage associated with a former toilet block to the rear of the Left Battery?*

It should be noted that for the entire length of the Left Battery the excavated trench was cut through made ground deposits of dark grey-brown silty sand and gravel within which numerous small fragments of brick and tile were noted. This was presumably related to the construction of the battery. The deposit continued beyond the base of the excavated trench although towards the northeast end of the battery a bright yellow sand and gravel was occasional exposed on the base (plate 17). Occasional small pieces of glazed, 19th century or later ceramics were also present along with undiagnostic clay pipe stems. A number of artefacts of possible interest were exposed during the trench excavation. These were photographically recorded before being returned to the trench upon its backfilling. They are as follows:

A fragment of pale yellow sandstone with some cut surfaces evident. Probable part of the stone dressing of a now demolished structure (plate 18);

Fragment of a cast-iron. Presumably part of a circular vessel, possibly a cooking pot or a small stove (plates 19 and 20);

Sections of steel plate. Clearly broken from a larger item. Presumably some form of cover. A triangular shaped bracket was visible attached to one fragment (plates 21 and 22).

Cast steel frame. Measured (externally) 0.61m by 0.42m by 0.14m. Mortar adhering to outer edge indicative of it having been set in a surface or a wall. Marked "17 x 24 3554B" on upper edge (plates 23 and 24).

Short length of 'T' section iron welded to a small square metal plate and set in concrete. Clearly the foot of a fence post or a supporting bracket (plate 25). 19th century in date, probably part of the original Left Battery fence.

Piece of cast iron drain pipe (plate 26).

Two coiled steel rods (similar to a corkscrew), with a point at one end and a straight shank ending in a loop at opposite end (plates 27 and 28). Of differing lengths (c. 0.5m and 1.15m). The shorter rod had a length of wire attached to the loop. Possibly related to fencing or are more likely tethers for large canvas tents.

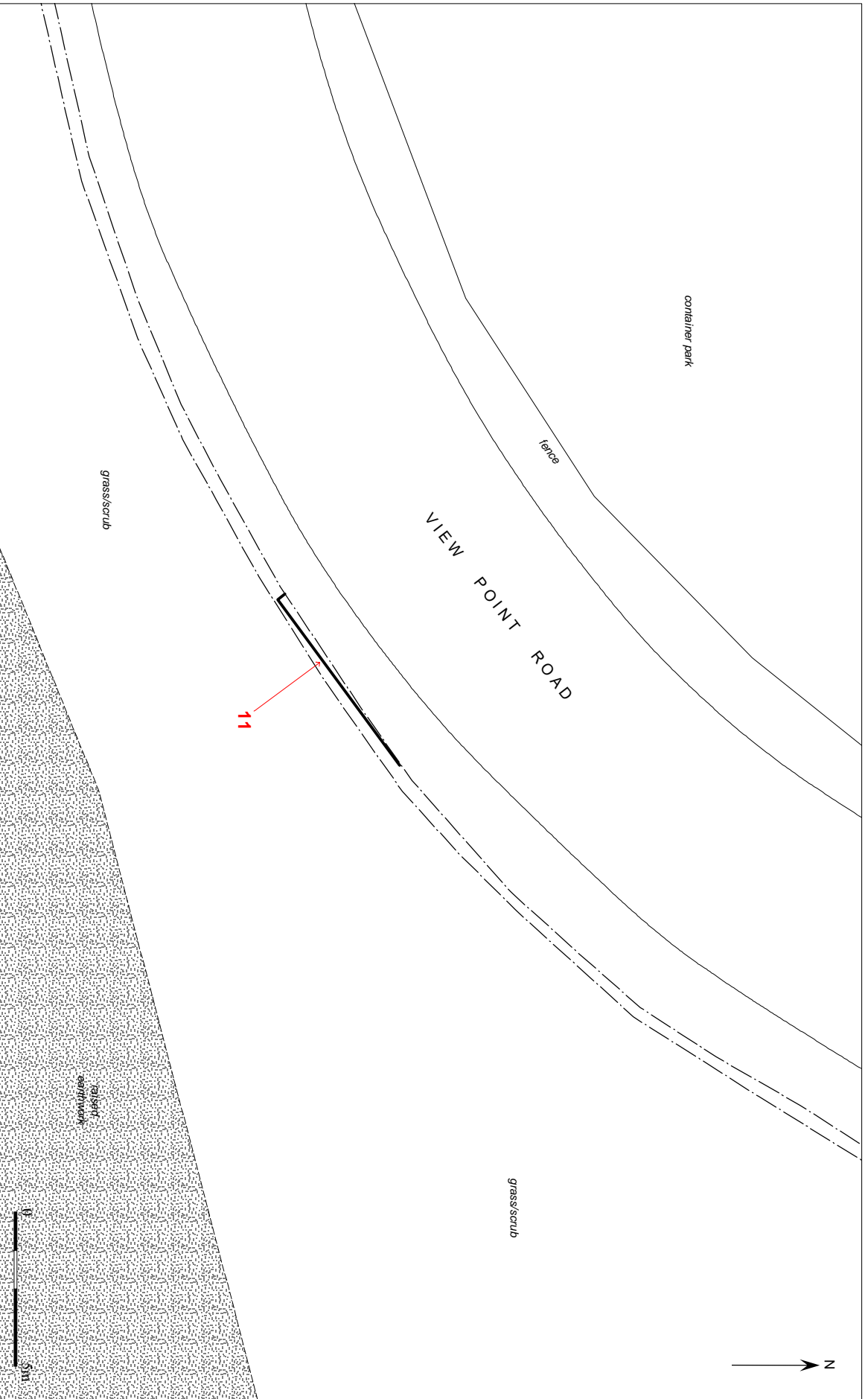


Figure 5. Location of Item 11

**Item 11** (fig. 5) A length of brick wall, aligned roughly southwest - northeast, running obliquely along the base of the trench at a depth of 0.65m (plates 29 and 30) beneath an overburden of grey brown sand with occasional lens of yellow sand and gravel. The wall was least two courses wide with a formed corner at the southwestern end. It continued for approximately 6m before running beyond the northwest edge of the trench. The bricks were white in colour and measured 220mm by 105mm by 65mm. All were frogged with unbranded and branded examples present. The marked brands were 'PHORPRES' and 'BURWELL' (plate 31). A twisted steel brick tie was also noted. Within the spoil a number of fragments of asbestos sheeting was noted, probably the remnants of a roof covering. Many of these fragments had a pale green paint adhering to one side (plate 32); probably an attempt to camouflage the structure. *This wall is coincidental with a large building marked on mid and late 20th century Ordnance Survey maps and it is undoubtedly part of the rear, southeast, wall of the building.*

**Item 12** (fig. 6) Slab of concrete, 6.3m in length and c. 0.23m thick, situated just below the turf (plates 33 and 34). Smooth, finished upper surface, very similar to the surface of earlier fort road present to the east. *Section of earlier roadway, part of a triangular junction as marked on mid and late 20th century Ordnance Survey maps.*

**Item 13** (fig. 7) Slab of concrete, 19.7m in length and c. 0.2m thick, situated just below the turf (plates 35). Cast in five separate slabs resulting in four joints filled with tar. Smooth, finished upper surface, very similar to the surface of earlier fort road present to the east. *Section of earlier roadway, appears as a passing layby on mid and late 20th century Ordnance Survey maps.*

The excavated service duct trench was monitored for a further 370m but no further features, deposits of significant artefacts were present. The revealed soil profile consistently comprised turf over a thin topsoil over a bright yellow sand and shingle.

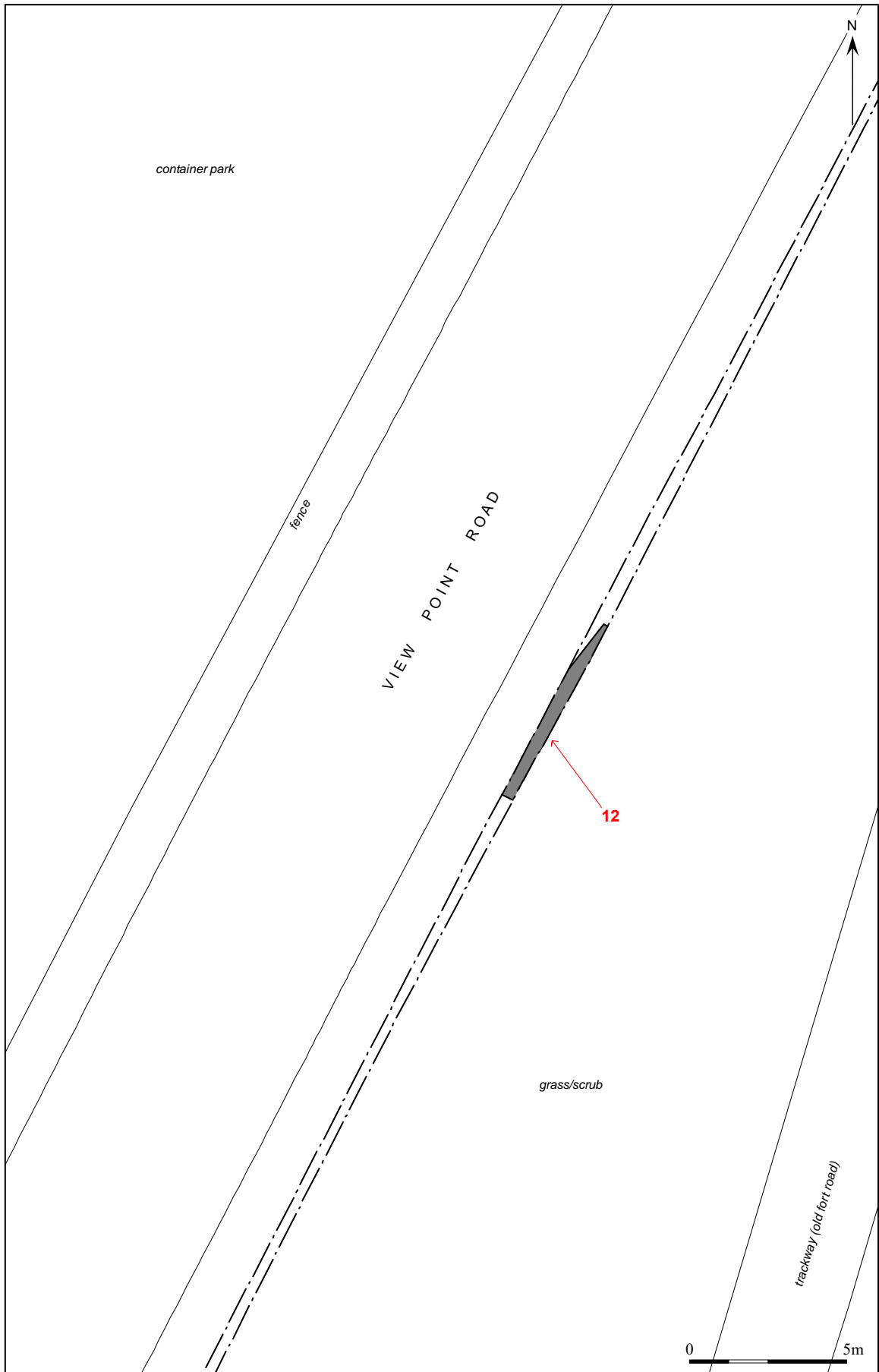


Figure 6. Location of Item 12



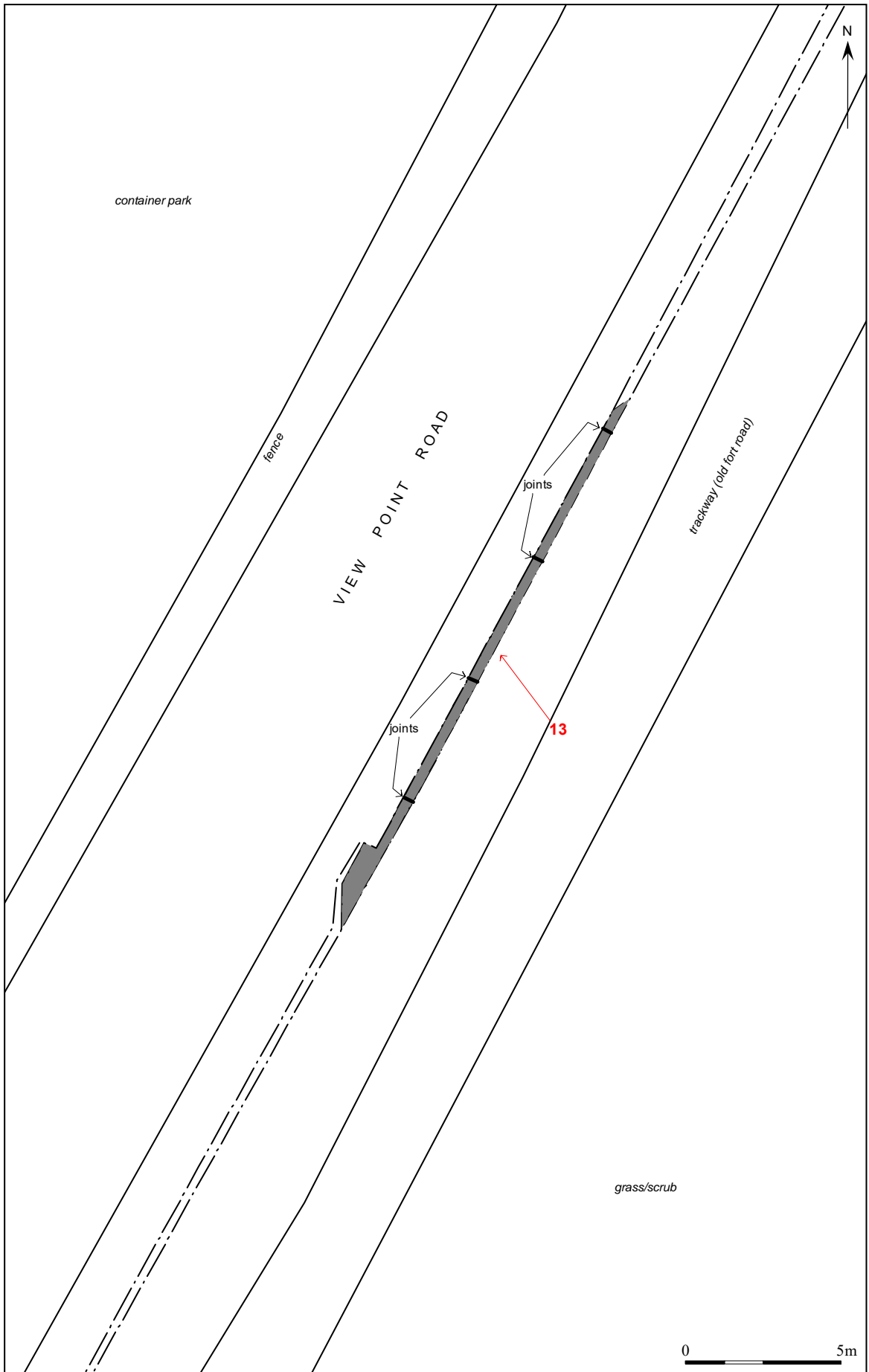


Figure 7. Location of Item 13

## **6. Discussion**

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A number of features were noted during the archaeological monitoring the majority of which can be readily interpreted through comparison with cartographic evidence of the fort and its environs. The only area in which features of major interest were encountered was in the area immediately to the rear and to the north of the Left Battery. These comprised the structural remains of a series of buildings associated with the battery and part of larger structure that stood adjacent to the roadway, to north of the battery. Only made ground deposits were noted in the vicinity of the battery, which are probably associated with its construction and early use. The recorded structural remains appeared to be on or within these deposits indicating they are either contemporary or later additions to the battery but that they do not predate it. Although limited disturbance was caused to these buried structural remains during the installation of the service duct this was restricted to a narrow slot. It is highly likely that a surviving and hopefully still interpretable proportion of each component has survived either side of the excavated trench.

## **7. Archive deposition**

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The site archive will be sent to the County Historical Environment Record, under the HER reference, FEX 337. A summary of this project has been entered into OASIS, the online database, under the reference: suffolka1-273808.

## **8. Bibliography**

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- Kent, P. 1988      *Fortifications of East Anglia*, Lavenham
- Linzey, R. 1999    *Landguard Fort, Project Definition and Conservation Statement* Unpublished report

**9. Plates** (scales, where featured, are 1m or 2m in length with 0.5m divisions)

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Plate 1. General view of the start point of the service duct showing the fort entrance chicane and the existing manhole, with its cover in place (camera facing SW)



Plate 2. End of chicane wall (Item 1) exposed by excavated trench (camera facing NE)





Plate 3. Item 2, as seen in the southern edge of the excavated trench



Plate 4. Item 3, as seen in the southern edge of the excavated trench





Plate 5. Item 3 (with Item 4 beyond), as seen in the southern edge of the trench. Also a former surface (visible as a dark layer in the exposed section)



Plate 6. Item 4, with Item 3 beyond (camera facing W)





Plate 7. Cross section through concrete haul road (camera facing E)



Plate 8. Item 5 (electric cable) running across the excavated trench (camera facing SW)





Plate 9. Item 6, make-up of surface visible in NW edge of trench (camera facing NE)



Plate 10. Items 7 (salt-glazed pipe) and 8 (steel pipe) visible on base of trench





Plate 11. Item 9, area of concrete with brick fragments visible on base of trench



Plate 12. Item 9, after breaking out (camera facing E)





Plate 13. Item 9, after breaking out, showing possible wall or brick surface in SE edge of trench



Plate 14. Item 9, after breaking out, showing possible wall or brick surface in SE edge of trench (camera facing SW)





Plate 15. Sample of brick recovered from Item 9



Plate 16. Item 10, salt-glazed drainage pipes set in a concrete mass (NW to top of image)





Plate 17. General view of made ground deposits, as seen in section (camera facing N)



Plate 18. Fragment of shaped ?sandstone recovered from trench in vicinity of Left Battery





Plate 19. Fragment of cast iron vessel recovered from trench in vicinity of Left Battery



Plate 20. Fragment of cast iron vessel recovered from trench in vicinity of Left Battery, angled to show profile





Plate 21. Fragments of steel plate recovered from trench in vicinity of Left Battery

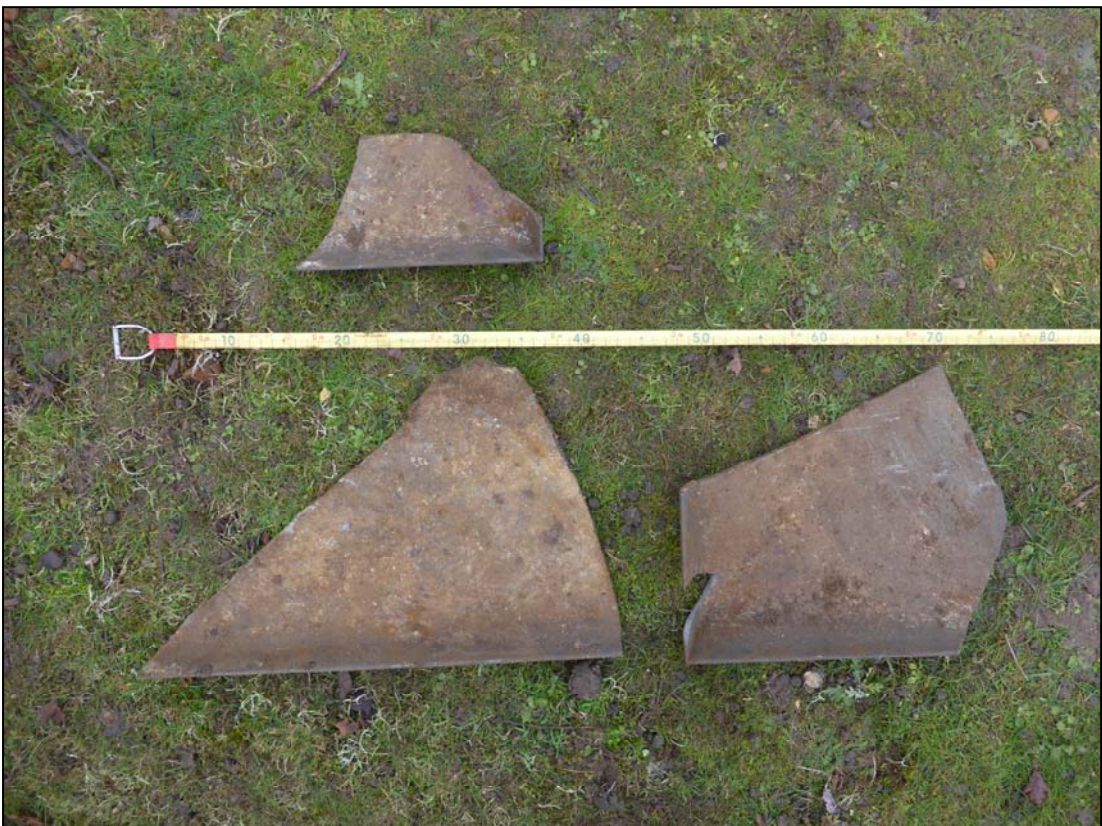


Plate 22. Fragments of steel plate recovered from trench in vicinity of Left Battery showing opposite sides





Plate 23. Cast steel frame recovered from trench in vicinity of Left Battery



Plate 24. Cast steel frame recovered from trench in vicinity of Left Battery showing opposite side





Plate 25. Piece of fence in concrete recovered from trench in vicinity of Left Battery



Plate 26. Fragment of cast iron drain pipe recovered from trench in vicinity of Left Battery





Plate 27. Fencing or ?tethering post recovered from trench in vicinity of Left Battery



Plate 28. Fencing or ?tethering post recovered from trench in vicinity of Left Battery





Plate 29. Item 11, length of brick wall running along base of trench (camera facing NE)



Plate 30. Item 11, length of brick wall running along base of trench (camera facing NE)





Plate 31. Bricks and brick tie from vicinity of Item 11



Plate 32. Fragments of asbestos sheeting with green paint from vicinity of Item 11





Plate 33. Item 12, exposed section of concrete roadway (camera facing SW)



Plate 34. Item 12, cross section of concrete roadway (camera facing NE)



Plate 35. Item 13, concrete slab forming a lay-by adjacent earlier fort road (camera facing NE)



Plate 36. Work underway (camera facing NE)

## **Appendix 1. Written Scheme of Investigation**

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# **Landguard Point Radar Tower Connection, Felixstowe, Suffolk**

## **Written Scheme of Investigation for Archaeological Monitoring**

**Client:**  
Harwich Haven Authority

**Date:**  
May 2016

Rhodri Gardner, MCIfA  
© SACIC

## Project details

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Planning Application No:	N/A
Scheduled Monument No:	SM 21407, HA 1018969
Curatorial Officer:	Nick Carter
Grid Reference:	TM 422 910
Area:	700m long cable run at c. 450mm depth
Historic England Ref No:	S00113125
HER Site Code:	N/A
HER Event No	N/A
Oasis Reference:	TBC
Project Start date:	June 2016 (exact date TBC)
Project Duration:	As required by construction works
Client/Funding Body:	Harwich Haven Authority
SACIC Project Manager:	Dr Rhodri Gardner
SACIC Project Officer:	TBC

---

## 1. Introduction

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- Suffolk Archaeology CIC (SACIC) has been contracted to monitor groundworks for the installation of underground ductwork for fiber optic cabling within the bounds of the Scheduled Monument at Landguard Fort, Felixstowe.
- The archaeological monitoring is required as a condition of a Scheduled Monument Consent (number S00113125) granted on 13<sup>th</sup> October 2015.
- The proposed groundworks are to include the laying of 700m of buried duct track and two new joint boxes on the east side of View Point Road, excavated to a depth of c. 450mm. Such groundworks have the potential to damage or destroy any archaeological deposits that may exist at those depths.
- The aim of the monitoring is to record all such deposits which are to be damaged or removed by the proposed works, or to identify important or unexpected features.





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Figure 1. Site Location and approximate cable route

## 2. Archaeological method statement

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- An OASIS online record will be initiated prior to commencement of the project. An event number and site code will be acquired from the Suffolk County Council Historic Environment Record Office and will also be included on all future project documentation.

### 2.1. Fieldwork

- Fieldwork standards will be guided by '*Standards for Field Archaeology in the East of England*' (Gurney 2003) and '*Standard and Guidance for an Archaeological Watching Brief*' (Chartered Institute for Archaeologists 2014).
- The groundworks will be continuously observed by a SACIC Project Officer, in close liaison with the developer/contractor. Adequate allowance has been made within the quoted cost to cover the recording of exposed archaeological deposits. Should structural remains, human remains or other significant archaeological remains be encountered, groundworks will be stopped and the Historic England Inspector consulted. If required an updated WSI and quotation will be provided to allow for the full excavation and recording of such deposits although design scheme changes may be sought to ensure preservation *in situ*.
- All trenches excavated will be examined for archaeological features and finds and hand cleaning will be undertaken to clarify small areas as necessary and as health and safety considerations allow. Exposed archaeological features will be sectioned by hand with sampling at a normal standard for medieval and earlier deposits (i.e. 100% of structural features or graves/cremations, 50% of contained features e.g. pits, and 10-20% of linear features). Cremations will be 100% bagged and taken as samples. Where appropriate a metal detector search of exposed surfaces and spoil will be undertaken.
- Normal SACIC conventions, compatible with the Suffolk HER, will be used during the site recording. Site records will be made using a continuous numbering system. Site plans will be drawn at 1:20 or 1:50 as appropriate, either by hand or using a RTK GPS. Plans and sections of individual features, soil layers *etc.* will be recorded at 1:10, 1:20 or 1:50 as appropriate. A digital photographic record will be made throughout the monitoring works.
- All pre-modern finds will be kept and no discard policy will be considered until all the finds have been processed and assessed. All finds will be brought back to the SACIC office at the end of each day for processing. Much of the archive and assessment preparation work will be done in-house, but in some circumstances it may be necessary to send some categories of finds to specialists working in archaeology and university departments in other parts of the country.
- Bulk environmental (40 litre) soil samples will be taken from selected archaeological features where possible and retained until an appropriate specialist has assessed their



potential for palaeoenvironmental remains. Decisions will be made on the need for further analysis following this assessment. If necessary advice will be sought from the Historic England Regional Science Advisor (East of England), on the need for specialist environmental sampling.

- In the event of human remains being encountered on the site, and their removal from site is unavoidable, a Ministry of Justice licence for removal of human remains will be obtained. Any such find would require work in that part of the site to stop until the human remains have been removed.

## **2.2. Post-excavation work**

- The post-excavation work will be managed by Richenda Goffin. Specialist finds staff will be experienced in local and regional types and periods for their field. Members of the project team will be responsible for taking the project to archive and assessment levels.
- All site data will be entered on a computerised database compatible with the County HER. All site plans and sections will be scanned to form a digital archive. Ordnance Datum levels will be located on the section sheets.
- All finds will be processed, marked and bagged/boxed to County HER requirements. Where appropriate finds will be marked with a site code and a context number. Finds will be recorded and archived to minimum standards laid down by relevant groups (e.g. the Prehistoric Ceramics Research Group, the Study Group for Roman Pottery or the Medieval Pottery Research Group). Finds quantification will fully cover weights and numbers of finds by OP and context with a clear statement for specialists on the degree of apparent residuality observed.
- Metal finds will be x-rayed if appropriate and coins will be x-rayed if necessary for identification. Sensitive finds will be conserved if necessary and deposited in bags/boxes suitable for long term storage to Institute for Conservation (ICON) standards. All coins will be identified to a standard acceptable to normal numismatic research.
- Environmental samples will be processed and assessed in accordance with English Heritage (now Historic England) guidance (Campbell *et al* 2011).
- A full monitoring report summarising all the findings and containing a full assessment of all finds and samples will be produced, consistent with the principles of MoRPHE (Historic England 2015), to a scale commensurate with the archaeological results. A draft digital copy will be submitted to Historic England for approval within 3 months of completion of fieldwork unless otherwise agreed. The report will contain all appropriate scale plans and sections. The report will include a statement as to the value and significance of the results in the context of the Regional Research Framework for the East of England (Brown and Glazebrook, 2000, Medlycott 2011).

- On approval a digital .pdf, and a printed and bound copy of the report, will be submitted to the County HER. An unbound copy of the report will be included with the project archive. A digital and fully georeferenced vector plan showing the application area and trench locations, compatible with MapInfo software, will also be supplied.
- A digital .pdf copy of the approved report will be supplied to the client, together with our final invoice for outstanding fees. Printed and bound copies will be supplied on request.
- The online OASIS form for the project will be completed and a .pdf version of the report uploaded to the OASIS website for online publication by the Archaeological Data Service. A copy of the completed project OASIS form will be included as an appendix.
- Any finds from the project will be deposited in the Suffolk County Council stores together with the project archive. The project costing includes the fee charged by SCC for this service. A form transferring ownership of the archive to SCC will be completed and included in the project archive.
- The project archive will be consistent *with Management of Research in the Historic Environment* (MoRPHE, Historic England 2015). The project archive will also meet the requirements for deposition in the SCC Archive according to their latest guidelines (2015).
- Exceptions from the above include material covered by the Treasure Act which will be reported and submitted to the appropriate authorities, and human skeletal remains which will be stored within the archive until a decision is reached upon their long term future, i.e. reburial or permanent storage.
- The client and/or landowner will be made aware that if they choose not to use the SCC archive facility they will be expected to make alternative arrangements for the long term storage of the archive that meet the requirements of SCC.

## **Bibliography**

- Brown, N and Glazebrook, J. (Eds), 2000, *Research and Archaeology: a Framework for the Eastern Counties, 2. Research Agenda and Strategy*. East Anglian Archaeology Occasional Paper No. 8.
- Campbell, G, Moffett, L and Straker V., 2011, *Environmental Archaeology. A Guide to the Theory and Practice of Methods, from Sampling and Recovery to Post-excavation (second edition)*. Portsmouth: English Heritage.
- English Heritage, 2006, *Understanding Historic Buildings*. English Heritage
- Historic England, 2015, *Management of Research in the Historic Environment (MoRPHE)*.
- Gurney, D., 2003, *Standards for Field Archaeology in the East of England*. East Anglian Archaeology Occasional Paper No 14.
- Chartered Institute for Archaeologists, 2014, *Standard and Guidance for an Archaeological Watching Brief*.
- Medlycott, M. (Ed), 2011, *Research and Archaeology Revisited: A revised framework for the East of England*. EAA Occasional Paper 24.

### **3. Health and Safety and Risk Assessment**

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The site will be under the control of the site owner/building contractor and SACIC staff will follow any site requirements such as inductions/PPE that are necessary. All SACIC staff are experienced in working on a variety of archaeological sites and are aware of SACIC H&S policies:

- Site staff will wear protective clothing at all times on site (hard hat, high visibility vest, steel-toe cap boots). The PO will report to the main contractor/developer at the beginning of each site visit. All staff hold a valid CSCS card;
- Vehicles will be parked in a safe location;
- No holes or trenches deeper than 1.2m will be entered unless they have been suitably stepped or shored and assessed to be safe after consultation with the site contractor. They will not be entered if no-one else is in the close vicinity;
- Due care and attention will be paid to site and ground conditions. Safe routes *etc.* will be adhered to and edges of excavations avoided unless necessary;
- A fully charged mobile phone will be on site at all times;
- Site staff will be aware of the location of the nearest A&E unit and a vehicle will be on site at all times. It is likely that the relevant PO will be a qualified First Aider;
- For single person working SACIC operates a 'reporting-in' procedure at the end of each day;
- The main contractor will check for overhead and underground services and potential ground contamination;
- SACIC holds full insurance policies for field work (details on request).



## Appendix 2. OASIS data collection form

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OASIS ID: suffolka1-273808

### Project details

Project name	Landguard Point Radar Tower Connection
Short description of the project	Monitoring of cable duct installation. Work undertaken to fulfil a condition of a Scheduled Monument Consent (number S00113125). Structural remains (foundations, limited brickwork, drainage) were noted to the rear of the Left Battery and two sections of concrete roadway encountered in area to the northeast. Excavation of the duct trench entailed breaking slots through these items but did not lead to their complete destruction.
Project dates	Start: 08-12-2016 End: 18-01-2017
Previous/future work	No / No
Any associated project reference codes	FEX 337 - Sitecode
Any associated project reference codes	ESF25393 - HER event no.
Type of project	Recording project
Site status	Scheduled Monument (SM)
Current Land use	Grassland Heathland 1 - Heathland
Monument type	DRAIN Modern
Monument type	BRICK WORK Modern
Monument type	BRICK WORK Post Medieval
Monument type	SURFACE Uncertain
Significant Finds	NONE None
Investigation type	"Salvage Record"
Prompt	Scheduled Monument Consent

### Project location

Country	England
Site location	SUFFOLK SUFFOLK COASTAL FELIXSTOWE Landguard Point Radar Tower
Study area	230 Square metres
Site coordinates	TM 28829 32571 51.943912325666 1.329867748574 51 56 38 N 001 19 47 E Point
Site coordinates	TM 28428 31979 51.938764015192 1.323649893795 51 56 19 N 001 19 25 E Point

### Project creators

Name of Organisation	Suffolk Archaeology CIC
Project brief originator	Historic England
Project design originator	Suffolk Archaeology CIC
Project director/manager	Rhodri Gardner
Project supervisor	Mark Sommers
Type of sponsor/funding body	Developer

### Project archives

Physical Archive Exists?	No
Digital and Paper Archive recipient	Suffolk HER
Digital and Paper Archive ID	FEX 337
Digital Media available	"Images raster / digital photography", "Text"
Paper Media available	"Correspondence", "Diary", "Drawing"

### Project bibliography

Publication type	Grey literature (unpublished document/manuscript)
Title	Archaeological Monitoring Report: Landguard Point Radar Tower Connection, Felixstowe, Suffolk
Author(s)/Editor(s)	Sommers, M.
Other bibliographic details	SACIC Report No. 2017/004
Date	2017
Issuer or publisher	SACIC
Place of issue or publication	Needham Market
Description	(if printed) printed sheets of A4 paper with card covers and a plastic comb binder

Entered by	MS (mark.sommers@suffolkarchaeology.co.uk)
Entered on	25 January 2017



Suffolk Archaeology CIC  
Unit 5 | Plot 11 | Maitland Road | Lion Barn Industrial Estate  
Needham Market | Suffolk | IP6 8NZ

Rhodri.Gardner@suffolkarchaeology.co.uk  
01449 900120



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