

**PHASE 2 TERMINAL EXTENSION
LONDON SOUTHEND AIRPORT**

ARCHAEOLOGICAL MONITORING AND RECORDING



**Essex County Council
Field Archaeology Unit**

APRIL 2013

ESSEX HISTORIC ENVIRONMENT RECORD

Site name/Address: Phase 2 Terminal Extension, London Southend Airport, Essex	
Parish: Rochford	District: Southend
NGR: TQ 87470 89180	Site Code: RFAT10
Type of Work: Archaeological monitoring and recording	Site Director/Group: Adam Dyson ECC Field Archaeology Unit
Date of Work: 03/12/12 - 04/04/2013	Size of Area Investigated: c.0.6ha
Location of Finds/Curating Museum: Southend Museum	Client: Stobart Developments Ltd.
Further Seasons Anticipated?: none	Related HER Nos: 18227
Final Report: HER summary	Oasis No: 148274
Periods represented: Modern	
SUMMARY OF FIELDWORK RESULTS:	
<p>A programme of archaeological monitoring and recording was carried out during the construction of an extension to the recently-built terminal at London Southend Airport between December 2012 and April 2013.</p> <p>The archaeological investigation was carried out under the terms of a condition on planning consent granted by the local planning authority, Rochford District Council (planning application: RDC/12/00103/FUL). Previous archaeological investigation carried out in advance of, and during, various airport related developments has established the potential for the presence/survival of significant below-ground remains in this vicinity of the airport. In particular, Prehistoric remains were recorded during open area investigation of the first phase new terminal footprint and associated apron. Prior to these works, this former area of grass was used as the construction contractor's compound.</p> <p>Due to the piled foundation design of the terminal extension, it was agreed with the ECC HEM team to undertake a programme of monitoring and recording of all significant groundworks associated with the construction.</p> <p>The monitoring of the excavation of foundation trenches surrounding selected pile caps and a baggage pit at the north end of the extension footprint was carried out in December 2012 (plates 1 and 2). The pile cap trenches varied in size from square trenches measuring 2m x 2m for those containing a single pile cap, to triangular trenches measuring 5m x 5m x 5m for those containing three pile caps in a triangular formation. The excavations varied in depth from 1.2 to 2.2m. A selection of the pile cap excavations were monitored (fig. 2), a sample of which was recorded in detail.</p> <p>Between February and April 2013 further archaeological monitoring was undertaken during the excavation of drainage trenches (plates 3 and 4). Sections of the new foul water sewage trenches were monitored towards the north-west corner of site; these were dug at a width of 0.5m and to depths varying from 1m to 2.2m.</p>	
<i>continued overleaf</i>	

The various excavations revealed a relatively uniform stratigraphic sequence extending across the entire site. The uppermost layers were deposited relatively recently and consisted of c.0.2-0.3m of crushed concrete and rubble overlying a plastic mesh (piling mat) over a 0.1m layer of compact bitumen (surfacing of contractors compound). These layers overlaid various deposits of modern made ground of a depth varying from 0.3 to 0.9m. The made ground was generally a dark greyish brown sandy clay and contained modern rubble.

Over the majority of the site, the modern layers lay directly above the natural geology, which was a mid-light brownish orange clay and was encountered at depths between 0.6 and 1.1m. Due to the laying of the piling mat increasing the depth of burial, the majority of the pile cap holes barely reached undisturbed natural deposits. The baggage pit excavation was one of the deeper and more extensive works which stripped down to, and into, the brownish orange natural clay (plate 2).

Within the external foul water sewer trench, east of the new building, a subsoil was observed to survive between the modern layers and the natural clay. This was a mid orangey grey brown, firm clay silt. It was encountered at a depth of c.0.8-1m and measured between 0.1 and 0.2m thick.

No archaeological remains were identified within any of the observed groundworks and no residual artefacts recovered from overburden deposits. While this may in part have been due to the limited extent of each intrusion, none of the previously recorded prehistoric ditches projected to run into the terminal extension area were identified - particularly within the sewer trench along its east side.

Further external surfacing and creation of a covered passenger walkway north of the terminal extension was judged not to have sufficient impact for groundworks to penetrate the overburden deposits established to be present in this vicinity and so were not monitored.

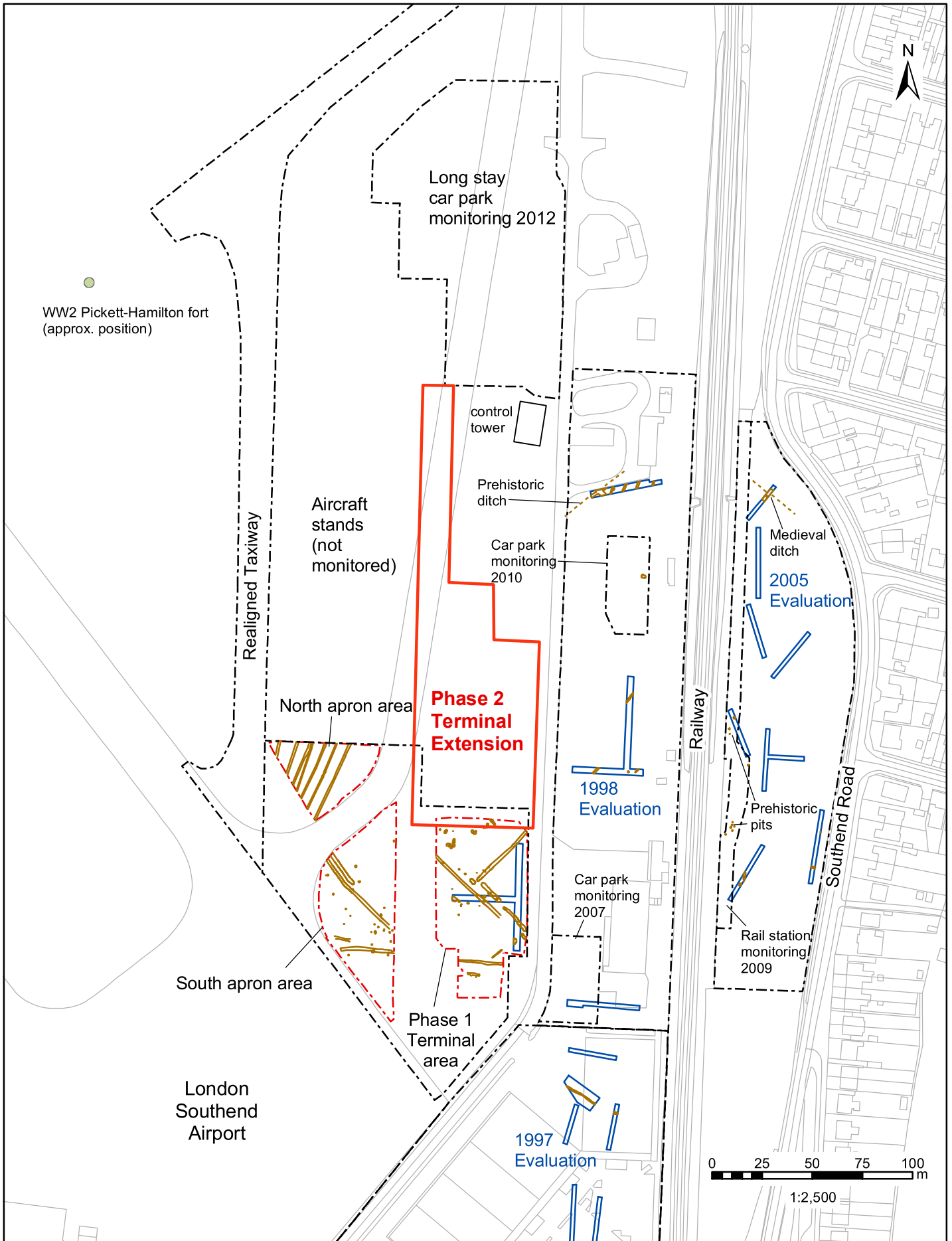
Previous Summaries/Reports:

Ennis, T. 2012 Long Stay Car Park Site, London Southend Airport, Rochford, Essex: Archaeological Excavation and Monitoring, ECC FAU rep. 2522

Sparrow, P. 2011 New Terminal and Apron Site, Southend Airport, Rochford, Essex: archaeological Excavation and Monitoring, ECC FAU rep.2273

Author of Summary: Adam Dyson

Date of Summary: April 2013



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Fig.1. Location of proposed terminal extension with areas of previous archaeological work



Plate 1: Excavation around pile cap 74, looking north (1m scale)



Plate 2: Excavation of baggage pit, looking south-east (1m scale)



Plate 3: Sewer trench east of terminal extension, looking south (1m scale)



Plate 4: West facing section of sewer trench, looking east (1m scale)