

**NEW CAR PARK
SOUTHEND AIRPORT
SOUTHEND-ON-SEA
ESSEX**

ARCHAEOLOGICAL MONITORING

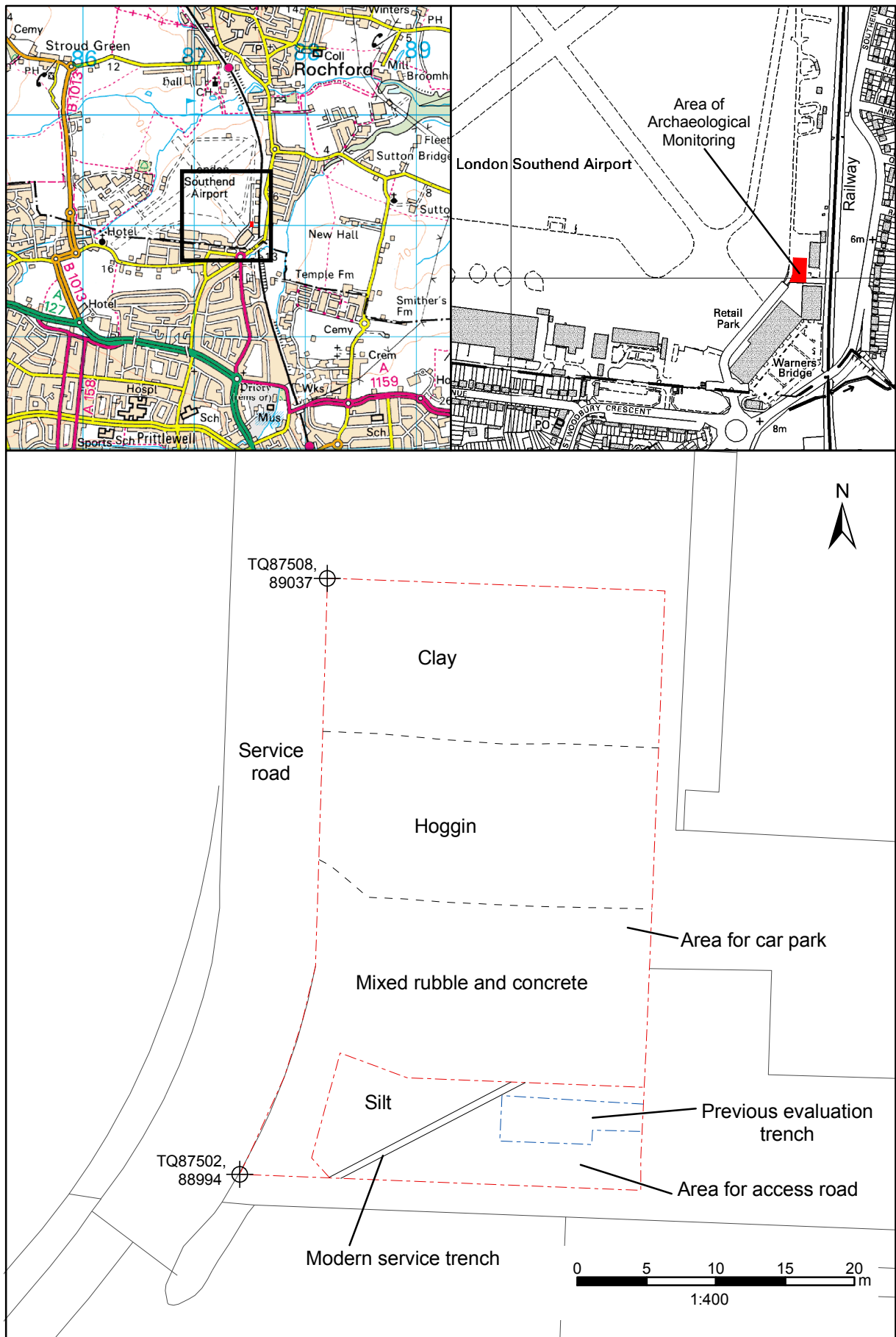


**Essex County Council
Field Archaeology Unit**

JANUARY 2007

EHER SUMMARY SHEET

Site name/Address: New Car Park, Southend Airport, Southend-on-Sea, Essex	
Parish: Rochford	District: Rochford
NGR: TQ 8752 8902	Site Code: RFSA 06
Type of Work: Archaeological Monitoring	Site Director/Group: T. Ennis, ECC Field Archaeology Unit
Date of Work: 9th to 13th November 2006	Size of Area Investigated: c.1000 sq m
Location of Curating Museum: Southend	Funding source: London Southend Airport
Further Seasons Anticipated?: Yes	Related HER Nos.: 18227-8, 16956, 9605-6, 9685
Final Report: At end of development project	
Periods Represented: none	
<p>SUMMARY OF FIELDWORK RESULTS: Archaeological monitoring of groundworks associated with the construction of a new car park (approx. 30 spaces) and access road was carried out at Southend Airport during November 2006. The car park was the initial phase of a much larger development project involving the construction of a new terminal building, a multi-modal transport interchange and additional extensive parking facilities over a number of years. Evaluation of the proposed development area in 1998 had identified a number of pits and ditches of prehistoric date.</p> <p>The monitored groundworks covered a broadly rectangular area, situated at the south-east edge of the airport, between a service road and the Southend to London railway. Much of the area had been occupied by a large hanger-type building and concrete hard standing which had been removed prior to the monitoring. The deposits exposed beneath the concrete divided into areas of silty clay, hoggin (gravel) and mixed rubble. Topsoil survived in the south of the area.</p> <p>In the south, the position of a new access road was excavated through underlying clay silt subsoil to a depth of c.0.7m from the original surface. No archaeological remains were observed, but as the subsoil continued below this required depth it may have masked any possible archaeological features present. Visible within the subsoil was a modern service trench and the western end of Trench 1 from the 1998 evaluation of the site. However, no archaeological features had been recorded in this evaluation trench which had encountered natural at a depth of 0.8m.</p> <p>The majority of the stripped area was intended for the construction of new car parking spaces which required a lesser reduction in ground level of approximately 0.4m from the top of the original ground surfaces. In places this had virtually been achieved with the removal of the concrete and in others 0.2m or so of mainly modern material still required excavation. Given the considerable depth of subsoil in the adjacent access road area it was unlikely that archaeological remains were to be found during the remainder of the car park strip and further monitoring was not carried out. As a check, three randomly-placed machine test pits were dug through the various exposed deposits, but no underlying archaeological remains were revealed. Further anticipated monitoring visits to observe the cutting of a deeper service trench through the access road and a 2m+ deep foundation at the corner of the new terminal building did not take place as these works were held over until the next phase of work.</p>	
Previous Summaries/Reports: - <i>London Southend Airport: Archaeological Evaluation and Building Survey Report</i> , ECC FAU Report 475, August 1998	
Author of Summary: T. Ennis	Date of Summary: January 2007



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Fig.1. Location plan