

**TRANSPORT INTERCHANGE  
SOUTHEND AIRPORT  
ROCHFORD  
ESSEX**

**ARCHAEOLOGICAL EVALUATION  
BY TRIAL TRENCHING**



**Essex County Council**

**FIELD ARCHAEOLOGY UNIT**

**August 2005**

**TRANSPORT INTERCHANGE  
SOUTHEND AIRPORT, ROCHFORD  
ESSEX**

**ARCHAEOLOGICAL EVALUATION  
TRIAL TRENCHING**

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**TRANSPORT INTERCHANGE, SOUTHEND AIRPORT,  
ROCHFORD, ESSEX  
ARCHAEOLOGICAL EVALUATION BY TRIAL TRENCHING**

**Client:** London Southend Airport Co. Ltd.

**NGR:** TQ 8759 8922

**Site Code:** RFSA 05

**ECC FAU Project Number:** 1513

**Date of fieldwork:** 1/8/05 to 4/8/05

**SUMMARY**

*Trial trenching in advance of the proposed construction of a multi-modal transport interchange facility at Southend Airport has uncovered several prehistoric pits and two large 15th/16th-century ditches. The pits contained small amounts of prehistoric pottery that is not closely datable, and mark the eastern extremity of a probable Late Bronze Age site previously found during an earlier phase of trial trenching in 1998. The ditches were filled with domestic rubbish, including shell and animal bone, and large amounts of medieval and 15th/16th-century pottery. The ditches and finds suggest that a medieval to 15th/16th-century settlement lay beyond the far north end of the development area.*

*The impact of the construction of the interchange site will depend on the size and depth of the ground reduction. If the natural brickearth is not exposed during the construction of the two car parks then the impact on the archaeological remains is likely to be minimal.*

## **1.0 INTRODUCTION**

- 1.1 This report contains the results of the second part of an archaeological evaluation by trial trenching at Southend Airport. The evaluation was carried out by Essex County Council Field Archaeology Unit (ECC FAU) on behalf of London Southend Airport Co. Ltd, in advance of the proposed construction of a multi-modal transport interchange facility. It followed the archaeological brief prepared by Essex County Council Historic Environment Management (ECC HEM 2005), who also monitored the fieldwork and the written scheme of investigation prepared by the ECC FAU (2005).
- 1.2 The proposed area for the transport interchange covers c. 5ha in total and straddles the Liverpool Street to Southend Victoria railway line. Contained within this area will be a small railway station and extensive car parking. The first part of the evaluation took place in 1998 and evaluated the area of the development to the west of the railway line (Wardill 1998) (Fig. 1, 'RFAP 98').
- 1.3 Copies of this report will be supplied to the client, ECC HEM, and the Essex County Council Historic Environment Record. The report will become part of the OASIS online record (<http://ads.ahds.ac.uk/project/oasis>). The site archive will be held at Southend museum.

## **2.0 BACKGROUND**

### **2.1 Location, geology and topography**

- 2.1.1 The site for the second part of the evaluation comprises 1.4ha of rough grazing land between Southend Road and the Liverpool Street to Southend Victoria railway line (Fig. 1. 'SITE').
- 2.1.2 The river Roach lies 1.5km to the north-east. The overall terrain is flat and low-lying, approximately 10m above mean sea level (O.D.).

2.1.3 Deposits of brickearth cover most of the Southend area. The overlying topsoil is c. 0.25m thick and is easily worked and very fertile.

## **2.2 Archaeology**

2.2.1 ECC FAU trial-trenched the west part of the area for the proposed transport interchange in 1998 (Fig. 1, 'RFAP 98') (Wardill 1998). The trial trenching found prehistoric, probably Late Bronze Age, ditches and finds.

2.2.2 In 1996 trial trenching and excavation in advance of 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 proposed commercial development.

2.2.3 Desk-based assessments have recently collated the known archaeological content and potential of the wider vicinity (Heppell 2003; 2004). Development work has uncovered extensive Iron Age, Roman and Saxon remains at the Temple Farm estate to the south-east, Neolithic burials and Iron Age pottery in the north-east part of the airport area, and Roman to post-medieval remains beneath the houses east of Southend Road.

## **3.0 AIMS AND OBJECTIVES**

3.1 The general aim of the trial-trenching was to assess and record the nature and complexity of any surviving archaeological features and deposits in the development area.

3.2 Specific research objectives were:

- To determine whether the prehistoric remains identified to the west of the railway line extend into the east part of the proposed development area
- To examine the likely impact of the proposed development on the archaeological resource

## **4.0 METHOD**

- 4.1 A mechanical excavator with a toothless bucket was used to strip the topsoil from nine trenches (1.9m wide) (Fig. 2, trenches 1 to 9). The trenches ranged in length from 17.5m to 37m (Appendix 1).
- 4.2 The total area covered by the trenches was 484 square metres, or approximately 3.5% of the development area. The 5% sample size stipulated in the archaeological brief was not achievable because an estimated 50% of the site had been set aside for the protection of newts and lizards.
- 4.3 A directional GPS with map-based software was used to locate the trenches, and the ECC FAU recording system to record and excavate the archaeological deposits and features (ECC FAU 2002). Plans were drawn at a scale of 1:20 and sections at a scale of 1:10. Photographs – black and white prints and colour transparencies – were taken of work in progress. The work was carried out in accordance with the by-laws and guidelines of the Institute of Field Archaeologists.

## **5.0 FIELDWORK RESULTS**

### **5.1 Summary**

- 5.1.1 Archaeological features and finds occurred in trenches 1, 2, 5 and 9 (Figs 2 and 3). Trench 1 contained a prehistoric pit (9) and a post-medieval ditch (3); trench 2 an area of root disturbance (10) and an undatable gully (5); trench 5 a prehistoric pit (12); and trench 9 two 15th/16th-century ditches (15 and 16). No archaeological features or finds were present in the other trenches.
- 5.1.2 The archaeological features in trenches 1, 2 and 5 had been truncated by ploughing to a depth of c. 0.25m. The topsoil (plough-soil) was c. 0.25m thick and consisted of brickearth-derived greyish brown clay silt with few inclusions. Deposits of yellowish brown and greyish brown clay silt, and silt clay with few inclusions largely comprised the fills in the features.



5.1.2 Underground services were present in trenches 4 and 5, and at both ends of trench 9.

## **5.2 Prehistoric**

5.2.1 Prehistoric pits 9 and 12, in trenches 1 and 5 respectively, were both small and shallow (Figs 2 and 3). The single fills of each contained small amounts of burnt flint and undiagnostic prehistoric pottery that could not be closely dated.

## **5.3 15th/16th century**

5.3.1 A mechanical excavator was used to excavate a 0.95m wide trench across ditches 15 and 16 in trench 9, which lay side-by-side and initially appeared in plan as a single very large feature (Figs 2 and 3). The finds from the ditches and overlying layers 19 and 29 are unstratified because they were collected from the spoil heaps (Appendix 2, contexts 14, 17 and 18).

5.3.2 Ditch 16 had a moderate-sloping south-west side, a slightly overhanging north-east side, and a broad flat base (Fig. 4). Three of the six fills of the feature lay tipped down from the north-east side of the cut (23, 25 and 26), suggesting that there had originally been an earth bank beyond the north-east edge of the ditch. It was possible that two of the three fills in the south-western part of the feature (24 and 27) had been dumped in the ditch during the construction of adjacent ditch 15 because they were comprised of redeposited brickearth.

5.3.3 Ditch 15 had moderate-sloping, irregular sides, and an irregular curved base (Fig. 4). The secondary fill (21) of the feature contained frequent flecks and pieces of burnt wood. The ditch also contained a copper-alloy escutcheon dated to 1400 - 1600.

5.3.4 Overlying both ditches was a thin layer of greyish brown clay silt (19). A layer of oyster shells and gravel (29) lay above this in a shallow dip formed by the settlement of the underlying deposits in ditch 16.

## **5.4 Post-medieval**

- 5.4.1 Ditch 3 in trench 1 was 0.85m wide and 0.23m deep. It had moderate-sloping sides and a slightly concave base and was filled by a single deposit, within which were small amounts of post-medieval roof tile and residual burnt flint and prehistoric and Roman pottery.

## **5.5 Undatable**

- 5.5.1 Trench 2 revealed two undatable features; a shallow gully (5) and a small area of root disturbance relating to the nearby hedgerow. The gully contained two small fragments of Roman tile, which was insufficient to date the feature, but was enough to demonstrate that it had been dug during the last 2000 years.

## **6.0 FINDS by Joyce Compton**

### **6.1 Introduction**

- 6.1.1 Finds were recovered from four contexts, and a further three contexts represent finds from multiple fills of adjacent ditches 15 and 16 in trench 9. All of the material was recorded by count and weight, in grams, by context; full details can be found in appendix 3. Finds were recovered from four of the excavated trenches, representing a variety of types, with ditches 15 and 16 in trench 9 producing the largest assemblages. Since assemblage characteristics for each trench are dissimilar, the finds are described in trench order.

### **6.2 Trench 1**

- 6.2.1 Two features were identified in trench 1; ditch 3 and pit 9. A variety of finds of mixed date came from ditch 3, comprising fragments of iron, two burnt flints, five post-medieval tile fragments, weighing 50g, and pottery. The pottery consists of three very small body sherds, one of Roman fine grey ware, one flint-tempered of prehistoric date, and one indeterminate sherd, which is probably also Roman. The finds from pit 9, although small in quantity, are wholly prehistoric in date. There are eleven burnt flints and an unburnt flake, and seven flint-tempered body sherds, weighing 20g.

### **6.3 Trench 2**

- 6.3.1 A single feature, gully 5, produced two small iron nail shafts and two fragments of Roman tile, weighing a total of 178g. The tile has no diagnostic features.

### **6.4 Trench 5**

- 6.4.1 Pit 12 produced a piece of burnt flint and a small amount of prehistoric pottery, amounting to 14 sherds, weighing 48g. No rim sherds were recorded.

### **6.5 Trench 9**

- 6.5.1 Two adjacent ditches, 15 and 16, were rapidly excavated. The finds from each are very similar in type, quantity and date. The largest component is medieval and post-medieval pottery, amounting to a total of 225 sherds, weighing 2660g. This forms the subject of a separate report, see below. A variety of other categories was recorded, comprising two copper alloy objects, an iron blade, nails, roof tile fragments, baked clay, animal bone and shell, and a bone knife handle scale section with two iron rivets *in situ*. Details are provided by category, as follows;
- 6.5.2 Part of a copper alloy purse frame, SF1, and a hexagonal escutcheon, SF2, also copper alloy, were recovered from ditch 15. Both are likely to be early post-medieval and a close parallel for the purse frame can be found in Margeson (1993, fig.24, no.291) dated 1400-1600. The Southend example probably lies towards the later end of this date range. The escutcheon is crudely fashioned and appears to have the remains of a white adhesive on the reverse. This method of attachment indicates that the escutcheon may have been fixed to a box or similar. The central hole is slightly off-centre and trapezoidal in shape. The iron blade, SF3, and scale handle, SF4, were found in relatively close proximity in ditch 16, but identification as a blade is tentative and they may not be parts of the same knife. Scale handles appeared to gain in popularity over whittle-tang handles during the late 14th century (Cowgill *et al.* 1987, 26).
- 6.5.3 Twenty fragments of roof tile, with a total weight of 642g, were recovered. This comprises mainly post-medieval peg tile, but there is a single fragment of modern

- pantile in ditch 16. A glazed roof tile fragment, also from ditch 16, may be medieval.
- 6.5.4 A small amount of animal bone, amounting to twenty-three pieces, weighing 218g, was collected. The bone is in good condition, with the majority of identifiable pieces ascribed to cattle. One phalanx is burnt black.
- 6.5.5 A number of shells were recorded, twenty-nine examples in good condition, weighing 292g. Oyster formed the major component with fourteen separate valves, representing seven individuals. Mussel and cockle were also noted in both ditch fills.
- 6.5.6 Ditch 15 produced fragments of baked clay and two iron nails. No other finds categories were recorded.
- 6.6 Medieval and post-medieval pottery by Helen Walker**
- 6.6.1 A total of 225 sherds weighing 2.7kg was excavated from three contexts. The pottery is unstratified but was collected from adjacent ditches 15 and 16. All three contexts produced similar pottery, ranging in date from the later 12th to 16th centuries.
- 6.6.2 The earliest pottery comprises two abraded and unfeatured sherds of London-type ware, which was widely traded during the later 12th to mid 13th-century (Pearce *et al.* 1982). There are also a number of sherds of shell-tempered ware. This can be as early as 10th century, but in south Essex on sites near the River Thames it is very common and continues well into the 13th century. Illustrating this is an example of an H1-type cooking pot rim, a type current throughout the 13th century.
- 6.6.3 Mill Green ware is relatively common at this site. However, a kiln dump consisting of pottery with an identical fabric and similar vessel forms was found at Rayleigh High Road (Walker 1990), and as this production site is only 7km from Southend Airport, it is the more likely source. The only evidence to substantiate this is that a number of sherds show reduced surfaces, and surface reduction of

pottery was found to be quite frequent at Rayleigh High Road (Walker 1990, 94). Finds of this ware comprise sherds from jugs, which are either slip-painted under a plain lead glaze or slip-coated under a copper green-glaze. As well as the fine ware jugs, there are also examples of Mill Green-type coarse ware, which again, could have been made at Mill Green or Rayleigh, these include examples of H1 rims, and the more developed E5A cooking pot rim datable to the late 13th to 14th centuries. The fine ware may also be of this date, but could be later as some of the Rayleigh High Road material appears to go into the 15th century (Walker 1990, 101). Other medieval finds comprise a continuously thumbled sandy orange ware jug base datable to the 13th to 14th centuries and a possible sherd of Surrey white ware dating from the late 13th to 14th centuries or later, although the latter sherd is very abraded, making identification tentative. There is also another H1 cooking pot rim in medieval coarse ware.

6.6.4 Late medieval pottery comprises mainly sherds of late-medieval sandy orange ware including a flared bowl, a slip-painted but unglazed jug rim, and internally slip-coated and partially glazed sherds. Sherds from a jug rim and base in a buff fabric are probably also late medieval. There are two sherds of German stoneware either from the Langerwehe or Raeren areas of the Rhineland, dating from the 15th to first half of the 16th century. Early type post-medieval red earthenware (PMRE) is the most abundant ware, with finds comprising mainly fragments from large jugs/cisterns, in a smooth, hard fabric similar to that of Mill Green/Rayleigh High Road ware, and may have evolved from that industry. Finally, there is a fragment of a pedestal base in an unidentified fine white ware fabric, showing a matt green glaze on both surfaces. This could be a 'Tudor Green' ware cup, most likely dating the late 15th century, or could be Beauvais earthenware from Northern France, imported during the earlier 16th century.

6.6.5 In general pottery this pottery is similar to that from other sites in this corner of south-east Essex (for example North Shoebury, Walker 1995), with developed shell-tempered ware cooking pot rims, a preponderance of Mill Green/Rayleigh High Road ware, and the presence of smooth early type PMRE. Considering its proximity to the coast and access to trade along the Thames there are few imports. Raeren stoneware is common even on inland sites, but the possible

Beauvais sherd is an unusual find and may constitute evidence of overseas trade. The sherds of London-type ware and ?Surrey white ware may have been traded along the Thames, but again these finds occur all over Essex. There is not enough pottery to comment on function or status.

## **6.7 Conclusions and recommendations for further work**

- 6.7.1 Very few finds were recovered except from trench 9, where two adjacent ditches produced a variety of predominantly 15th- and 16th-century finds types. These finds are typical examples of the period and, as such, do not warrant further work. The three metal items are stable and the copper alloy purse frame is well-patinated. Since the metalwork is packed in an environment appropriate for the temporary storage of metal items, conservation work will not be necessary at this stage.
- 6.7.2 Further work will also be unnecessary on the few finds from trenches 1 to 5, since quantities recovered are too small. All of the finds should be retained, although some material could be selected for discard at the archiving stage. The burnt flints from ditch 3 in trench 1 have already been discarded.

## **7.0 CONCLUSION**

### **7.1 Summary**

- 7.1.1 The evaluation has found evidence from four periods: prehistoric, Roman, medieval, and the late medieval/early post-medieval transition (15th/16th century). The features and finds suggest activity, and possibly settlement, in the vicinity of the site during these periods.

### **7.2 Prehistoric**

- 7.2.1 The two prehistoric pits are likely to be part of the Late Bronze Age site found west of the railway line in 1996 and 1998 (Germany and Foreman 1997; Wardill 1998) (Fig. 5). The location of the pits and the absence of prehistoric finds and features in the other trenches suggest that the focal point of the Late Bronze Age site lies west of the railway line.

7.2.2 The evidence for a Late Bronze Age site at Southend Airport, possibly part of a settlement, supplements the existing body of evidence that the Southend district in general was extensively exploited and settled during that period. Excavations have uncovered Late Bronze Age features and finds at North Shoebury and Great Wakering, c. 6km to the south-east, and at Eastwood, c. 4km to the south-west (Wymer and Brown 1995; Crowe 1986; Eddy 1981), and Late Bronze Age finds at Prittlewell and Porters Town, both 4km to the south (Pollitt 1953).

### **7.3 Roman**

7.3.1 The small quantity of Roman finds and the likely absence of Roman features probably indicate that the development area lies on the western extremity of the Roman settlement activity previously found during the construction of the Temple Farm industrial estate and the present-day houses east of Southend Road (Heppell 2003; 2004).

### **7.4 Medieval and 15th/16th century**

7.4.1 The medieval finds and 15th/16th-century finds and ditches are indirect evidence for the presence of medieval to late medieval/early post-medieval settlement, most likely near the north end of the development area. The finds probably represent household waste, and the ditches a former boundary.

### **7.5 Assessment**

7.5.1 To the west of the railway line lie Late Bronze Age enclosures and ditches, providing indirect evidence for Late Bronze Age settlement (Figs 1 and 5, 'RFAP 98'). The east part of the proposed development – at the far north end – contains indirect evidence for medieval to early post-medieval settlement in the form of two large ditches and a wide assortment of finds. The archaeological features in both parts of the proposed development are well-preserved, but have been slightly truncated by ploughing. The archaeological remains are potentially significant, as although there have been many archaeological discoveries in and around Southend Airport, few of these have been published in detail or have been investigated according to modern archaeological standards.

7.5.2 The impact of the proposed transport interchange on the archaeological remains will largely depend on the depth of disturbance caused by the construction of the two large car parks. There would be an impact on archaeological remains if construction involves groundworks down to or below the level of the natural brickearth. If, however, groundworks do not penetrate to the level of the natural brickearth then the impact on the archaeological remains would be minimal. The archaeological remains west of the railway line are overlain by 0.48m to 0.93m of modern overburden and are potentially the best protected. In the east part of the development, the archaeological features are directly below c. 0.25m of topsoil and are more vulnerable to disturbance from groundworks, although fewer archaeological features are probably present in that part of the development.



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**75**



## Appendix 1: Trench locations and dimensions

All trenches are 1.9m wide. Coordinate locations shown in figure 2.

| Number | Length (m) | Location   |
|--------|------------|--|
| 1      | 32         | North: 587612.6073 189082.3532<br>South: 587597.6241 189054.0139 |
| 2      | 37         | North: 587641.9226 189099.5226<br>South: 587637.9742 189062.6799 |
| 3      | 31         | North: 587614.9337 189139.9396<br>South: 587614.8963 189108.8815 |
| 4      | 17.5       | West: 587616.0286 189126.9984<br>East: 587634.0000 189124.0000   |
| 5      | 24.6       | North: 587596.0000 189149.0000<br>South: 587607.0000 189127.0000 |
| 6      | 28.5       | North: 587635.5295 189188.2032<br>South: 587618.9527 189164.9422 |
| 7      | 27.5       | North: 587605.0884 189201.4118<br>South: 587615.0874 189175.7161 |
| 8      | 35.2       | North: 587610.0000 189240.0000<br>South: 587612.0000 189205.0000 |
| 9      | 21.2       | North: 587618.5272 189261.3339<br>South: 587606.4746 189243.8019 |

## Appendix 2: Context Information

| Context | Trench | Category     | Description                | Date        |
|---------|--------|--------------|----------------------------|-------------|
| 1       | 1      | Deposit      | Topsoil                    | Modern      |
| 2       | 1      | Deposit      | Single fill of ditch 3     | Post-med.   |
| 3       | 1      | Cut          | Ditch                      | Post-med.   |
| 4       | 1      | Deposit      | Natural                    |             |
| 5       | 2      | Cut          | Gully                      | Undatable   |
| 6       | 2      | Deposit      | Top fill of gully 5        | Undatable   |
| 7       | 2      | Deposit      | Primary fill of gully 5    | Undatable   |
| 8       | 1      | Deposit      | Single fill of pit 9       | Prehistoric |
| 9       | 1      | Cut          | Pit                        | Prehistoric |
| 10      | 2      | Nat. Feat.   | Root disturbance           | Modern      |
| 11      | 2      | Deposit      | Single fill of 10          | Modern      |
| 12      | 5      | Cut          | Pit                        | Prehistoric |
| 13      | 5      | Deposit      | Single fill of pit 12      | Prehistoric |
| 14      | 9      | Unstratified | Finds from 20 to 22        |             |
| 15      | 9      | Cut          | Ditch                      | 1400-1600   |
| 16      | 9      | Cut          | Ditch                      | 1400-1600   |
| 17      | 9      | Unstratified | Finds from 23 to 29 and 31 |             |
| 18      | 9      | Unstratified | Finds from 19 to 29 and 31 |             |
| 19      | 9      | Deposit      | Layer. Same as 28          | Post-med.   |
| 20      | 9      | Deposit      | Top fill of ditch 15       | 1400-1600   |
| 21      | 9      | Deposit      | Secondary fill of ditch 15 | 1400-1600   |
| 22      | 9      | Deposit      | Primary fill of ditch 15   | 1400-1600   |
| 23      | 9      | Deposit      | Secondary fill of ditch 16 | 1400-1600   |
| 24      | 9      | Deposit      | Third fill of ditch 16     | 1400-1600   |
| 25      | 9      | Deposit      | Third fill of ditch 16     | 1400-1600   |
| 26      | 9      | Deposit      | Fourth fill of ditch 16    | 1400-1600   |
| 27      | 9      | Deposit      | Top fill of ditch 16       | 1400-1600   |
| 28      | 9      | Deposit      | Layer. Same as 19          | Post-med.   |
| 29      | 9      | Deposit      | Layer                      | Post-med.   |
| 30      | 9      | Deposit      | Topsoil                    | Modern      |
| 31      | 9      | Deposit      | Primary fill of ditch 16   | 1400-1600   |

### Appendix 3: Finds data

| Context | Feature | Count | Weight | Description  | Date          |
|---------|---------|-------|--------|--|---------------|
| 2       | 3       | 2     | 16     | Iron fragments   | -             |
|         |         | 2     | 10     | Burnt flints (Discarded)   | -             |
|         |         | 5     | 50     | Roof tile fragments  | Post-med.     |
|         |         | 2     | 4      | Pottery; body sherds   | Roman         |
|         |         | 1     | 1      | Pottery; crumb, flint-tempered   | Prehistoric   |
| 6       | 5       | 2     | 2      | Iron nail fragments  | -             |
|         |         | 2     | 178    | Tile fragments   | Roman         |
| 8       | 9       | 1     | 1      | Flint flake  | -             |
|         |         | 11    | 140    | Burnt flints   | -             |
|         |         | 7     | 20     | Pottery; body sherds, flint-tempered   | Prehistoric   |
| 13      | 12      | 1     | 12     | Burnt flint  | -             |
|         |         | 14    | 48     | Pottery; body sherds, flint-tempered   | Prehistoric   |
| 14      | Unstrat | 1     | 22     | Copper alloy purse frame, SF1  | 1400-1600     |
|         |         | 1     | 16     | Copper alloy escutcheon, SF2   | Post-med.     |
|         |         | 2     | 30     | Iron nails   | -             |
|         |         | 11    | 116    | Animal bone; skull, rib and long bone shafts; cattle phalanges, one burnt black                  | -             |
|         |         | 20    | 154    | Shell; oyster, eleven valves and fragments; cockle, two valves; mussel, two valves and fragments | -             |
|         |         | 2     | 134    | Baked clay   | -             |
|         |         | 5     | 132    | Roof tile fragments  | Post-med.     |
|         |         | 68    | 840    | Pottery; rim, base and body sherds, some glazed  | Med/post med. |
| 17      | Unstrat | 1     | 34     | Iron blade/ flat object, SF4   | -             |
|         |         | 1     | 10     | Bone knife handle scale, SF3   | ?Medieval     |
|         |         | 12    | 102    | Animal bone; long bone fragments; bird bone; cattle horn core fragment; fragments                | -             |
|         |         | 8     | 48     | Shell; oyster, two valves; cockle, four valves and fragment; mussel, fragment                    | -             |
|         |         | 12    | 386    | Roof tile fragments, inc one with peg hole and one pantile fragment                              | Post-med.     |
|         |         | 97    | 1160   | Pottery; rim, handle, base and body sherds, some slipped, some glazed                            | Med/post-med. |
| 18      | Unstrat | 1     | 90     | Oyster shell, one valve  | -             |
|         |         | 3     | 124    | Roof tile fragments, one glazed  | Med/post-med. |
|         |         | 60    | 660    | Pottery; rim, base and body sherds, some slipped, some glazed                                    | Med/post med. |

#### Appendix 4: Medieval and post-medieval pottery

| Context | Feature | Count      | Weight      | Description   | Date                        |
|---------|---------|------------|-------------|---|-----------------------------|
| 14      | Unstrat | 1          | 12          | Shell-tempered ware   | 10th to 13th C              |
|         |         | 1          | 7           | London-type ware  | Later 12th to mid 13th C    |
|         |         | 1          | 14          | Unidentified fine green-glazed ware showing incised line outlined in red  | Later 12th to 14th C        |
|         |         | 11         | 97          | Mill Green/Rayleigh High Rd coarse ware including H1 cooking pot rim  | Mid 13th to 14th C          |
|         |         | 4          | 37          | Medieval coarse ware  | 12th to 14th C              |
|         |         | 1          | 28          | Sandy orange ware thumbled jug base, abraded but showing the remains of slip decoration   | 13th to 14th C              |
|         |         | 4          | 17          | Mill Green/Rayleigh High Rd ware, slip-coated and one also with mottled green-glaze   | Mid 13th to 14th C or later |
|         |         | 1          | 3           | ?Surrey white ware with external surface missing  | Later 13th to 16th C        |
|         |         | 2          | 37          | Late medieval buff ware jug rim and thumbled base   | 14th to 15th C              |
|         |         | 14         | 105         | Late-medieval sandy orange ware including slip-painted sherd and remains of thin-walled flared bowl with flanged rim  | 14th to 16th C              |
|         |         | 27         | 474         | Early type PMRE including fragments from large jugs/cisterns, some slip-painted, some joining sherds  | Late 15th/16th C            |
|         |         | 1          | 9           | Langerwehe/Raeren stoneware   | 15th to mid 16th C          |
| 17      | Unstrat | 2          | 23          | Shell-tempered ware including H1 cooking pot rim, North Shoebury type   | 13th C                      |
|         |         | 1          | 11          | ?London-type ware, abraded base with traces of green glaze on the underside   | Later 12th to mid 13th C    |
|         |         | 8          | 48          | Medieval coarse ware including E5A cooking pot rim  | Late 13th to 14th C         |
|         |         | 8          | 88          | Mill Green/Rayleigh High Rd ware including slip-painted and glazed sherds and slip-coated and green-glazed sherds, a couple are reduced and are perhaps more likely to be Rayleigh High Road ware |                             |
|         |         | 22         | 274         | Mill Green/Rayleigh High Road coarse ware including E5A cooking pot rims (cf. Pearce et al. 1982, fig.17.49, 53) and internally glazed base sherds  | Late 13th to 14th C         |
|         |         | 12         | 122         | Late-medieval sandy orange ware including flanged bowl rim  | 14th to 16th C              |
|         |         | 1          | 3           | Langerwehe/Raeren stoneware   | 15th to 16th C              |
|         |         | 43         | 591         | Early type PMRE including fragments from large jugs/cisterns some slip-painted, also externally glazed sherd perhaps from a jug   | Late 15th/16th C            |
| 18      | Unstrat | 5          | 31          | Medieval coarse ware  | 12th to 14th C              |
|         |         | 9          | 42          | Mill Green/Rayleigh High Road coarse ware   | Mid 13th to 14th C          |
|         |         | 4          | 18          | Mill Green/Rayleigh High Road ware including slip-coated and green-glazed sherds and slip-painted and glazed sherds   | Mid 13th to 14th C or later |
|         |         | 10         | 108         | Late-medieval sandy orange ware including slip-painted jug rim and two joining internally slip-coated and partially glazed sherds   | 14th to 16th C              |
|         |         | 31         | 449         | Early type PMRE; including fragments from large jugs/cisterns, some slip-painted  | Late 15th/16th C            |
|         |         | 1          | 12          | Unidentified green-glazed white ware  |                             |
|         |         | <b>225</b> | <b>2660</b> |   |                             |

## **Appendix 5: Contents of Archive**

Contained within one A4 file:

### **Research Archive**

- 1 Copy of this report
- 1 Copy of the written scheme of investigation
- 1 Copy of the archaeological brief
- 4 Registered finds sheets

### **Site Archive**

- 1 Context register sheet
- 31 Context sheets
- 1 Plan register sheet
- 2 Section register sheets
- 9 Trench recording sheets
- 1 Small finds recording sheet
- 18 Black and white prints
- 18 Colour transparencies

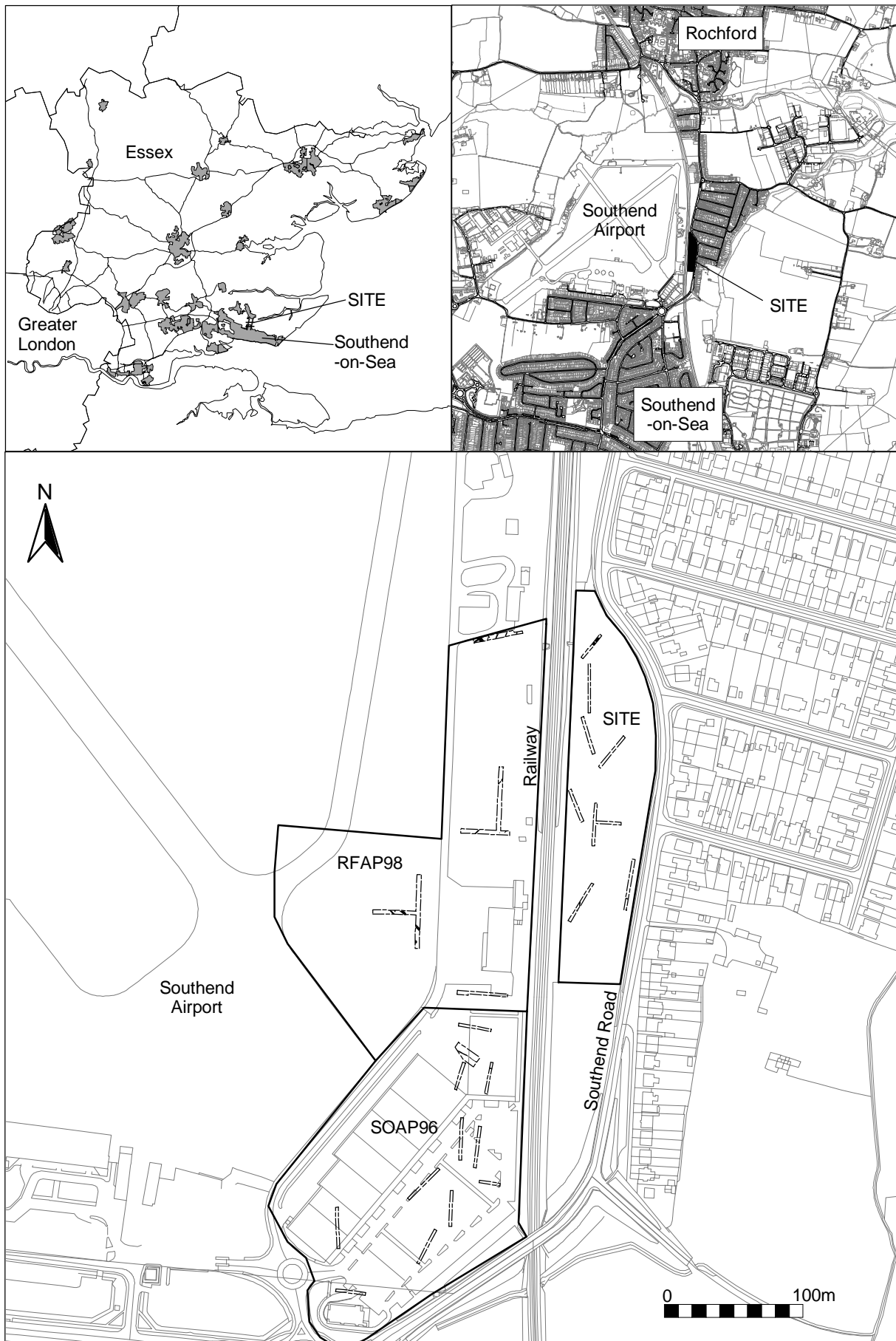
Not in A4 file:

- 1 Roll of site plans and section drawings
- 1 Box of finds



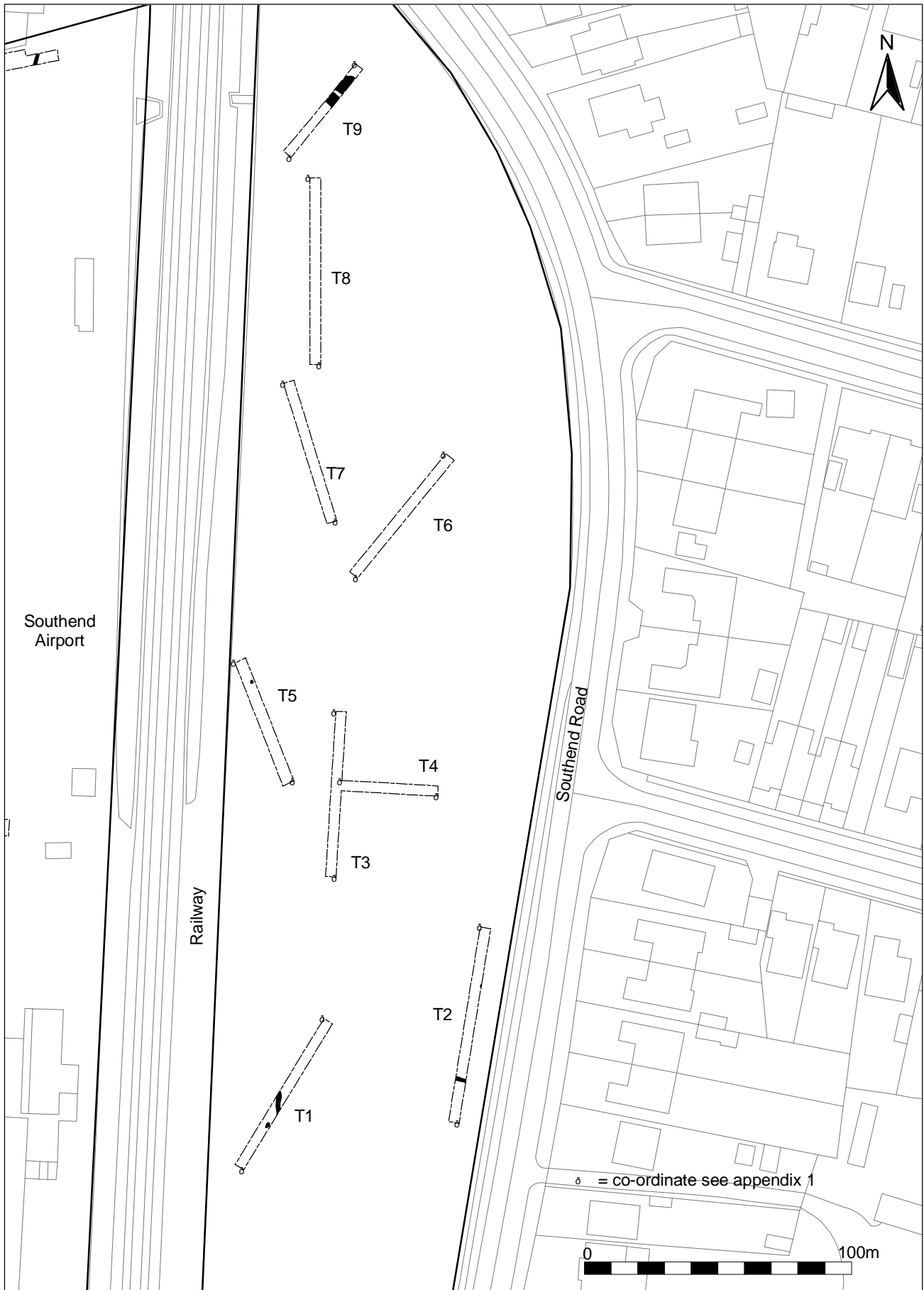
## Appendix 6: Essex Historic Environment Record summary sheet

|   |   |
|---|---|
| <b>Site Name &amp; Address:</b> Southend Airport, Southend-on-Sea, Essex  |   |
| <b>Parish:</b> Rochford   | <b>District:</b> Rochford   |
| <b>NGR:</b> TQ 8759 8922  | <b>Site Code:</b> RFSA 05   |
| <b>Type of Work:</b> Evaluation by trial-trenching  | <b>Site Director/Group:</b> Mark Germany, Essex County Council Field Archaeology Unit   |
| <b>Date of Work:</b> 1/8/05 to 4/8/05   | <b>Size of Area Investigated:</b><br>Development area: 1.4 ha<br>Trenching: 9 trenches = 484 m <sup>2</sup> (3.5%)<br>Excavation areas: |
| <b>Location of Finds/Curating Museum:</b><br>Southend Museum  | <b>Funding Source:</b> London Southend Airport Co. Ltd.   |
| <b>Further Work Anticipated?</b> Not known  | <b>Related HER Nos:</b>   |
| <b>Final Report:</b> <i>Essex Archaeology and History</i> (summary)   |   |
| <b>Periods Represented:</b> Prehistoric Roman Medieval Post-medieval  |   |
| <p><b>SUMMARY OF FIELDWORK RESULTS:</b></p> <p>The trial-trenching evaluated 1.4ha of rough grazing land between Southend Road and the London Liverpool Street to Southend Victoria railway line. The work took place in advance of the proposed development of a multi-modal transport interchange facility. The evaluation by trial-trenching of the west half of the development area on the opposite side of the railway line took place in 1998 (Wardill 1998).</p> <p>The datable discoveries were two small prehistoric pits, two large 15th/16th-century ditches, and a post-medieval ditch. Contained within the prehistoric pits were small amounts of burnt flint and not-closely datable prehistoric pottery. The 15th-16th-century ditches lay at the far north end of the development area and contained medieval and early post-medieval pottery, animal bone, oyster shell, an iron knife blade, a bone knife handle, a copper-alloy escutcheon, and part of a copper-alloy frame for a purse. Several small pieces of Roman tile were found in an undatable feature.</p> <p>The datable features are regarded as indirect evidence for nearby, undiscovered, prehistoric and medieval/early post-medieval settlements. The prehistoric pits represent the eastern extremity of the Late Bronze Age settlement previously found by the earlier phase of trial trenching (Wardill 1998).</p> |   |
| <p><b>Previous Summaries/Reports:</b></p> <p>Wardill, R. 1998 <i>London Southend Airport: Archaeological evaluation and building survey report</i>. ECC FAU report 475</p>  |   |
| <b>Author of Summary:</b> Mark Germany  | <b>Date of Summary:</b> August 2005   |



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Fig.1. Site location



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Fig.2. Trench location

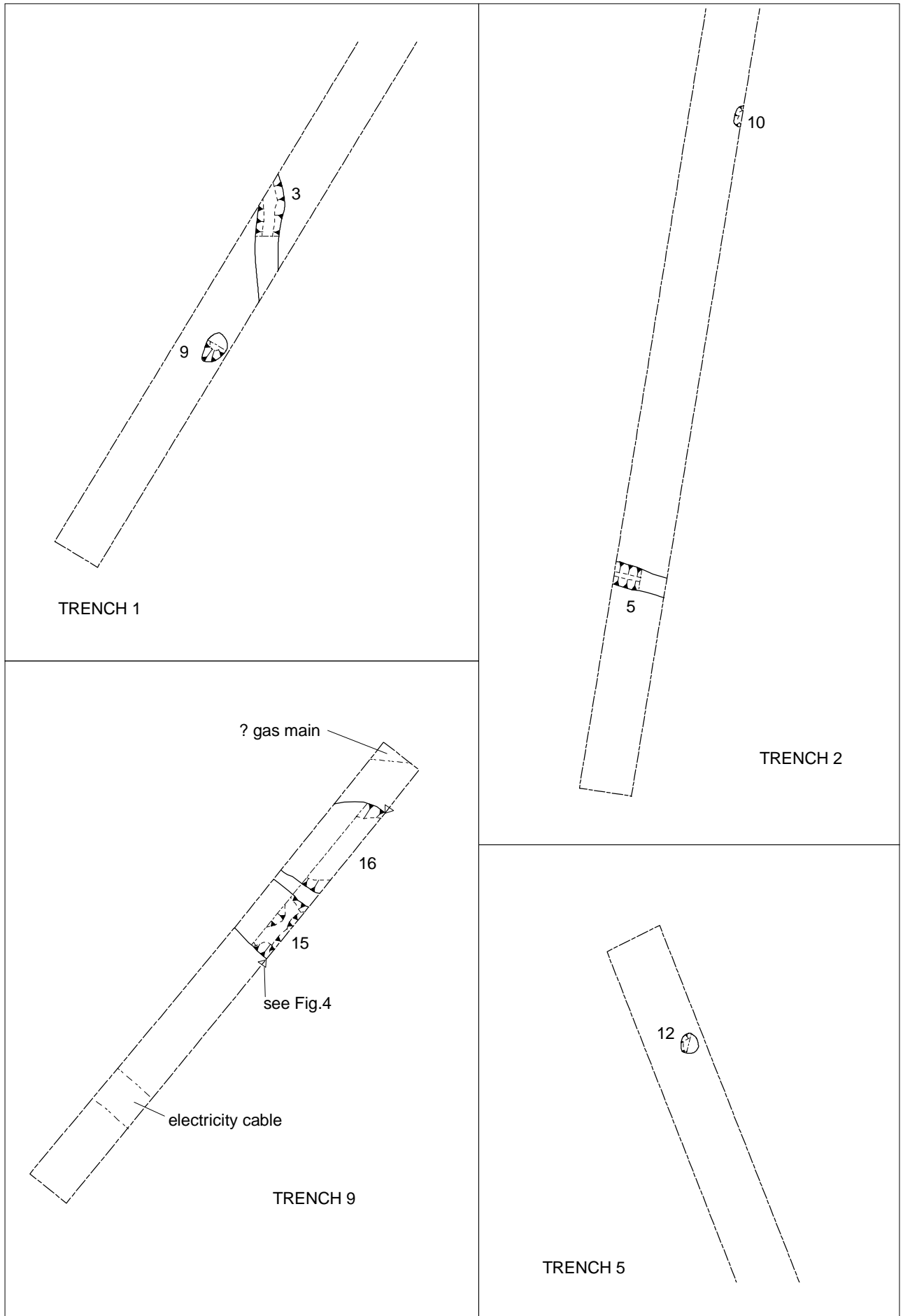


Fig.3. Trench details



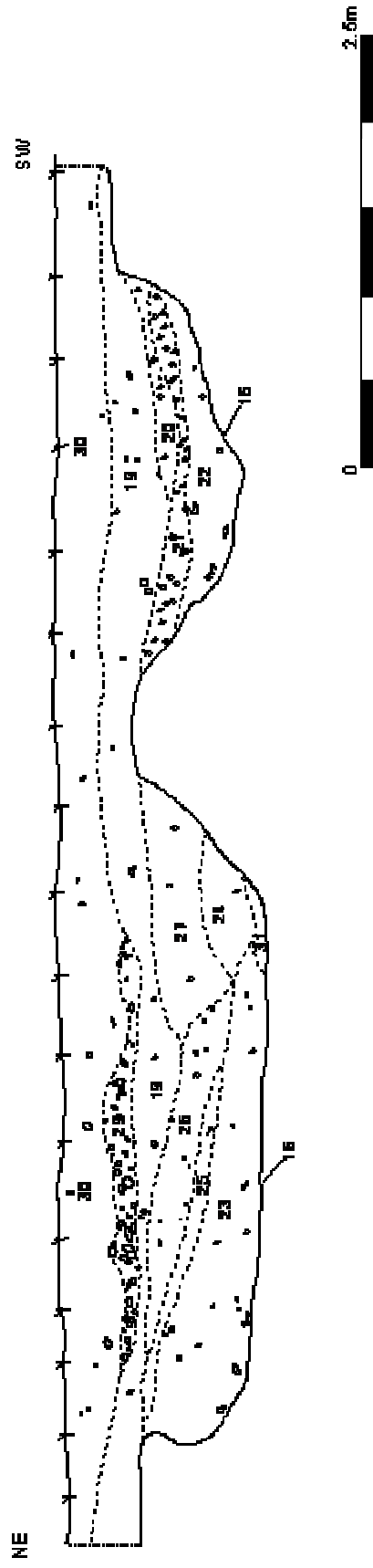


Fig.4. North facing section of ditches 15 & 16

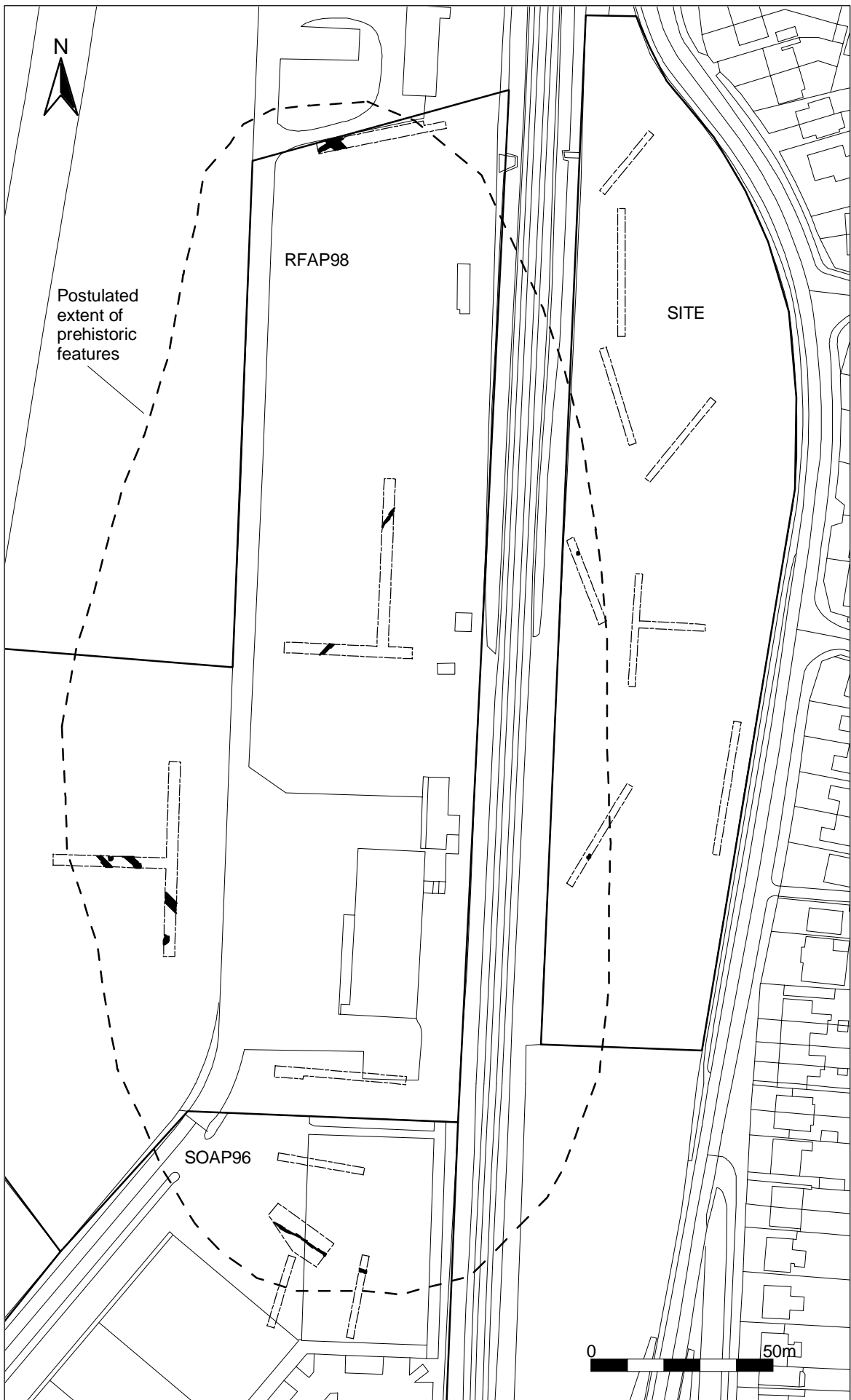


Fig.5. Prehistoric features

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