

**RAIL STATION SITE
SOUTHEND AIRPORT
ROCHFORD
ESSEX**

ARCHAEOLOGICAL MONITORING & RECORDING



Essex County Council

FIELD ARCHAEOLOGY UNIT

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**RAIL STATION SITE
SOUTHEND AIRPORT
ROCHFORD, ESSEX**

ARCHAEOLOGICAL MONITORING & RECORDING

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RAIL STATION SITE, SOUTHEND AIRPORT, ROCHFORD, ESSEX

ARCHAEOLOGICAL MONITORING

Client: London Southend Airport Co. Ltd

NGR: TQ 8759 8922

Planning application: ROC/0324/05

Site Code: RFSA 05

ECC FAU Project No: 2040

OASIS Ref: essexcou1-60818

Date of fieldwork: 21/4/09 to 13/10/09

SUMMARY

Archaeological monitoring was carried out on enabling groundworks carried-out in advance of the construction of a new rail station on the Liverpool Street to Southend Victoria line at Southend Airport. Although groundworks to the west of the railway line were not conducive to observation of below-ground remains, a number of small prehistoric pits and a scatter of unstratified artefacts have been identified and recorded to the east. These supplement the discovery of two further pits and two large 15th/16th-century ditches during a trial-trenching evaluation of the site in 2005 and other probable Late Bronze Age remains previously found to the west in 1996 and 1998. Collectively, these prehistoric remains are speculated to indicate the presence of widespread Bronze Age occupation activity in this vicinity, perhaps denoting a significant settlement site.

No further remains of medieval or later date, other than modern services, were identified; enabling works did not significantly impinge upon the location of the previously-discovered ditches of this date on the east side of the railway. An area of contractor's car parking was stripped to insufficient depth to expose buried archaeological remains. Enabling works to the east will be reinstated in due course and, while there is further archaeological potential, there is no further anticipated impact from rail station construction. However, to the west, there also remains significant archaeological potential which may be impacted by future phases of proposed airport development.

1.0 INTRODUCTION

- 1.1 This report contains the results of the archaeological monitoring of enabling groundworks at Southend Airport. The monitoring was carried out by Essex County Council Field Archaeology Unit (ECCFAU) on behalf of London Southend Airport Co. Ltd, in advance of the construction of a rail station on the Liverpool Street to Southend Victoria line. This phase of construction forms part of a wider multi-modal transport interchange development at the airport (planning application: ROC/0324/05).
- 1.2 The area of impact for the rail station construction scheme covered c.3.58ha and extended both east and west of the railway line. While this phase of airport development involved only the construction of a modest-sized platform and building, relatively extensive enabling works were required to facilitate access, accommodate workers and store equipment and materials. Much of these were located on parts of the airport site earmarked for associated areas of station car parking to be created as a future phase of works.
- 1.3 The archaeological content and potential of the majority of the scheme area, including its wider impact area, had previously been evaluated in a series of trial-trenching stages carried out in 1998 and 2005. These had established the presence of below-ground remains, particularly of prehistoric date, either side of the railway line. In addition, insights into the nature of their survival, disturbance and depth of burial had been gained.
- 1.4 The archaeological work adhered to the archaeological brief prepared by the Essex County Council Historic Environment Management team (ECC HEM 2009), who also monitored the fieldwork on behalf of Rochford District Council, and the written scheme of investigation prepared by ECC FAU (2009).
- 1.5 Copies of this report will be supplied to the client, ECC HEM, and the Essex Historic Environment Record (EHER). An online OASIS record (<http://ads.ahds.ac.uk/project/oasis>) has been created and a digital copy of this report uploaded to it. It is intended that the site archive (Appendix 4) will be amalgamated with that of the 2005 evaluation and be deposited with Southend Museum.

2.0 BACKGROUND

2.1 Location, geology and topography

2.1.1 The site comprises c.3.58ha of land straddling the Liverpool Street to Southend Victoria railway line (Fig.1). Until relatively recently, much of that part of the site to the west of the railway line has been occupied by a large modern hangar-type building, surrounded by concrete hardstanding, adjacent to a service road that runs within the airport periphery. While some parts were laid to grass, the remains of other buildings, relating to the airport's use as a WW2 airfield, were also formerly located alongside the railway (Wardill 1998).

That part of the site to the east of the railway line comprises an area rough grazing land, bordered by Southend Road.

2.1.2 The river Roach lies 1.5km to the north-east. The overall terrain is flat and relatively low-lying, approximately 10m AOD. Deposits of brickearth cover most of the Southend area. The overlying topsoil is c.0.25m thick and is easily worked and fertile.

2.2 Archaeology

2.2.1 The known archaeological content and potential of the surrounding vicinity has been extensively collated and considered in a number of recent desk-based assessments necessitated by other development proposals (e.g. Heppell 2003; Heppell 2004). This includes extensive Iron Age, Roman and Saxon remains at the Temple Farm Industrial Estate to the southeast (EHER 13751-5, 9733-5, etc.), a Neolithic burial and Iron Age pottery to the north within the airport area (EHER 9605-6), and a range of Roman to post-medieval remains beneath the housing immediately east of Southend Road (EHER 9685). Additionally, many more sites are known in the wider vicinity and it appears that the valley of the Prittlewell Brook, within which this development area lies, was relatively intensively utilised and settled throughout time. The most pertinent discoveries relating to the east side of the airport and its immediate vicinity are noted below.

2.2.2 In 1996 trial trenching and excavation in advance of proposed commercial development near Warners Bridge (Fig.1, 'SOAP 96') uncovered two prehistoric ditches and Late Bronze Age pottery (Germany and Foreman 1997). The two ditches lay at the north end of the development area (EHER 16956).

2.2.3 The western part of the site was evaluated by trial-trenching in 1998 (Fig.1, 'RFAP 98'). The trial-trenching revealed the presence of prehistoric, probably Late Bronze Age, ditches and artefacts (EHER 18227), but also areas of disturbance / made-ground to a depth of 1.5m and the presence of relatively substantial thicknesses of overburden deposits (Wardill 1998). A number of WW2 airfield buildings located along the west side of the railway line were also recorded (EHER 18228). This vicinity of the airport was revisited in 2006, when preliminary car park construction works located at its southern end were monitored. No further archaeological remains were observed, though the presence of as much as 0.7m of overburden was substantiated (Ennis 2007).

2.2.4 To the east of the railway, trial-trenching established the presence of two prehistoric pits and two 15th-16th century ditches (EHER 46224), the latter speculated to possibly be associated with a near-by settlement (Germany 2005) due to the presence of relatively large quantities of artefacts in its backfills. Overburden in this vicinity was established to comprise only topsoil / sub-soil to a maximum depth of 0.4m above undisturbed natural deposits.

3.0 AIMS AND OBJECTIVES

3.1 The general aim of the work was to determine the location, extent, date, character, condition, significance, and quality of any surviving archaeological remains exposed during groundworks.

3.2 More specifically, the monitoring attempted to identify and record further components of the archaeological remains previously found during the trial-trenching evaluations of the site, and to understand their context and significance.

4.0 METHOD

4.1 The groundworks subject to archaeological monitoring comprised:

- Contractors car parking and compound to east of railway line
- Contractors haul road along east side of railway line

Preliminary inspection of engineer's test pits / service location pits and observation of general site clearance across the southern part of the site to the west of the railway

line established that widespread disturbance due to the former presence of airfield structures and a significant build-up of made ground. It was judged that the enabling groundworks would not adversely impact upon any archaeological remains present below. Further north, contractor's compounds utilised existing hardstanding and haul road construction along the west side of the railway line required minimal stripping followed by building-up of the ground surface. With HEM agreement, further monitoring was therefore not undertaken on enabling groundworks to the west of the railway line.

- 4.2 Within the site, the railway line runs on a low embankment and is therefore higher than the existing ground surface to either side. Although construction of the railway platform required piling and some reduction of the embankment, its heavy disturbance by substantial trees (already felled by the time of monitoring) was judged to negate the need for archaeological monitoring.
- 4.3 Within those areas of the enabling groundworks monitored to the east of the railway line, topsoil and sub-soil was stripped to the required construction depth by the main works contractor using a mechanical excavator fitted with a toothless bucket. All such ground reduction was continuously monitored by an archaeologist.
- 4.4 All significant archaeological remains were investigated by means of sample excavation, with discrete features half-sectioned as a minimum, and recorded (drawn, written and photograph) using the ECC FAU recording system (ECC FAU 2007). Both plans and sections were drawn at a scale of 1:10. All archaeological features were located by the main contractor using GPS. Artefacts were collected from the fills of the excavated features and a representative sample of unstratified objects retrieved from the machine-stripped overburden. Bulk soil samples were also collected where deposits were judged to have potential either for ecofact survival or further artefact retrieval. A digital photographic record was created of the remains encountered and of the general context of their discovery. The work was carried out in accordance with the by-laws and guidelines of the Institute for Archaeologists and with ALGAO's *Standards for Field Archaeology in the East of England* (Gurney 2003).

5.0 FIELDWORK RESULTS

- 5.1 Due to the enabling groundworks to the west of the railway line not being conducive to monitoring, significant archaeological remains were only identified to its east. Despite relatively large areas of the eastern part of the site being stripped, only a small quantity of remains was observed. These were encountered at the base of the disturbed subsoil horizon (where reached), at an approximate depth of 0.25m below the existing ground surface. The quality and cleanliness of machine-stripping was high. The results of monitoring are described below.
- 5.2 The construction of the contractor's car park / compound between the haul road and Southend Road (Fig.1) involved the machine stripping of the topsoil and laying of geotextile and compacted road-scrapings. Monitoring established that stripping was minimal, with only 0.2m of topsoil being removed, which was not sufficient to penetrate the disturbed topsoil/subsoil horizon. The undisturbed natural deposit was not consequently exposed and no archaeological remains identified or unstratified artefacts collected. The stockpiled topsoil was also scanned for artefacts but none of significance observed. In total, the car park works extended over an area of approximately 3900 sq m.
- 5.3 The majority of the c.6m-wide haul road along the east side of the railway line was stripped to a depth of 0.25m along its c.270m length (plates 1 and 3). 0.10-0.20m of orange-brown silt topsoil and 0.10m of fine orange sandy-silt sub-soil was removed to expose the undisturbed natural orange brickearth deposit. Much of the stripped extent of the haul road was devoid of archaeological remains, though an electricity cable and traces of the backfilled evaluation trenches were discerned. Smaller, backfilled, engineers test-pits were also noted to occur at regular intervals along the western side of the stripped area, toward the foot of the railway embankment. Occasional root disturbance, particularly toward the northern end, was noted to extend from the former sites of substantial trees along the adjacent railway embankment. The haul road strip was undertaken to a lesser depth at the northern end, with only c.0.1m of topsoil removed. The presence of deposits of relatively modern rubble and rubbish was noted by the contractor, perhaps associated with the horse stabling in the northern-most corner of the field.
- 5.4 The small quantity of archaeological remains present within the haul road strip formed two distinct clusters; one toward the southern end (adjacent to the planned southern

end of the station platform) and one in its middle (just north of the northern end of the platform). Feature clarity was generally fair to good, depending on colour contrast of fills with the natural deposit and the extent to which they had dried and parched. Additional context information is presented in appendix 1. The southern cluster (Fig.3 and plate 2) comprised a group six small pits (contexts 52, 53, 55, 57, 59 and 61). All oval in plan, they varied between 0.33-0.60m length and 0.10-0.30m depth. All but pit 52 contained a single mid-brown fill that included small quantities of burnt flint, prehistoric pottery fragments and the occasional piece of worked flint. In contrast, pit 52 contained a black charcoal-rich fill that included burnt flints and a small quantity of fragmented burnt bone. This deposit was bulk-sampled for potential charred plant macrofossil and bone retrieval (see section 6.5, sample 1).

- 5.5 The more northerly group comprises a single pit (context 64) and near-by findspot 63 (Fig.2). Pit 64 was shallow and basically round in plan, with a tapering projection extending off to the west (Plate 4). Its dark brown fill contained charcoal fragments and flecks, along with frequent burnt flints and a small quantity of prehistoric pottery sherds. This deposit was bulk-sampled for finds and possible ecofact retrieval (sample 2). Findspot 63 was a collection of prehistoric pottery sherds in/on the machine-cut surface of the natural deposit, all probably deriving from the same vessel. Although only c.2.3m south of pit 64, this pottery is unlikely to derive from it as the strip was carried out from south to north.
- 5.6 A further pit or post-hole (context 67) was identified during a later widening of the haul road. Located between the two pit clusters (Fig.1), it was roughly oval and of larger size. Its slightly stepped or tapering sides may suggest it was more likely a post-hole (Fig.4 and Plate 5). Its single fill also contained small charcoal and baked clay fragments, but the additional presence of an unidentified iron object (see section 6.5) suggests that this is an unassociated and later feature. The recovery of a single grog-tempered pottery sherd from this feature indicates a Late Iron Age, or later, date.
- 5.7 Occasional fragments of prehistoric pottery and burnt flint, and rare pieces of worked flint, were observed to occur in the removed subsoil and in the surface of the underlying natural deposit along the length of the haul road strip. A similar density of post-medieval material, comprising fragments of glass, brick, tile and rare pottery, was also present. With no archaeological features apparent, this material is judged to have been essentially unstratified – perhaps as a consequence of cultivation. A representative sample of this material was collected as context 50. The density of the

prehistoric pottery and flint was noted to decrease across the northern half of the haul road strip.

6.0 FINDS AND ENVIRONMENTAL REMAINS

6.1 General by Joyce Compton

Finds were recovered from ten contexts. All of the finds have been recorded by count and weight, in grams, by context; full quantification details can be found in Appendix 2. The finds are described by category below.

6.2 Pottery

Seven contexts, including findspot 63, produced pottery, amounting to fifty-five sherds, weighing 243g, and four sherds (14g) were found unstratified. Two of the unstratified sherds, and a small body sherd from the fill of pit 67, are from grog-tempered Late Iron Age vessels. Full details can be found in Appendix 2. The prehistoric pottery forms the subject of a separate report, below.

6.3 Prehistoric pottery by Nick Lavender

The archaeological monitoring produced a small quantity of prehistoric pottery totalling 59 sherds (246g) from seven contexts. The material has been recorded using a system developed for prehistoric pottery in Essex (Brown 1988. Details in archive).

The assemblage consists entirely of flint tempered sherds. Generally the pottery is poorly preserved and comprises mainly small sherds, with an average sherd weight of 4.2g. The few large sherds are, however, fairly fresh, and there is little sign of abrasion, apart from the two very small sherds from surface collection context 50.

Diagnostic sherds are rare but a fragment from the rim and shoulder of a small Form E slack-shouldered jar from findspot 63 and a possible shoulder sherd from a similar vessel from fill 65 in pit 64 indicate a Late Bronze Age date. Another small rim sherd, with a slight internal bevel, from fill 56 in pit 55 would not be inconsistent with this date. Form E jars, with short upright rims, can be paralleled at many sites in Essex, and occur locally at North Shoebury (Brown 1995) and Westbarrow Hall Farm (Lavender in prep.).

The small quantity of undiagnostic pottery (22 sherds; 69g, all flint tempered) recovered from the north part of this field during excavation in 2005 is, by association, probably also of Late Bronze Age date.

6.4 Worked and burnt flint by Hazel Martingell

A total of eight worked flints was studied; a catalogue is provided in Appendix 2. The whole collection could all be Middle Bronze Age to Iron Age in date. The two unstratified cores from surface collection context 50 are small and fragmentary; flakes had been struck from them in a random manner, suggesting later prehistoric technology. The same may be said for the two waste flakes; one also from context 50, the other from pit 59. The retouched flake, also unstratified, is knapped from a pebble or cobble and has no platform. It was probably used for cutting and scraping. The notched flake from fill 56 of pit 55 is more skilfully made; the flake has a platform and a clear bulb of percussion and the two notches were precisely struck. Both these flakes are also probably later prehistoric.

The burnt material consists of 176 naturally-fractured pieces (1354g), collected from eight contexts. Some may be core fragments but it is no longer possible to be certain.

6.5 Iron object

A flat, rectangular iron object was recovered from fill 66 of pit 67. Its dimensions are 45 x 37mm and the thickness is approximately 2mm. Corrosion products obscure the surface but the x-radiograph shows a series of circles and a possible piercing. The function and intrinsic date of the piece remain uncertain, however.

6.6 Burnt bone

A small amount of burnt bone was recovered from the dried residue of soil sample 1 (fill 51 of pit 52). The fragments are small and abraded and are burnt to a uniform creamy-white colour, indicating a high temperature of combustion. There are no diagnostic elements and it is not possible to determine whether the fragments are of human or animal origin. No other finds were recovered from the feature to aid interpretation.

6.7 Other finds

A piece of post-medieval brick and two small pieces of undiagnostic baked clay were found unstratified (surface collection context 50). The soil sample taken from the fill of pit 67 produced a small amount of charcoal.

6.8 Environmental material by Val Fryer

Bulk soil samples for the retrieval of the plant macrofossil assemblages were collected from the charcoal-rich fills of pits 52 and 64 (fills 51 and 65 respectively). The samples were processed by manual water flotation/washover and the flots were collected in a 300 micron mesh sieve. The dried flots were scanned under a binocular microscope at magnifications up to x16 and the plant macrofossils and other remains noted are listed in Appendix 3. All plant remains were charred. Modern contaminants, including fibrous roots and seeds, were present within both assemblages. The non-floating residues were collected in a 1mm mesh sieve and sorted when dry. Pit fill 51 (sample 1) contained a number of small fragments of calcined bone, while sample 2 produced a single pot sherd. All were retained for further specialist analysis.

Both assemblages are almost entirely composed of charcoal/charred wood fragments, some of which have a distinct flaked appearance, which may be indicative of high temperature combustion. Other remains are extremely scarce, but include pieces of calcined bone, burnt stone and black porous material, with the latter almost certainly derived from the combustion of organic remains at high temperatures.

The composition of both assemblages is consistent with material derived from small deposits of hearth or midden waste. Although the calcined bone fragments from pit fill 51 (sample 1) are visually similar to those within a cremation deposit, the density of material is low and it is, perhaps, more likely that these remains are also derived from midden waste. As neither assemblage contains sufficient material for quantification, no further plant macrofossil analysis is recommended. However, identification and analysis of the larger charcoal/charred wood fragments may provide data about the local environment and habitat management.

7.0 CONCLUSIONS & ASSESSMENT

- 7.1 The prehistoric pits encountered within the eastern haul road strip are significant by their presence, but shed little new light on the form, nature and extent of Late Bronze Age occupation at this location. The pits do not form any tangible spatial patterning and rather than being structural or hearth-associated, would seem to have functioned as simple rubbish pits. However, the two apparent pits clusters can be demonstrated to be parts of larger groups of such features. Pits 52-61 were in proximity to pit 09 revealed in the 2005 evaluation Trench 1, while pit 64 and findspot 63 were close to pit 12 in Trench 5. All seem similar in terms of size, depth, fill and artefact assemblages. Collectively, these prehistoric remains are likely to be part of the same Late Bronze Age site, other parts of which have been found west of the railway line, inside the airport-proper, in 1996 and 1998 (Germany and Foreman 1997; Wardill 1998). The general background scatter of seemingly unstratified prehistoric pottery and flint across the monitored areas would perhaps support this and its distribution adds weight to the supposition that the focus of the Late Bronze Age site lies west (perhaps southwest?) of the railway line (Germany 2005, 10).
- 7.2 In contrast to the 2005 evaluation, no further Roman-period finds or features were encountered east of the railway line. It is likely that this location is largely outside, or at least peripheral to, the Roman and Saxon period settlements known to have existed further east, on the opposite side of Southend Road (Heppell 2003; 2004). However, pit 67, with its differing size and profile and presence of a late Iron Age pottery sherd and an iron artefact within its fill, is certainly post-prehistoric. Its significance is unknown.
- 7.3 The two 15th/16th-century ditches recorded in evaluation Trench 9, at the northern edge of the field, or any other medieval/Tudor remains in association, were not encountered within the haul road strip as ground reduction was not undertaken deep-enough. It is possible that further remains of this date lie still-undisturbed at this location, albeit seemingly buried below dumps of modern debris. No further understanding was consequently gained regarding the nature of land-use of the site at this time.
- 7.4 Although no meaningful archaeological monitoring was carried out across the area of impact to the west of the railway, the shallowness of strip across its northern half and the requirement to build-up parts of it adjacent to the railway line means that there

continues to be potential for archaeological remains to survive undisturbed in this vicinity. As demonstrated by the 1998 trial-trenching evaluation, below-ground features are present. Further, non-enabling works, development associated with the railway station and wider multi-modal transport scheme (i.e. car parking, services, drainage, etc.) is likely to impact upon any such remains present and will need to be appropriately mitigated either ahead of or during construction. As previously demonstrated, the degree of disturbance and depth of overburden is variable, but seems to decrease both northwards and westwards into the airport. There is also an established archaeological implication for the proposed terminal building located further west as and when this phase of the scheme is carried out.

- 7.5 Lastly, although it is intended to reinstate the enabling works on the east side of the railway line to field without further adverse impact, it is noted that the part of the contractor's car parking that was only shallow-stripped will continue to have an archaeological potential subsequent to this.

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**APPENDIX 1:
CONTEXT INFORMATION**

Context	Type	Fill of	Description	Date
1 to 31	n/a	n/a	contexts used in 2005 trenching evaluation phase	-
50	unstrat		finds collection from surface of exposed natural sub-soil	-
51	Fill	52	Black and charcoal-rich silt. Contains burnt bone	LBA?
52	Pit		Oval and shallow. 0.38m x 0.32 x 0.10m deep	LBA?
53	Pit		Oval. 0.60m x 0.44m x 0.30m deep	LBA?
54	Fill	53	Mid brown sandy silt with orange mottles	LBA?
55	Pit		Oval. 0.40m x 0.34m x 0.28m deep	LBA?
56	Fill	55	Mid brown sandy silt with orange mottles	LBA?
57	Pit		Oval. 0.44m x 0.39m x 0.21m deep	LBA?
58	Fill	57	Mid brown sandy silt with orange mottles	LBA?
59	Pit		Oval. 0.50m x 0.39m x 0.24m deep	LBA?
60	Fill	59	Mid brown sandy silt with orange mottles	LBA?
61	Pit?		Pit or post-hole. Oval. 0.33m x 0.25m x 0.18m deep	LBA?
62	Fill	61	Mid brown sandy silt with orange mottles	LBA?
63	Findspot	n/a	Pottery on surface of natural sub-soil. Single vessel?	LBA
64	Pit		Round and shallow. 0.50m diam. x 0.09m deep	LBA
65	Fill	64	Black/mid brown sandy silt with charcoal and burnt flints	LBA?
66	Fill	67	Greyish brown silty clay with charcoal frags & flecks	LIA +
67	Pit/post-hole		?Oval, stepped/ tapering sides. 0.86+m x 0.60m x 0.30m	LIA +

**APPENDIX 2:
FINDS DATA**

Context	Feature	Count	Weight	Description	Date
50	u/s	4	50	Flint flakes	-
		15	172	Burnt flints (Discarded)	-
		2	18	Baked clay	-
		1	8	Brick fragment	Post med.
		2	10	Pottery; non-joining rim sherds from same vessel, grog-tempered	Late Iron Age
		2	4	Pottery; tiny body sherds	Prehist - LBA?
51	52	92	4	Burnt bone from soil sample 1	-
54	53	2	1	Flint chips	-
		38	346	Burnt flints (Discarded)	-
		15	76	Pottery; body sherds and crumbs	Prehist - LBA?
56	55	1	6	Flint flake	-
		15	178	Burnt flints, inc a nodule (Discarded)	-
		2	16	Natural stone (Discarded)	-
		7	16	Pottery; rim and body sherds	Prehist - LBA?
58	57	12	56	Burnt flints (Discarded)	-
		5	8	Pottery; body sherds and crumbs	Prehist - LBA?
60	59	4	54	Flints, inc a small nodule	-
		14	86	Burnt flints (Discarded)	-
		3	8	Pottery; body sherds and crumbs	Prehist - LBA?
62	61	1	34	Flint; half a nodule	-
		16	74	Burnt flints (Discarded)	-
63	Finds	22	128	Pottery; rim, body sherds and crumbs	LBA
65	64	1	18	Burnt stone (Discarded)	-
		41	416	Burnt flints (Discarded)	-
		2	6	Pottery; body sherds; 1/2g from soil sample 2	LBA
66	67	1	24	Iron object; possible tool blade	-
		-	20	Charcoal from soil sample	-
		25	26	Burnt flints from soil sample (Discarded)	-
		1	1	Pottery; tiny grog-tempered body sherd, abraded, from soil sample	LIA

**APPENDIX 3:
ENVIRONMENTAL SAMPLES DATA**

Sample No.	1	2
Context No.	51	65
Feature No.	52	64
Charcoal <2mm	xxxx	Xxxx
Charcoal >2mm	xxxx	xxx
Charcoal >5mm	xx	xx
Charred root/stem	x	
Black porous 'cokey' material	x	
Bone	x xb	
Burnt stone		x
Sample volume (litres)	10	10
Volume of flot (litres)	0.1	<0.1
% flot sorted	100%	100%

Key:

x = 1 – 10 specimens, xx = 11 – 50 specimens, xxx = 51 – 100 specimens, xxxx = 100+ specimens,
b = burnt

APPENDIX 4:
CONTENTS OF ARCHIVE

Site Archive

6	Watching brief record sheets
1	Context register sheet
18	Context record sheets (contexts 50-67)
1	Plan register sheet
2	Plan drawings sheet (on drawing film)
1	Section register sheet
1	Section drawings sheet (on drawing film)
1	Feature locations sheet (GPS co-ordinates & OD heights)
2	Sample record sheets
1	Photographic register sheet (digital photos only)
1	Photograph thumbnail sheet
32	Digital photographs

Research Archive

1	Copy of the client/archive report
1	Copy of the written scheme of investigation
1	Copy of the archaeological brief
1	Copy of archive finds reports
1	Copy of archive environmental analysis report
1	X-ray of iron object
1	CD-Rom containing digital copies of research archive and photographs

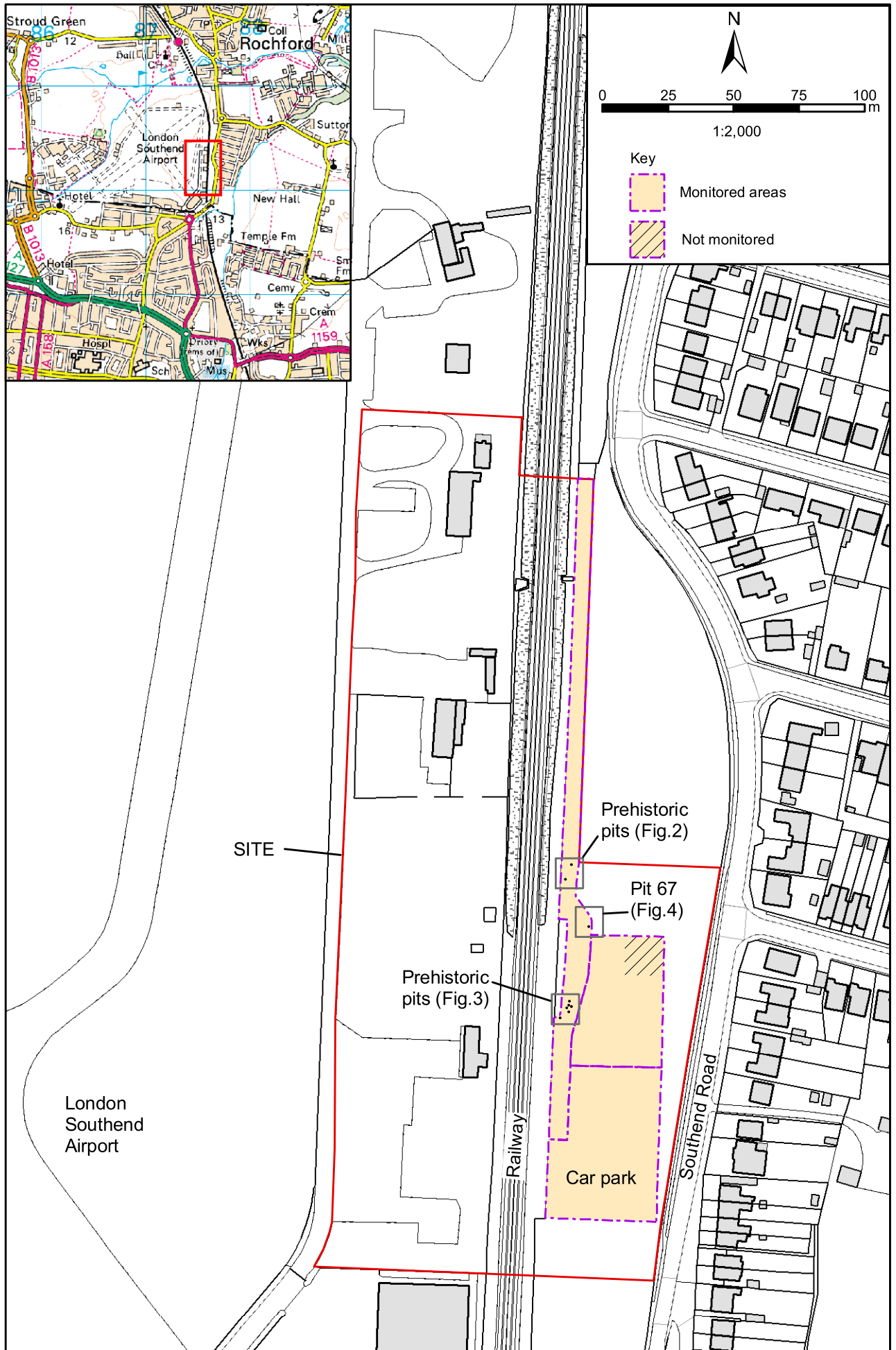
Not in file:

1	Box of finds (inc. pottery, worked & burnt flint, iron object, charcoal)
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APPENDIX 5:

**ESSEX HISTORIC ENVIRONMENT RECORD/ESSEX ARCHAEOLOGY AND HISTORY
SUMMARY SHEET**

Site name/Address: Rail Station Site, Southend Airport, Rochford, Essex	
Parish: Rochford	District: Rochford
NGR: TQ 8760 8940	Site Code: RFSA05
Type of Work: Monitoring & recording	Site Director/Group: M. Atkinson, ECC FAU
Date of Work: 21/04/09 – 28/05/09	Size of Area Investigated: 5500 sq m
Location of Finds/Curating Museum: Southend	Funding source: developer
Further Seasons Anticipated?: No	Related HER Nos: 16956, 18227, 18228, 46224
Final Report: EAH annual summary	OASIS ref: essexcou1-60818
Periods Represented: prehistoric, modern	
SUMMARY OF FIELDWORK RESULTS:	
<p><i>Archaeological monitoring was carried out on enabling groundworks (haul roads, compounds and contractors car parks) in advance of the construction of a new rail station on the Liverpool Street to Southend Victoria line, at Southend Airport. Although the necessary groundworks to the west of the railway line were not conducive to observation of below-ground remains, a number of small prehistoric pits and a scatter of unstratified prehistoric pottery, burnt flint and a few worked flints have been identified and recorded to the east. These are probably all Late Bronze Age. They supplement the discovery of two further prehistoric pits during a trial-trenching evaluation of the site in 2005, and other probable Late Bronze Age remains previously found to the west (RFAP98) and southwest (SOAP96). Collectively, these prehistoric remains are speculated to indicate the presence of widespread Bronze Age occupation activity in this vicinity, perhaps denoting a significant settlement site.</i></p> <p><i>An additional post-hole / pit contained a single sherd of grog-tempered pottery and an unidentified iron object and is of likely Late Iron Age, or later, date.</i></p> <p><i>No further remains of Roman, medieval or later date, other than modern services, were identified; enabling works did not significantly impinge upon the location of the previously-discovered ditches of 15-16th century date on the east side of the railway.</i></p>	
Previous Summaries/Reports:	
Germany, M. 2005 <i>Transport Interchange, Southend Airport, Rochford, Essex: archaeological evaluation by trial trenching</i> , FAU rep. 1513	
Author of Summary: Mark Atkinson	Date of Summary: December 2009



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Fig.1. Location of monitored areas

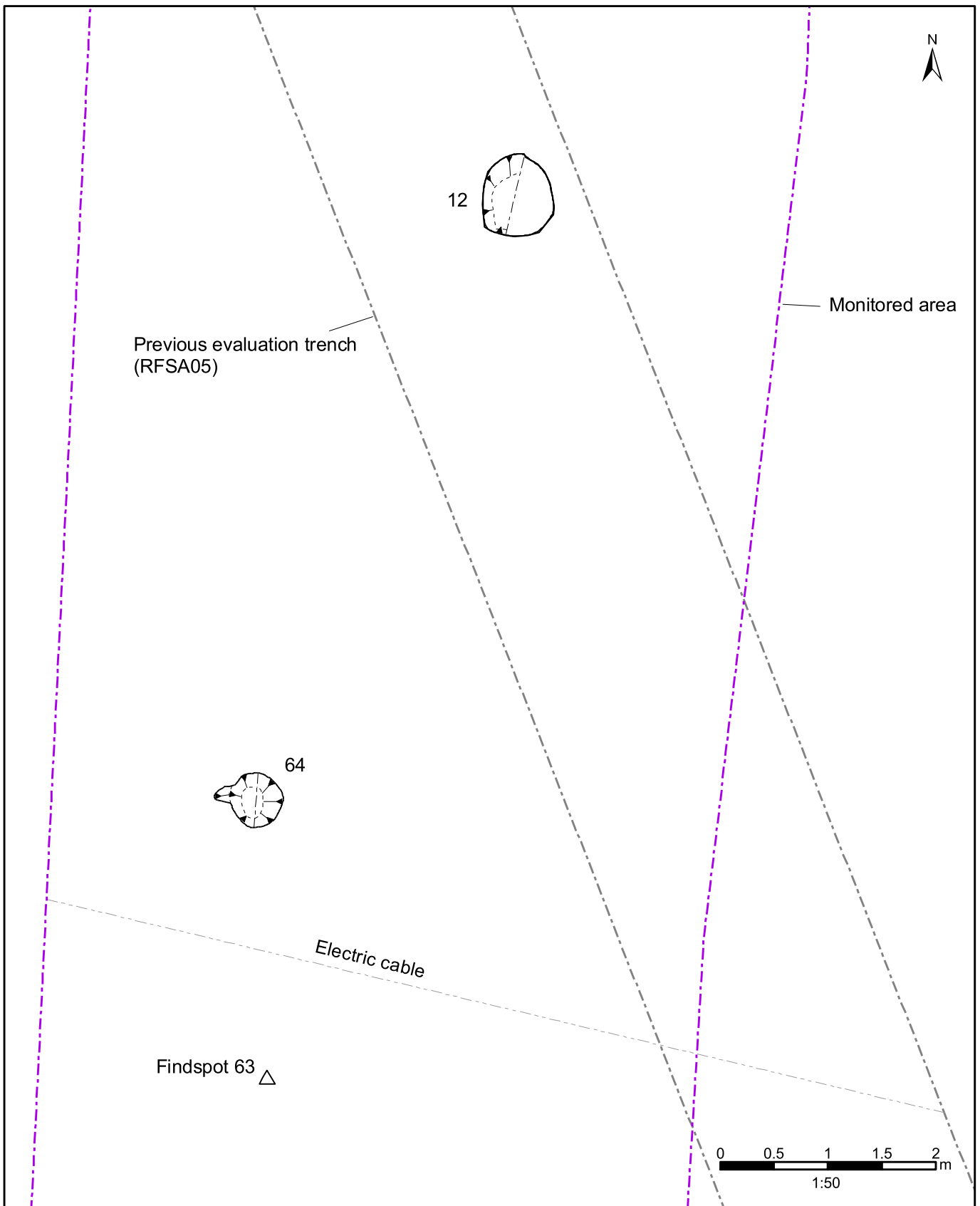


Fig.2. Plan of pit 64 and findspot 63

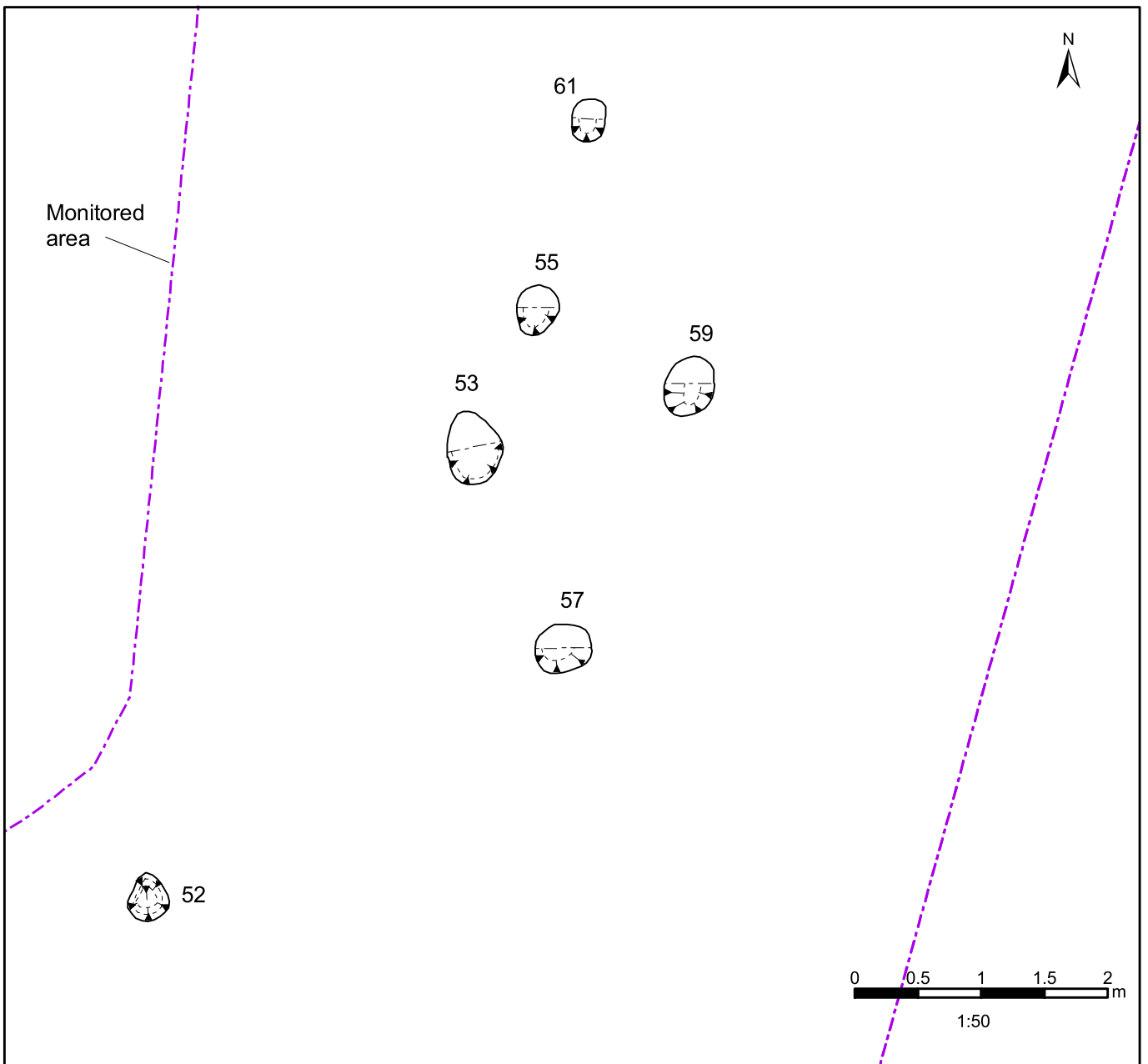


Fig.3. Plan of pits 52 - 61

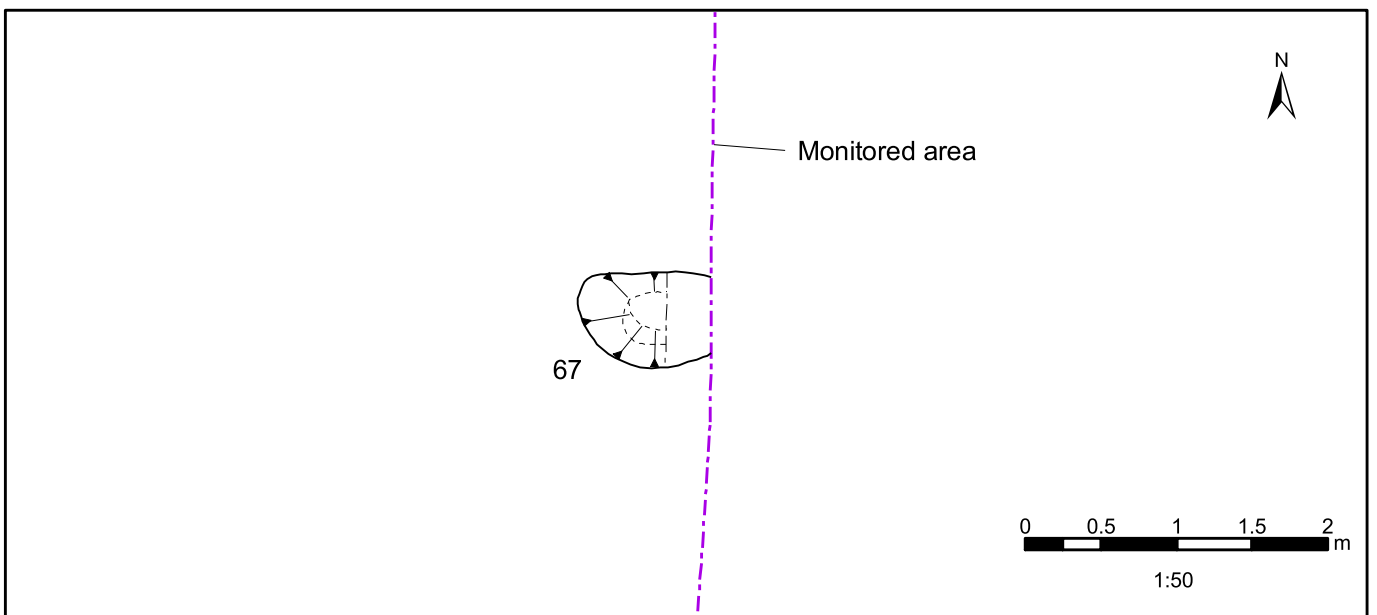


Fig.4. Plan of post-hole / pit 67



Plate1. Southern end of Haul Road along east side of railway line, looking northwest



Plate 2. Pits 52-61 in Haul Road, looking west (0.5m scale)



Plate 3. Northern end of Haul Road along east side of railway line, looking north



Plate 4. Pit 64, looking east (0.5m scale)



Plate 5. Pit 67, looking East (0.5m scale)