

London Southend Airport


Cultural Heritage Desk Based Assessment



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1**Executive Summary****1.1 Executive Summary**

Jacobs, on behalf of London Southend Airport, has undertaken a Desk Based Assessment of cultural heritage sites within a 450m zone from the boundary of the airport. The proposed developments include a runway extension, diversion of Eastwoodbury Lane, drainage/attenuation for the extended runway and road diversion, additional apron space, additional car parking and new taxiways.

A total of 98 cultural heritage sites have been identified in the study area (Figure 1). These include five designated sites in the form of one Grade I listed building, three Grade II listed buildings and one conservation area. There is also clear evidence for the continuity of occupation and activity from the Bronze Age to the Roman period in the area. Settlement was dispersed during the Middle-Ages and the medieval church at Eastwood is the focus of this medieval village. Development during the post-medieval period is concentrated on the Rochford area. Major changes take place during the 20th century with the development of the airfield and the encroachment of Southend into the study area.

Of the 98 identified sites, only 12 are located within the footprint of the proposed developments. The setting of the Grade I listed St Laurence and All Saints church and potential below ground remains of the medieval settlement of Eastwood would be affected by the proposed runway extension. A Pickett-Hamilton fort that, depending on condition, may be of sufficient merit to be scheduled would be affected by a new taxiway. Two surviving World War II buildings and the remains of an aircraft pen associated with the operation of the airfield would be affected by car parking areas.

2.1 Introduction

This report contains information about the cultural heritage in the study area; this includes archaeological remains, historic buildings and structures and historic landscape. The study area is defined as a 450m wide radius from the airport boundary (Figure 1). The cultural heritage sites consist of listed buildings and archaeological sites identified in the Essex Historic Environment Record and in other sources (see Section 4.1). The results of this search identified 98 cultural heritage sites. Circled numbers indicate Jacobs' site numbers, which are listed in the gazetteer (Appendix A).

2.2 Aims and objectives of the study

Objectives

- To assess the known cultural heritage resource within the study area
- Produce an overview of the known cultural heritage resource using both textual and illustrated information
- Assess the character, quantity, quality, date and level of preservation of any cultural heritage resource.

Aims:

- To identify the presence or absence of any cultural heritage resources within the study area
- Identify the character and/or extent of the cultural heritage resource within the footprint of the scheme
- To provide information on the significance of the cultural heritage resource in its local, regional and national setting.

2.3 Topography and Geology

Southend Airport is located on the South Essex Plain with the river Roach 1.5 km to the north-east. The airport occupies a former large field on the southern boundary of Rochford and the eastern extents of Eastwood. The overall terrain is flat and low-lying, approximately 10m above mean sea level (O.D.).

The underlying base geology of the Southend/Rochford area consists of brickearths and gravels.

3 Policy Background

3.1 Legislation and planning guidance

There are a number of legislative items, planning guidance and policies that apply from national to local level. These comprise:

National

- Ancient Monuments and Archaeological Areas Act 1979, (amended by the National Heritage Act 1983 and 2002)
- Planning (Listed Buildings and Conservation Areas) Act 1990
- Town and Country Planning Act 1990
- The Town and Country Planning (General Permitted Development) Order 1995
- Hedgerows Regulations 1997, amended 2003
- Department of Environment Planning Policy Guidance Note 15 Planning and the Historic Environment 1994
- Department of Environment Planning Policy Guidance Note 16 Archaeology and Planning 1990.

Regional

- East of England Plan

Local

- Southend-on-Sea Borough Local Plan
- Southend on Sea Core Strategy
- Rochford District Replacement Local Plan

Scheduled Monuments are protected by law under the Ancient Monuments and Archaeological Areas Act 1979 (amended by the National Heritage Act 1983 and 2002) and are, by definition, of national importance. Any works that would affect a Scheduled Monument require Scheduled Monument Consent, obtained from the Department for Culture, Media and Sports (DCMS), who are advised by English Heritage. Works that affect the setting of a Scheduled Monument do not require Scheduled Monument Consent, but discussions are required with the local planning authority and English Heritage regarding this matter.

Section 54a of the Town and Country Planning Act 1990 requires planning decisions to be taken in accordance with policies contained in the appropriate Development Plan, unless material considerations indicate otherwise. Material considerations, including national policy guidelines, provide an overall context for the consideration of planning applications as set out in Government policy. The relevant guidance notes for archaeology and the built historic environment (Listed Buildings) are PPG 15: Planning and the Historic Environment (1994) and PPG 16: Archaeology and Planning (1990).

Listed buildings benefit from statutory protection, under the Planning (Listed Buildings and Conservation Areas) Act 1990, and any works that would affect a

listed building or are within its curtilage require Listed Building Consent. This is obtained through the Local Planning Authority. Central government guidance to Planning Authorities on dealing with the built historic environment is expressed in PPG 15, "Planning and the Historic Environment".

With regard to the setting of a listed building, paragraph 2.16 of PPG15 states:

"Sections 16 and 66 of the Act require authorities considering applications for planning permission or listed building consent for works which affect a listed building to have special regard to certain matters, including the desirability of preserving the setting of the building. The setting is often an essential part of the building's character, especially if a garden or grounds have been laid out to complement its design or function. Also, the economic viability as well as the character of historic buildings may suffer and they can be robbed of much of their interest, and of the contribution they make to townscape or the countryside, if they become isolated from their surroundings, e.g. by new traffic routes, car parks, or other development."

Paragraph 2.17 of PPG15 states:

"Local planning authorities are required under Section 67 of the Act to publish a notice of all applications they receive for planning permission for any development which, in their opinion, affects the setting of a listed building. This provision should not be interpreted too narrowly: the setting of a building may be limited to obviously ancillary land, but may often include land some distance from it. Even where a building has no ancillary land - for example in a crowded urban street - the setting may encompass a number of other properties. The setting of individual listed buildings very often owes its character to the harmony produced by a particular grouping of buildings (not necessarily all of great individual merit) and to the quality of the spaces created between them. Such areas require careful appraisal when proposals for development are under consideration, even if the redevelopment would only replace a building which is neither itself listed nor immediately adjacent to a listed building. Where a listed building forms an important visual element in a street, it would probably be right to regard any development in the street as being within the setting of the building. A proposed high or bulky building might also affect the setting of a listed building some distance away, or alter views of a historic skyline. In some cases, setting can only be defined by a historical assessment of a building's surroundings. If there is doubt about the precise extent of a building's setting, it is better to publish a notice."

Central government guidance on archaeological remains is given in PPG 16: Archaeology and Planning. The key policy statements in PPG 16 are that "where nationally important archaeological remains, whether Scheduled or not, and their settings, are affected by proposed development there should be a presumption in favour of their physical preservation". In relation to less important sites, PPG 16 states that "the desirability of preserving an ancient monument and its setting is a material consideration in determining planning applications whether that monument is scheduled or unscheduled".

East of England Plan

Policy ENV6: The Historic Environment states:

In their plans, policies, programmes and proposals local planning authorities and other agencies should identify, protect, conserve and, where appropriate, enhance the historic environment of the region, its archaeology, historic buildings, places and

landscapes, including historic parks and gardens and those features and sites (and their settings) especially significant in the East of England:

- The historic cities of Cambridge and Norwich;
- An exceptional network of historic market towns;
- A cohesive hierarchy of smaller settlements ranging from nucleated villages, often marked by architecturally significant medieval parish churches, through to a pattern of dispersed hamlets and isolated farms;
- A highly distinctive historic environment of the coastal zone including extensive submerged prehistoric landscapes, ancient salt manufacturing and fishing facilities, relict sea walls, grazing marshes, coastal fortifications, ancient ports and traditional seaside resorts;
- Formal planned settlements of the early twentieth century, including the early garden cities and factory villages;
- Conservation areas and listed buildings, including domestic, industrial and religious buildings, and their settings, and significant designed landscapes;
- The rural landscapes of the region, which are highly distinctive and of ancient origin; and
- The wide variety of archaeological monuments, sites and buried deposits which include many scheduled ancient monuments and other nationally important archaeological assets.

Southend-on-Sea Borough Local Plan (Saved Policies)

Saved Policies of the Southend-on-Sea Borough Local Plan include Policies C1 Ancient Monuments and Archaeological Sites, C2 Historic Buildings, and C4 Conservation Areas.

Policy C1 states that:

Where important archaeological sites and monuments, whether scheduled or not, and their settings are affected by a proposed development, there will be a presumption in favour of their preservation in situ. In situations where there are grounds for believing that the proposed development would affect important archaeological sites and monuments, developers will be required to arrange for an archaeological field evaluation to be carried out before the planning application is determined, thus enabling an informed and reasonable planning decision to be made. In circumstances where preservation is not possible nor merited, development will not be permitted until satisfactory provision has been made for a programme of archaeological investigation and recording prior to the commencement of the development.

Policy C2 states that:

Listed Buildings and buildings on the Local List will be protected from demolition and unsympathetic development. Development proposals will be required to pay special regard to the preservation and restoration of internal and external features which contribute to their character, to the maintenance of their scale and proportions, to the preservation of their setting and to the use of appropriate materials.

Policy C4 states that:

All buildings, open spaces, gardens, trees, views from public places and other aspects of the environment which contribute to the character of Conservation Areas will be protected and enhanced. Proposals for demolition and development will

normally be permitted only where they would not be detrimental to the local scene and the character of the area. All development affecting Conservation Areas should meet the following requirements:

- (i) the position and design of new buildings should respect the general pattern of development of the area, and should preserve or enhance as appropriate its townscape character;
- (ii) the mass of extensions and new buildings should be in scale and harmony with the existing and neighbouring buildings and with the area as a whole;
- (iii) the proportions, detailing and materials of extensions, alterations and new buildings should be appropriate to the area and sympathetic to the existing and neighbouring buildings.

All development in Conservation Areas will be expected to comply with the Council's design guidelines in Appendix 2 and in addition, where residential proposals are involved, Appendix 4.

Southend on Sea Core Strategy

Policy CP4: The Environment and Urban Renaissance states that:

Development proposals will be expected to contribute to the creation of a high quality, sustainable urban environment which enhances and complements the natural and built assets of Southend. This will be achieved by:

- 7. Safeguarding and enhancing the historic environment, heritage and archaeological assets, including Listed Buildings, Conservation Areas and Ancient Monuments.

Rochford District Replacement Local Plan

The Rochford District Replacement Local Plan which has now been adopted by the Council. The development plan contains the policies against which planning applications are assessed.

Policy BC5 (Development affecting archaeological sites) states that:

Applications for development that would affect sites of known archaeological importance must be accompanied by sufficient information (this will consist of an archaeological field evaluation, unless advised otherwise by the local planning authority) to allow the local planning authority to assess the importance of the site, the likely impact of the development proposal and, on the basis of these findings, to determine the appropriate course of action.

Policy BC6 (Development affecting regional, county and local archaeological sites) states that:

In cases where archaeological sites and monuments of regional, county or local importance, and / or their settings, will be affected by a proposed development, they should be preserved in situ if at all possible, and conditions will be imposed on any permission granted to this end. In cases where preservation in situ is not possible or merited, conditions will be imposed to ensure that a programme of archaeological investigations and recording takes place prior to the commencement of the development.

4.1 Sources

The baseline information for the cultural heritage data was gathered from the following sources:

- English Heritage National Monuments Record (NMR)
- Essex Historic Environment Record
- Southend Borough Council Sites and Monument Record
- Essex Record Office
- Archaeology Data Service Online Catalogue
- Defence of Britain Database (online resource)
- Heritage Gateway

A request was made to the English Heritage National Monuments Record for information on the presence of Scheduled Monuments; Registered Battlefields; Registered Parks and Gardens; Listed Buildings and archaeological actions within the study area. A search was also made of the MAGIC, Heritage Gateway and Defence of Britain websites to identify the presence or absence of the above types of information.

A search was made of the bibliographic and cartographic sources at the Essex Record Office in Chelmsford. A walkover survey was undertaken to identify new features, to verify the condition and extent of previously identified features, and to appraise the setting of the Grade I listed building.

4.2 Methodology

Site Value

The Site Value applied to each site is based on the type of site and its importance to the surrounding area. The values given are as follows:

- International importance (very high)
- National importance (high)
- Regional importance (medium)
- District or local importance (low)
- Sites that have been destroyed or very badly damaged (negligible)

World Heritage sites and Grade I Registered Parks and Gardens are of international importance and score as very high value. Some Grade I listed buildings and scheduled monuments may also fall into this category. Non-designated sites may be considered as very high, however, this is subject to professional judgement and advice from curatorial bodies.

Scheduled Monuments, Grade I and II* listed buildings, and Grade II* and II Registered Parks and Gardens are of national importance. Grade II listed buildings may be of national or regional importance. Where groups of building have been identified then their significance is considered as a whole rather than as individual units.

For the purposes of this assessment an appraisal has been made of the value of listed buildings, partly based on the criteria set out in Planning Policy Guidance Note 15, Planning and the Historic Environment" (1991). In addition, other unlisted buildings of local historical interest were included, and were evaluated using the above guidance.

The importance of each archaeological site is based partly on professional judgement and experience, taking into account the Secretary of State's non-statutory criteria for the designation of Scheduled Monuments (Planning Policy Guidance Note 16, Archaeology and Planning 1990). These criteria are:

- Period: Earlier sites generally have a greater cultural heritage value
- Rarity: The rarer sites were assessed as relatively more important
- Documentation: Archaeological significance can be enhanced by supporting documentation such as maps, excavation reports and research
- Group Value: The value of a single monument can be enhanced by group associations
- Survival/Condition: The potential survival and condition of each site has a bearing on its relative value
- Diversity: Multi-period sites can contribute relatively more information than single phase sites.

5.1 Baseline

A total of 98 sites were identified within the study area, of which 11 are within the proposal area (Figure 1). Designated sites in the area include four listed buildings and one conservation area. There have also been a number of archaeological investigations within the study area, including the RBS Southend Cards Operation Centre, Marshalls Farm and Westbarrow Fram.

A total of 12 sites (18, 19, 28, 81, 82, 88, 89, 90, 91, 92, 93 and 94) were identified within the footprint of the proposals. These sites demonstrate the continuity of human occupation in the area since the prehistoric period. Evidence for Bronze Age and later activity consisting of ditches (thought to be agrarian in function) and some limited settlement evidence was revealed during an archaeological evaluation (28). There is a wide variety of evidence for Late Bronze Age enclosed and unenclosed settlements in Essex (Brown and Murphy 1997, p.18). The rather limited remains recovered during the evaluation at Southend Airport are therefore considered to be of Local (low) importance.

A possible Roman road (19) is thought to cross the eastern side of the airport on a north to south alignment. Roman road maps produced by Keith Briggs (2009) show a road on a north to south alignment connecting the coastal area around Southend with the Colchester to London road to the north. Evidence for the existence of this road was not clear in the aerial photographs consulted at the NMR. If the Roman road does exist in this location then it would be considered to be of Regional (medium) importance.

The settlement of Eastwood (88) is thought to have its origins in the Anglo-Saxon period. Its name is derived from the Old English for 'eastern wood.' The Domesday Survey (1086) records the value of the manor in 1066 which demonstrates its existence by the later Anglo-Saxon period. The location, extents, character and condition of any remains are currently unknown. The Norman foundation of the church of St Laurence and All Saints is likely to represent the position of an earlier Saxon church. As there is limited archaeological evidence for the survival of the Anglo Saxon settlement of Eastwood, this site is considered to be of Local (low) importance.

The medieval church of St Laurence and All Saints (81) was constructed in the early 12th century and served the small settlement of Eastwood and the surrounding area. Significant elements of the church include the survival of Norman elements in the nave, including north and south doors with elaborate iron strapwork. Later re-modellings include the 13th century south aisle and chancel, the 15th century crown post roof and priest's room and the 16th century brick porch. The church is located within a churchyard with a Victorian brick boundary wall to the south and a tree-lined boundary to the west, north and east. The church is accordingly Grade I listed and is therefore considered to be of national (high) importance.

Eastwoodbury Lane (91) is irregular and curving in plan suggesting that it respected old irregular property boundaries. This layout is shown on the Chapman and Andre map of 1777 and its location adjacent to the medieval church and the possible site of the manor house at Eastwoodbury (89) strongly suggest that the road pattern has

its origins in the medieval period. It is currently unclear if there are any remains relating to earlier road surfaces. Eastwoodbury Lane is considered to be of Local (low) interest.

The Chapman and Andre map (1777) shows two properties flanking either side of Eastwoodbury Lane to the east of the church. Eastwoodbury (89) is shown as a large house adjacent to the church and set within formal grounds subdivided by linear paths. The extent of this property was roughly equal to the extent of the churchyard. A large building (90) within a roughly square boundary is shown on the southern side of Eastwoodbury Lane. This site had developed into an irregular courtyard farm by 1880 (OS 1st edition map) and was likely to be associated with Eastwoodbury (89). Eastwoodbury, with its close proximity to the church, may represent the location of the original manor house. This building survived until the post-war period but had been demolished as part of the construction of the present runway by the early 1960s. Much of the land associated with Eastwoodbury is likely to have been heavily disturbed. The site of Eastwoodbury is therefore considered to be of Local (low) importance. The farmstead (90) survived until the 1970s. A pair of cottages that were constructed in the later 19th century is all that remain of this site. It is currently unknown if there are any remains surviving of the farmstead below ground. The site was heavily developed during the 19th century. Earlier remains are likely to have been heavily disturbed by these later buildings. The site of the farmstead is therefore considered to be of Local (low) importance.

With the outbreak of war in 1939, Rochford Airfield was taken over by the RAF and it became a satellite of Hornchurch. In response to the threat of an airborne invasion, Rochford Airfield was fortified with a network of defences including Light Anti Aircraft emplacements, pillboxes and a battle headquarters. Pickett-Hamilton Forts (18) were unique to airfield defence and three are known to have been installed at Rochford Airfield. A total of 335 Pickett-Hamilton Forts are thought to have been installed across the entire country and are now considered to be very rare (Nash 2004). This particular form of defence structure at Southend Airport, if remaining in-situ, would therefore be considered to be of Regional – National (Medium – High) importance. However, as this structure has been removed it is considered to be of Local (Low) importance.

Three sites associated with the operation of the airfield during World War II survive on the eastern perimeter of the airfield (92, 93 and 94). These include Flight Offices and Rest Room (92), Latrine and Drying Room (93) and the concrete remains of an Aircraft Pen (94). Very few of the World War II buildings remain and those that do survive are of limited architectural interest. The Survey of World War II Defences in the District of Rochford does not provide a grading for these structures. These buildings are considered to be of Local (low) importance.

The remaining 89 sites are located within the study area. In addition to those described above there are a total of 34 sites located within the airport perimeter (1 – 18, 20 – 23, 32, 35 – 38, 40, 63 – 65, 80 and 95 – 97).

Sites within the Southend Airport Boundary

Human occupation during the late Bronze Age is represented by a ditch (23) discovered in the south-east corner of Southend Airport during an archaeological evaluation. It is thought that the ditch formed part of a possible nearby late Bronze Age settlement. This Bronze Age ditch is considered to be of Local (Low) importance as an isolated feature but would be considered to be of Regional

(Medium) importance if it can be associated with a wider Bronze Age landscape, including a settlement.

Human activity during the Iron Age is represented by a crouched inhumation burial (17). Until the Late Iron Age funerary rituals in Essex left little or no discernible trace in the archaeological record 1996, p.57). Examples of complete inhumations from the East Anglia region include a crouched burial from a storage pit at North Shoebury and the Southend Airport example in Essex and two crouched burials from a shaft at Grimes Graves, Norfolk (1997, p.26). As these types of site are a rare survival in East Anglia the Southend Airport example is considered to be of Regional – National (Medium – High) importance.

Human activity within the airport boundary during the post-medieval is demonstrated by a brick-lined well (11) located on the southern side of the airfield. A footpath (96) is recorded on the OS 1st edition map (1880) providing access between Eastwoodbury Lane and Rochford. The Eastwood Tithe map (1840) shows a pond (97) on the eastern side of the airfield site with a stream running eastwards towards Southend Road. These sites are considered to be of Local (low) importance.

The remaining 29 known heritage sites within the airport perimeter relate to the operation and defence of the airfield during World War II. These defences include hexagonal pillboxes, cantilever pillboxes, Pickett-Hamilton Forts and Light Anti-Aircraft gun emplacements that would defended the airfield against an airborne assault. Thirteen of these structures have been destroyed but concrete bases, footings and sunken elements may survive below ground. Battle Headquarters (5), Pickett-Hamilton Forts (6, 10 and 13) and FW/23 pillboxes are rare and are considered and the Survey of World War II Defences (2004) document concluded that they are suitable for consideration for scheduling. These sites are, therefore, considered to be of Regional – National (Medium – High) importance. The remaining defences have group value as a system of airfield defence and are therefore considered to be of Regional (Medium) importance.

The operational structures known to survive include the following:

- Building No. 64: Picket Post (32);
- Building No. 42: Film Assessing Hut (20);
- Building No. 41: Film Assessing Room, Store and Office (20);
- Building No. 22: Barrack Hut (80);
- Building No. 23: Ablutions (95).

The Survey of World War II Defences in the District of Rochford does not provide a grading for these structures. From the limited information available it appears that none of these structures are of sufficient architectural or historic interest to be considered for listing/scheduling and are, therefore, considered to be of Regional (Medium) importance.

Sites within the study area outside of the airport boundary

There are a total of 53 sites identified within the study area beyond the airport perimeter.

The earliest evidence for human activity in the study area is demonstrated by a findspot of jet beads (44) to the north-west of the airport.

Three findspot sites demonstrate human activity in the study area during the Neolithic period. These findspots are not associated with monument, funerary or domestic sites and are therefore likely to represent accidental losses whilst managing woodland. These sites are therefore considered to be of Local (Low) importance.

A total of four Bronze Age sites have been identified within the study area (23, 28, 72 and 84). They demonstrate limited settlement evidence on the south-east side of the study area in the form of ditches of probable agrarian function (23 and 28) while a dense concentration of Bronze Age features (72) has been recorded to the north-west at Westbarrow Farm. A pair of palstave axes were discovered on the southern side of the study area (84). The concentration of metalwork around the Thames which is widespread in the late Bronze Age is thought to have its origins in the middle Bronze Age (Couchman, p.42). Palstaves were widely distributed through this period. These Bronze Age sites demonstrate a widespread distribution of activity through the middle and later Bronze Age and, because of their fragmentary condition, are considered to be of Local – Regional (Low – Medium) importance.

A total of two Iron Age sites have been identified within the study area (83, 86). They provide evidence for settlement activity consisting of a broken stone axe associated with a shallow depression and pot sherds (83) and pits and boundary features (86) on the south and south-west side of the study area. These sites demonstrate Iron Age rural settlement activity within the area and because of their fragmentary condition are considered to be of Local (Low) importance.

A total of 11 Roman sites have been identified within the study area (19, 25, 26, 27, 29, 33, 34, 48, 55, 73 and 86). An inhumation discovered during a watching brief (86) is a rare example of a rural burial in the East Anglian region and is therefore considered to be of Regional (Medium) importance. The possible Roman road (19) postulated as extending from the coastal area around Southend northwards to the Colchester to London road is considered to be of Regional (Medium) importance. Evidence for settlement derives from sites 25, 48 and 86 which are agrarian in character and may range from low to middle status. The presence of a corn drying kiln, cobbled surface, well and building suggest a settlement of some status in the vicinity. These sites are considered to be of Local to Regional (Low-Medium) importance.

A total of five medieval sites have been identified within the study area (47, 61, 87 and 88). These demonstrate continuity of human settlement within the study area throughout the medieval period. The settlements of Eastwood and Rochford were in existence during the Saxon period and were developed through to the present day. Other Saxon sites include an inhumation (61) and a findspot of a Merovingian coin (87). The historic core of Rochford has been designated as a conservation area and is therefore considered to be of Regional (Medium) importance. Eastwood appears to have been a dispersed settlement with its focus, from c.1100 onwards, on the church and manor house which may have stood on the site of the later building of Eastwoodbury (89). The precise location and the potential for archaeological remains of the Saxon settlement of Eastwood are currently unknown and the site is therefore considered to be of Local (Low) importance. The findspot of an inlaid glazed tile is also considered to be of Local (Low) importance.

Post-medieval sites represent the development of settlement, transport and industry during this period. Three of these demonstrate settlement and transport developments on the edge of Rochford during the 18th century in the form of two

pairs of cottages (43 and 50) and a milestone (49). These are designated Grade II listed buildings and are therefore considered to be of National (high) importance.

Industrial sites include a Tudor brick kiln (56) and the late 19th – early 20th century West Brickworks (52). The manufacture of bricks is known as early as the 12th century in Essex (Coggeshall Abbey). Recent research by English Heritage (British Archaeology 1996) has demonstrated that manufacture of bricks during the Middle Ages was more common than previously understood. These later and degraded sites are therefore considered to be of Local (low) importance.

A major development in transport during the 19th century is represented by the construction of the Shenfield and Southend Line of the Great Eastern Railway (30). The line was completed in 1888. This railway is considered to be of Local (low) importance.

Rochford Sewage Works (51) was operated from the early 20th century. Much less is known about water purification and sewage treatment works in comparison to the supply of water. Good quality surviving examples would be considered for statutory protection. Based on current information, little survives of this site and it is therefore regarded as of Local (low) importance.

The remaining 21 known heritage sites within the study area relate to the defence of the airfield during World War II. These defences include hexagonal pillboxes, cantilever pillboxes and Light Anti-Aircraft gun emplacements that would have defended the airfield against an airborne assault. Cantilever pillboxes (39, 66 and 69) are rare and the Type 22 pillbox is of unusual design. These are potentially of sufficient merit for consideration for scheduling. These sites are, therefore, considered to be of Regional – National (Medium – High) importance. The remaining defences have group value as a system of airfield defence and are therefore considered to be of Regional (Medium) importance.

6.1 General background

Essex has a rich heritage resource with evidence for activity in all periods from the Palaeolithic onwards. Archaeological excavations have identified nationally important sites from all periods. Cultural Heritage sites within the study area are listed in the gazetteer (Appendix A) and shown on Figure 1.

6.2 Geoarchaeological and Palaeoenvironmental resource

The Pleistocene has been dated from 1.81 million to 10,000 BC. It covers most of the latest period of repeated glaciations, up to and including the Younger Dryas cold, dated to around 9600 BC, that represents the last Ice Age. Human activity is first recognisable in this period in the form of butchery sites or processing areas preserved in land surfaces created by the movement of the ice.

6.3 Prehistoric (general)

The prehistoric period can be divided into two broad sections, early and late. Early refers to the periods Palaeolithic-Neolithic and late prehistoric refers to the Bronze and Iron Ages.

6.4 Palaeolithic Activity (500,000 – 10,000 BC)

This period is the first development in human technology and sees the introduction of stone tools by early hominids like *Homo Heidlebergensis*, (500,000 BC) found at Boxgrove in Sussex, who was the ancestor to both Neanderthals and *Homo Sapiens*. The early hominids in this period were predominantly scavengers/hunters and gatherers with an advanced knowledge of plants and herbs. The technology of this time starts with crude flakes and develops into the production of handaxes.

The Palaeolithic is divided into three sub periods, Lower, Middle and Upper. For the purposes of this document the Lower and Middle Palaeolithic dates pre 30,000 BC and the Upper dates from 30,000 – 10,000 BC. No Palaeolithic sites have been identified within the study area.

6.5 Mesolithic (10,000 – 4,000 BC)

The Mesolithic is characterised by the end of the Ice Age and an ensuing change in climate. The Mesolithic denotes the period that is at the end of the Ice Age and pre-dates the introduction of agriculture. Mesolithic sites are often very ephemeral as they are made up of scatters of worked flint, which have often been disturbed by later ploughing. Mesolithic activity within the study area is represented by a single find spot of jet beads (44).

6.6 Neolithic Activity (4,000 – 2,500 BC)

This period is represented by the appearance of pottery and the beginnings of agriculture. It is in this period that the domestication of cereal and livestock begins, along with a focus on community and the very beginnings of settlements.

During the 4th millennium BC areas of woodland cover were cleared for crops and pasture. Around 3,000 BC monuments were being constructed and included causewayed enclosures such as those discovered at Springfield and Orsett. Excavations suggest that these sites were used for seasonal feasting. It is also thought that these monuments defined territories, and may have been centres for the exchange of stock, seed-corn and the more durable goods, a vital role within a community or between neighbouring communities (Hunter, p. 46).

Human activity within the study area during the Neolithic period is demonstrated by three findspots of jet beads (44) and two polished stone axe heads (53 and 82). All these sites are located beyond the airport boundary. One stone axe head (53) was discovered in the garden of William Booley to the north of the airport in 1925, while the other (82) was discovered on the Feeches Estate to the south of the airport. These axes have been found placed in causewayed enclosure ditches and in rivers suggesting their use as specialised deposits as well as utilitarian purposes. The lack of association with archaeological features would suggest that these axes were accidental losses whilst managing woodland.

6.7 Bronze Age (2,500 – 700 BC)

This period is represented by the first use of bronze to produce a range of items including decorative jewellery and axes. Large organised field systems appear during the middle Bronze Age and the emergence of nucleated and seasonal settlements in the middle to later parts of this period. There is a notable movement away from communal burial structures in the earlier periods to the appearance of individual burial. Trade with Europe is clear during this time and takes the form of decorative bronze work and gold items. Features associated with this period include mounds of burnt stone commonly known as burnt mounds.

The evidence for settlement on the light, well-drained soils in the southern half of Essex during the Middle and Late Bronze Age is extensive. The woodland edge was by this time retreating to the London Clays. Systems of ditched rectangular fields have been discovered at North Shoebury and Mucking. A group of cremation cemeteries or urnfields dating to the Middle Bronze Age (1500 – 1000 BC) have been researched in north-east Essex and are characterised by concentrations of ring-ditches with urns positioned in the paths between. Ditched circular enclosures known as Springfield Type Monuments appeared in the Late Bronze Age (1000 – 700 BC) and are characterised by a ditch and internal bank. These sites are thought to have had ceremonial or symbolic function in addition to farming practice (Hunter, p. 49). Examples include the type site Springfield Lyons as well as at Mucking and Thurrock.

A total of four Bronze Age sites have been identified within the study area (23, 28, 72 and 84). Limited settlement evidence has been recovered from the south-eastern side of the airport perimeter (23 and 28). This evidence is in the form of ditches which are likely to be agrarian in function. Archaeological excavations ahead of proposed brickearth extraction at Westbarrow Farm on the north-west side of the study area revealed a dense pattern of archaeological features dating from the Bronze Age (72). A findspot of two Bronze Age palstave axes (84) were discovered in a railway cutting between Prittlewell and Rochford in 1887. These axes are typical of the middle to late Bronze Age and are widely distributed in Essex (Couchman, p.42).

6.8 Iron Age (700 BC – AD 43)

In the Iron Age society changes again with the development of organised settlements that are focussed on hillforts for their central administration. There is a change in pottery technology, the development of iron to produce better tools and the introduction of coinage. Connections with Europe are of greater significance as larger trade links are established.

Evidence from aerial photographs and excavations suggests that the Essex landscape was dominated by pastoral and tilled farming during the Iron Age. There was a widespread scatter of farmsteads, hamlets and villages that were now encroaching on the heavier soils of Till in north Essex. The woodland of the South Essex Hills would have provided a valuable source of firewood for the salt producers of the coastal red hills.

The evidence for Iron Age activity within the study area is currently limited and is represented by three sites (17, 83 and 86). Site 17 is located on the eastern side of the airport while sites 83 and 86 are located beyond the southern boundary of the airport. The inhumation (17) within the airport boundary was discovered with ceramics indicating settlement activity. The deposition of inhumations within settlements occurs in the region from the Late Bronze Age and continues throughout the earlier Iron Age. The presence of settlement features were not visible on aerial photographs consulted at the NMR.

A broken stone axe associated with a shallow depression and pot sherds (83) was discovered to the south of the airport in 1952 while evidence for settlement activity in the form of pits and boundary features (86) were discovered during a watching brief at the RBS Cards Operation Centre.

6.9 Roman/Romano-British (AD 43 – 450)

The Romans landed at Richborough in Kent and established a capital at Colchester. As London expanded it went on to replace Colchester as the capital in the 2nd century AD. The Romans were attracted by the mineral resources of the island including tin from the south-west, iron from the Weald, silver from the Mendip Hills, lead from Derbyshire, Yorkshire and Wales and gold from Wales. They brought with them new technologies and new organisational structures. Hillforts were replaced with new villas and towns were established. These towns became centres of administration. By the end of the 3rd century Britain was descending into civil war and by the fourth century it was under increasing attack from the Saxons and Irish. The Romans eventually withdrew from England in the 5th century.

A total of 11 Roman sites have been identified within the study area (19, 25, 26, 27, 29, 33, 34, 48, 55, 73 and 86). A possible Roman road (19) is thought to cross the eastern side of the airport on a north to south alignment. Roman road maps produced by Keith Briggs (2009) show a road on a north to south alignment connecting the coastal area around Southend with the Colchester to London road to the north. Evidence for this road was not clear in the aerial photographs consulted at the NMR.

A total of three sites (25, 48 and 86) indicate settlement activity during the Roman period. These sites are distributed to the east and south-west of the airport and are characterised by a cobbled surface, a building, ditch, pit and corn drying kiln (25), pottery sherds from ditches on the Rochford Industrial Estate (48) and pits and boundary features, including an inhumation (86). Much attention has been given to

the study of high-status rural settlements such as villa sites while little is known of Roman villages, farmsteads and hamlets in the East Anglian region (Going, 1997, p.38). The remains at site 25 suggest a higher status type farmstead rather than villa but this is currently unverified. Site 86 is of particular interest because of the discovery of Roman inhumation. East Anglia makes a generally meagre showing of burials for the Roman period and the identification of rural Romano-British burials is considered to be of some importance (Going, 1997, p.40).

The remaining Roman sites are findspots, including 4th century bracelets and bronzes (26), a flagon (29), a Greek coin (33), a coin of Nerva (55) and pottery sherds discovered during field-walking (73) that demonstrate Roman activity on the east and north sides of the study area.

6.10 Saxon, Norman and Medieval (AD 450 – 1540)

The Germanic tribes of Saxons, Angles, Jutes and Frisians all invaded Britain at the end of the Roman period of rule. By the 7th century the different groups had established centres, with Kent and southern Hampshire controlled by the Jutes. A unified East Saxon kingdom probably emerged in the late 6th century out of a series of small territories. The kingdom probably extended as far as Middlesex and Surrey in the 7th century. Around AD 820 Essex was incorporated into Wessex. The Norman invasion in 1066 resulted in land being divided between the Anglo-Norman aristocracies. The Anglo-Saxons had previously introduced shires, which were run by a sheriff (Shire-reeve). The Normans centralised this system and introduced the first kingdom wide census since the Romans, known as Domesday in 1086.

A period of rebuilding of the major churches in the south-east region took place following the Norman Conquest in 1066. These new churches were built in stone replacing the existing Saxon churches that were commonly of timber construction.

A total of six Saxon to medieval sites have been identified within the study area. Two of these sites date from the Saxon period and include inhumation burials (61) discovered in 1923 that, according to workmen, were similar to Saxon burials at Prittlewell Priory. The other site is a findspot of a Merovingian Tremessis (87) found in 1960.

The settlement of Eastwood (88) dates from the Saxon period and its name is derived from the Old English for 'eastern wood.' At the time of the Domesday Survey (1086) the manor was held in lordship by Swein for three-and-a-half hides. His father held the manor before 1066. The Domesday Book states that Eastwood included four acres of meadow, woodland for 30 pigs, one mill and pasture for 300 sheep. The extents of the village are unknown but were likely to be centred on the church (81).

The Rochford Conservation Area (27) is located to the north-east of the airport. The southern extents of the conservation area extend into the study area. Rochford derives its name for the Old English for 'the ford of the hunting-dog'. Rochford is first recorded in the Domesday Book (1086) and developed around a market established by Guy de Rochford in 1257. The earliest surviving buildings are of medieval date and are located along South Street and to the west of the conservation area, including Rochford Hall and St Andrew's Church.

The only standing remains of the medieval settlement of Eastwood survive in the fabric of the Grade I listed St Laurence and All Saints Church (81). A detailed architectural history of St Laurence and All Saints Church has been covered in

Chapter E Built Heritage of the Environmental Statement, Volume 2 (2002). The original church was constructed c.1100 and is thought to have consisted of a nave and apse. Evidence for this phase of construction is demonstrated by the three round headed windows in the north wall of the nave. Later modifications include the construction of the nave south aisle, tower and the chancel in the 13th century. Later alterations have included the insertion of tracery windows in the 14th century and the construction of the south porch in the 16th century.

A single medieval tile (47) has been discovered as a findspot to the east of the airport. Its existence in this location would either suggest an industrial site or the presence of a high status building in the area.

6.11 Post medieval (1540 – present)

The post-medieval period covers the period from the dissolution of the monasteries by Henry VIII to the present. During this period England underwent dramatic change and began expanding its empire into America. Large scale trade links were established and the trade in exotic items such as spices and textiles flourished. Civil War in 1642-51 led to the creation of the Commonwealth 1649-53 and the United Kingdom in 1707. The Industrial Age began with Arkwright's water powered cotton mills in the late 1700s and progressed with the introduction of steam locomotion at the beginning of the 1800s.

A total of 59 post-medieval sites have been identified within the study area. Fifty of these relate to the defence of the airfield during World War II. The remaining sites relate to settlement and industrial activity.

The Essex clays in various parts of the county have been the raw material over the centuries for the brick making industry. The earliest evidence for brick production within the study area is demonstrated by a Tudor brick kiln (56) discovered on Rochford Hundred Golf Course. An early 16th century structure thought to be a water tank (62) was also discovered on Rochford Hundred Golf Course.

The tradition of brickmaking continued on the periphery of Rochford into the 20th century. West Brickworks (52) was in production between 1894 and 1914.

The transport network within the study area was upgraded with the construction of the Shenfield and Southend Railway (30). In July 1883 the Great Eastern Railway was granted powers to build a 21.5 mile long railway between Shenfield and Southend. It opened for goods in 1888 and to passengers in 1889. Other industrial sites include Rochford Sewage Works (51) which operated from the early 20th century.

The remaining sites relate to settlement in the area from the 18th century onwards and are Grade II listed. A milestone (49), 17 and 19 Southend Road (50) and 39 and 41 Southend Road (43) are located on the southern periphery of Rochford and date from the 18th century. The latter are pairs of cottages with timber frame, weatherboarding and brick construction. The date of Eastwoodbury (89) which was located adjacent to the church and the farmstead (90) to the south are unknown but they both appear on the Andre and Chapman map which demonstrates they date from the 18th century at the latest.

A total of 50 sites relate to the operation and defence of the airfield during World War II. Following Zeppelin raids in the spring of 1915 the Admiralty established eight forward landing grounds to counter act this airborne threat including a low-lying field

between Rochford and Southend. Attempted interceptions met with little success and on 4th June 1916 Rochford Airfield was transferred to the Royal Flying Corps. The airfield was developed during 1916 with the construction of hangars and hutted accommodation in the area bordering Eastwoodbury Lane and near Westbarrow Hall. The airfield was used for night training, carrying out sorties on enemy bombers and patrolling during the course of the First World War. The RAF took over the airfield in 1918. By the end of the war in 1918 Rochford Airfield was virtually complete with four large hangars, four MT sheds and sufficient living and working accommodation for 600 men.

The RAF station was closed in 1920 and the land was released for agriculture. Gliding took place from the airfield in the early 1930s and in 1933 Southend Council purchased the big field. The airport was officially opened by Sir Philip Sassoon in 1935 but proved unprofitable, rallies and air displays providing much needed income in 1937.

With the outbreak of war in 1939 the airfield returned to its military function, acting as a forward satellite station. By the time of the Battle of Britain Fighter Command had reorganised the defence of Britain into four groups, Nos. 10 – 13. Rochford Airfield was a fighter station in No. 11 Group which also included Group HQ at Uxbridge and Fighter Command HQ at Bentley Priory.

On 1st May 1941 the airfield was transferred to North Weald Sector and became a forward offensive fighter base. In June 1943 the airfield was transferred back into the Hornchurch sector and remained there until the operations room was closed down in 1944. In 1944 the airfield became part of the V1 balloon barrage network.

A plan of the airfield dated June 1945 shows the location of airfield features and buildings. There was a clear concentration of buildings on the south side of the airfield opposite Eastwoodbury Lane. These included large hangars, stores and workshops and the watch office as well as aircraft pens, barracks (Nissen) and defence structures such as pillboxes and machine gun posts. The eastern perimeter of the airfield included aircraft pens and blister hangars as well as flight offices and rest rooms, film processing huts and defence structures including pillboxes and an anti-aircraft gun position. The northern and western sides of the airfield contained fewer buildings and included an aircraft pen and hangars, flight offices and bomb stores. Three Pickett-Hamilton Forts occupied the grass landing area of the airfield.

Many of these structures have been demolished but a significant number of the airfield defences remain visible within the landscape of the airfield today. A total of 54 World War II sites relating to the operation and defence of the airfield have been identified.

Pillboxes located within the airfield appear to have been removed but examples around the perimeter and beyond largely remain. The exception to this is the Pickett-Hamilton Forts, of which three are known to have been installed, and two thought to survive. Other pillboxes include the cantilever pillbox which is characteristic of airfield defence and others of standard design, including Type 22's (one of which is of unusual design) and Type 24's. A battle headquarters from which the defence of the airfield would have been coordinated in the event of an airborne assault remains on the southern side of the airfield. This forms an important group of structures constructed for the defence of a forward fighter base during World War II.

6.12 Undated sites

A tile kiln (79) is the only site that is undated. Based on current information, this site is considered to be of Local (low) importance.

7.1 Heritage Assessment

Analysis of the study area has demonstrated the survival of upstanding heritage sites relating to activity in the area from the medieval period onwards. There is also a high potential for below ground archaeological remains dating from the Mesolithic through to the post-medieval period

7.2 Archaeological remains

Although there has been considerable ground disturbance during the life of the airfield it is quite possible that if below ground archaeological remains are present then they could be moderately well preserved. The data collected suggests that there is a high potential for below ground archaeological features to survive particularly along the north, east and south-west areas of the airfield.

There is clear evidence in the archaeological record for the continuity of occupation from the Bronze Age onwards within the study area. Bronze Age settlement activity has been recorded in the form of ditches and other features on the eastern extents of the airfield and beyond its perimeter to the west at Westbarrow Farm (23, 28 and 72). There is a wide variety of evidence for Late Bronze Age enclosed and unenclosed settlements in Essex (Brown and Murphy 1997, p.18). The rather limited remains recovered during the evaluation at Southend Airport are therefore considered to be of Local (low) importance.

Iron Age occupation is known from the northern area of the airfield and in the southern part of the study area. These include a burial (17) within the airfield, ceramics associated with a shallow negative feature (83) and more intensive activity, including two discrete phases of occupation and land division and the possible construction of an enclosure (86) to the south. Iron Age burial sites are a rare survival in East Anglia the Southend Airport example is considered to be of Regional – National (Medium – High) importance. The Iron Age settlement activity within the area is in a fragmentary condition and is therefore considered to be of Local (Low) importance.

Subsequent Roman occupation is known on the eastern side of the study area in the form of an agricultural processing area (25) and ditches (48) on the eastern side of the study area and a possible enclosure and burial (86) on the south-western side. A Roman road (19) is thought to run through the eastern side of the airfield. If the Roman road does exist in this location then it would be considered to be of Regional (medium) importance.

There is high potential for these areas of activity to extend into the proposal areas. These are the Iron Age/Roman site (86) located in the vicinity of the Eastwoodbury Lane Diversion and Runway extension on the south-west side of the study area, the Bronze Age/ Roman sites (25, 28) in the vicinity of the Phase II Apron construction and the Iron Age/Roman sites (17, 19) in the area of the Phase II Taxiway. There is also a high potential for the remains of concrete bases relating to destroyed World War II defence structures such as pillboxes and Light Anti-Aircraft emplacements to survive as below ground features across the airfield site. .

7.3 Built heritage

There are two categories of built heritage site that would be affected by the proposals: the medieval church of St Laurence and All Saints (81) and the World War II airfield defence structures.

St Laurence and All Saints

The safety standards required by the CAA for the runway extension on the south-west side of the airport would result in a physical change to the boundary of St Laurence and All Saints church.

The churchyard of St Laurence and All Saints includes the area immediately around the church and extends northwards. The Chapman and Andre map of Essex (1777) was the earliest document consulted that depicts the church. The detail is not accurate but does demonstrate a roughly square shaped boundary immediately around the church. The Tithe map of 1840 is more detailed and the award shows that the size of the churchyard was 1acre 0,rods and 19 perches. A sketch of the church dated 1849 provides a view of the south entrance to the churchyard and the south elevation of the church. The perimeter wall at the front of the church was a close-boarded timber pale fence with a pair of post and rail gates providing access to the south porch of the nave. The eastern boundary of the churchyard appears to be characterised by a hedge with irregularly spaced trees.

It is not clear when the boundary wall on the south side of the churchyard was built but construction details/materials and map evidence would suggest the later 19th century. Under normal controls for listed buildings the boundary wall would be curtilage listed. However, under ecclesiastical exemption, the boundary wall is exempt as it is a structure within the curtilage of the church and not listed in its own right.

The boundaries of churchyards were traditionally open and this appears historically to be the case with St Laurence and All Saints church with its tree-lined perimeter still legible. A timber pale fence had been inserted along the southern side of the churchyard during the first half of the 19th century. It is not clear if one existed previous to this. The wall is a later addition and makes a positive contribution to the main views onto the church from Eastwoodbury Lane. The soft buff colour of the stock bricks and the stone moulded coping of the wall blend well with the masonry of the church.

The existing setting on the southern side of the listed building is characterised by open views reinforced by a wide grass verge on the northern side of Eastwoodbury Lane and open views eastwards onto the airfield and southwards across a large field. There is greater enclosure on the north and west side of the church, including tree-lined boundaries and modern buildings.

The current proposals for airport improvements include the alteration of the south-west end of the runway. The churchyard of St Laurence and All Saints lies within the Visual Strip. This is a strip of land 75m either side of the runway centreline which is protected from obstacles to ensure that if an aircraft were to leave the paved runway, damage to the aircraft and passengers would be limited. For this reason a number of options have been developed to overcome the brick perimeter wall of St Laurence and All Saints church. These options include leaving the wall, providing a ramp to the wall, reducing the strength of the wall and replace the wall with hedge.

Full details are contained in the St Laurence and All Saints Church Churchyard Wall and Entrance Options Report (Jacobs, 2009).

The following is an assessment of each of these options:

Leave the wall

Leaving the wall without any mitigation actions is not acceptable to the CAA and would likely result in the aerodrome license under the new development being compromised.

The brick boundary wall forms an important visual element defining the southern limit of the churchyard. This option would be the most appropriate in terms of preserving the setting of the listed building.

Provide ramp to wall

This option would preserve the wall in-situ. Landscaping to match the existing vegetation would preserve the setting of the listed building and would create a barrier between the churchyard and airport operations. However, the ramp would need to be of sufficiently shallow gradient to ensure the aircraft did not come to an abrupt stop. A ramp would also be required on the church yard side of the wall to ensure that an aircraft that had sufficient momentum to reach the top of the ramp was not then further damaged by a drop on the other side.

A ramp on the church yard side would likely cover existing graves. The Essex Society for Family History survey of the churchyard identified that the majority of the headstones dating from the 19th century are located in the south-east corner of the churchyard which would be the area affected by the ramp. These irregularly positioned and varied headstones are an important element within the setting of the listed building. A ramp within the churchyard would result in a significant alteration to the view across the grave yard onto the church and out onto the surrounding landscape.

Reduce the strength of the wall

It has been suggested that it may be possible to weaken the wall sufficiently such that it could be considered frangible. Typically, this relates to obstacles such as fences and approach lighting which can be adapted using hinges and by partially cutting through the obstacle so that it collapses on impact.

This option would preserve the character and appearance of the churchyard wall and the setting of the listed building. However, given the materials used to build the wall it appears impractical to attempt to make it frangible. The structural integrity of the wall would likely be compromised, and a risk assessment relating to the modified wall would not be able to state with any certainty that the debris from any impact with the wall would not cause significant injury to the persons within the aircraft. This option would be very unlikely to be acceptable to the CAA.

Replace the wall with a hedge

This option requires that a section of wall approximately 38m long be removed within the clear and graded Visual Strip and replaced with a hedge of appropriate planting.

This option would compromise the character and appearance of the wall and would have the greatest impact on the setting of the listed building. The impact could be reduced depending on the requirements of CAA and the length of wall required to be demolished. The replacement of the demolished section of wall with an evergreen hedge would be the most appropriate approach given the verdant character of the south-east corner of the boundary wall.

This option would include a new section of hedge that would extend from the churchyard boundary across Eastwoodbury Lane and returning approximately 35 metres westwards.

Options 1 and 2 Church Access Modifications

The proposed church entrance Options 1 and 2 include the planting of a hedge to the east crossing Eastwoodbury Lane and flanking the southern side of the road. The Option 1 hedge would be set further back along the clear and graded than Option 2. This would alter the character of the setting of the listed building by introducing enclosure to the south and east. Historic maps demonstrate that the southern side of Eastwoodbury Lane was partially tree-lined. The large house of Eastwoodbury was set within grounds consisting of an orchard and gardens would have enclosed the setting of the church to the east. Although the current setting would be altered by the planting of a hedge, this would re-introduce a sense of enclosure demonstrated on historic maps and aerial photographs dating from the 1940s.

The Option 1 hedge alignment would be more appropriate in terms of the setting of the listed building as it would be set further back along the clear and graded and would result in less intervention to the churchyard boundary wall.

World War II Airfield Buildings

The area of the proposed car-parks on the eastern side would have potential impacts on two airfield buildings identified as belonging to the World War II period. These are the Flight Offices and Rest Room (92) and a Latrine and Drying Room (93). The Flight Offices and Rest Room (92) is a single storey, brick built building, cement rendered and painted white. The Latrine and Drying Room (93) is a red brick, single-storey building with flat concrete roof to the north-east of the Flight Offices. Other elements of the World War II airfield that survive include the taxiway and hardstand for an aircraft pen for Blenheim bombers (94). The Vulcan bomber is displayed on the site of a Blister Hangar.

The taxiway running parallel to the runway would also have a direct physical impact on a surviving Pickett-Hamilton fort (18), part of the airfield defences in World War II.

With regard to military airfields, English Heritage's Military Buildings Selection Guide (2007) states that selection principles for listing/scheduling will include the following:

- Rarity;
- Technical or structural interest;
- Group value with related structures;
- Operational importance (such as direct involvement in an important campaign such as the Battle of Britain or the Strategic Bomber Offensive).

With the outbreak of war in 1939 Rochford Airfield was requisitioned and placed in No. 11 Group of Fighter Command as a satellite of RAF Hornchurch. Various

squadrons from Hornchurch and North Weald used Rochford as an advanced base during the Battle of Britain. From 1941 onwards the airfield (now called RAF Southend) moved to a more offensive role and became the forward base for a number of Spitfire squadrons.

The airfield's role in the Battle of Britain matches the criteria for operational importance set out by English Heritage. Many of the airfield buildings, however, no longer survive. Only seven were identified in the survey of Rochford defences (2004). The external appearance of the Flight Offices and Rest Room (92) and Latrine and Drying Room (93) appear to have changed little. They have group value with the remaining World War II airfield buildings and defences. The rarity of these types of buildings is currently unknown without further study. Their technical or structural interest is likely to be low. Although these two buildings are of limited architectural interest they do have historic interest in terms of the airfield's role in the Battle of Britain and subsequent air campaigns.

With regards to defence structures, certain non-adaptable structures have been designated by scheduling, such as blast pens, as have certain defence structures such as the Pickett-Hamilton Fort and bomb stores. The Survey of the World War II Defences of the District of Rochford (2004) state that no more than a handful of Pickett-Hamilton forts survive in the county and that they are, therefore, natural subjects for statutory protection. Three examples are known to have been installed at Rochford Airfield and two of these survive (10 and 18). The example at site 18 is thought to be badly damaged and therefore may not be considered to be of sufficient quality to be considered for designation.

7.4 Historic landscape

Southend Airport is located within the coastal zone (Hunter, p.13). The development of this area has been influenced by its relationship with the North Sea and Thames Estuary. This provided trading links with the Low Countries and London. Large flocks of marshland sheep are recorded in Domesday Book and the wool would have supplied the cloth industries of Flemish towns and cities, a connection which resulted in the early re-introduction of brick into Essex.

Southend Airport is located within the South Essex Plain which lies mostly on London Clay but also over the brickearths and gravels of Rochford (Hunter, p. 12). The South Essex Plain is characterised by distinctive rectilinear field patterns which have the appearance of parliamentary enclosure but are of greater antiquity. Historic settlement in this area is scattered and villages are little more than hamlet in size.

There are several placenames ending in leah (clearing) which suggests that some clearance of woodland took place in the Saxon period. These woodland clearances were undertaken to create heathland pasture which was later enclosed into small fields. The existence of woodland on the south-western side of the study area is demonstrated by the name Eastwood which is derived from the Old English for eastern wood. Very little woodland remained in this area by the 18th century suggesting extensive clearance from the Saxon period onwards. This is in contrast to West Wood to the west which was extensive during the 18th century and elements remain in the landscape around Daws Heath today.

The Eastwood Tithe Map (1842) shows large rectilinear field boundaries running across the area of the present airport. This contrasts with the smaller, irregular field boundaries to the east and west suggesting that the enclosed fields on the airport site were created later, perhaps in the 18th or 19th century although no records of this

were observed at the ERO. These field boundaries had largely been removed by 1880 (OS 1st Edition) and all that remained was a long boundary running southwards from the western edge of the present airport and returning sharply eastwards to terminate at Eastwoodbury Lane, possibly a parish boundary. A single footpath traversed the airport between the site of the Old Workhouse and Westbarrow Hall.

The dispersed nature and small-scale character of historic settlements within the study area is demonstrated from historic mapping (Chapman and Andre 1777, Eastwood Tithe 1842, and OS 1st edition 1880). Urbanisation of the area was under way by the later 19th century with the development of Southend. The Plotland phenomenon commenced from the early 20th century and has helped to preserve some of the woods of the area. The encroachment of Southend to the south, Rochford to the west and the development of Eastwood during the 20th century has had a dramatic impact on the historic landscape of the area.

The boundary of Southend Airport is defined by Eastwoodbury Lane to the south, Southend Road to the east and a hedged boundary to the west that extends from the north-west corner of St Laurence and All Saints churchyard. These three elements are the only coherent elements surviving within the study area that describe the pattern of the historic landscape.

8 Further Assessment

8.1 Further Assessment

Following a consultation with Ken Crow (SBC Archaeologist) of Southend Borough Council, it has been agreed that mitigation of the potential archaeological resource in proposal areas 6, 15 and 19 can be dealt with through strip, map and sample. This means that no evaluation is required in support of the planning application.

Further assessment is currently not required with regards to the boundary wall of St Laurence and All Saints churchyard. The four options have been considered above and consultation with English Heritage, Southend Borough Council Conservation Officer and the Church is now required to establish the acceptability of the proposals.

English Heritage guidance and the results of the Survey of World War II Defences in the District of Rochford (2004) suggest that a number of structures may be worthy of scheduling or listing. These include the following:

- Site 13 Pickett-Hamilton Fort, Rochford Airfield
- Site 18 Pickett-Hamilton Fort, Rochford Airfield
- Site 21 Type FW/23 Pillbox, east side of Rochford Airfield
- Site 39 Cantilever Pillbox, east of railway line, Rochford Airfield
- Site 66 Cantilever Pillbox, west side of Rochford Airfield
- Site 69 Cantilever Pillbox, west of Rochford Airfield.

Only two of these sites (Site 13 and 18) are located within the airfield perimeter and one (18) would be impacted by proposals. Further assessment is required to understand the character and condition of this structure to understand its importance and the appropriate mitigation strategy.

Three sites associated with the operation of the airfield during World War II survive on the eastern perimeter of the airfield (92, 93 and 94). These include Flight Offices and Rest Room (92), Latrine and Drying Room (93) and the concrete remains of an Aircraft Pen (94). Very few of the World War II buildings remain and those that do survive are currently considered to be of limited architectural interest. The Survey of World War II Defences in the District of Rochford does not provide a grading for these structures. Further assessment is required to understand the character and condition of these structures to understand their importance and the appropriate mitigation strategy.

9.1 Conclusions

The results of the searches have identified the presence of human activity in all periods from the Mesolithic to the post-medieval period. There appears to be an increased period of activity during the Bronze Age, Iron Age and Roman periods. Evidence for this has been recovered from excavations on the RBS Southend Cards Operation Centre, Marshalls Farm and Westbarrow Farm sites. Although there is limited archaeological evidence for activity during the Anglo-Saxon period, documentary evidence in the form of the Domesday Survey (1086) and the Old English origin of the name Eastwood strongly suggests Anglo-Saxon settlement in the area.

Medieval activity is limited and is most coherently expressed in the survival of the church of St Laurence and All Saints which contains Norman elements. The pattern of settlement remained dispersed during this period. Post-medieval activity is expressed by sites associated settlement and industrial activity. These include brick making sites, a sewage works and a railway on the outskirts of Rochford.

The area witnessed dramatic changes from the middle of the 19th century with the construction of the railway, new housing developments and industrial complexes. The area witnessed dramatic changes with the development of the airfield. Cultural heritage sites related to this development from World War II survive within the boundaries of the airfield and beyond.

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Air photographs held by National Monuments Record:

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Appendix A Gazetteer

Site Number 1	Site Name Cantilever Pillbox		
NGR TQ 8633 8892	Site Type Building	Designation	Condition:
Description			
Cantilever pillbox (destroyed), SW corner of Rochford Airfield			
NMR/SMR ref: 20719			

Site Number 2	Site Name Cantilever Pillbox		
NGR TQ 8637 8908	Site Type Building	Designation	Condition:
Description			
Cantilever Pillbox (destroyed), SW corner of Rochford Airfield			
NMR/SMR ref: 20718			

Site Number 3	Site Name Pillbox		
NGR TQ 8644 8896	Site Type Building	Designation	Condition:
Description			
Pillbox (destroyed), SW corner of Rochford Airfield			
NMR/SMR ref: 20720			

Site Number 4	Site Name Pillbox		
NGR TQ 8660 8889	Site Type Building	Designation	Condition:
Description			
Pillbox , S side of Rochford Airfield			
NMR/SMR ref: 20721			

Site Number 5	Site Name Battle Headquarters		
NGR TQ 8660 8889	Site Type Building	Designation	Condition:
Description			
Battle Headquarters, Rochford Airfield			
NMR/SMR ref: 20722			

Site Number 6	Site Name Pickett-Hamilton Fort		
NGR	Site Type	Designation	Condition:

TQ 8670 8913		Building		
Description				
Pickett-Hamilton Fort (destroyed), Rochford Airfield				
NMR/SMR ref: 20747				

Site Number	7	Site Name	Magazine	
NGR		Site Type	Designation	Condition:
TQ 8658 8923		Building		
Description				
Ammunition Shelter for LAA emplacement (destroyed), W side of Rochford Airfield				
NMR/SMR ref: 20717				

Site Number	8	Site Name	Light anti-aircraft battery	
NGR		Site Type	Designation	Condition:
TQ 8660 8924		Building		
Description				
LAA gun emplacement (destroyed), W side of Rochford Airfield				
NMR/SMR ref: 20716				

Site Number	9	Site Name	Pillbox	
NGR		Site Type	Designation	Condition:
TQ 8695 8897		Building		
Description				
Pillbox (destroyed), S side of Rochford Airfield				
NMR/SMR ref: 20723				

Site Number	10	Site Name	Pickett-Hamilton Fort	
NGR		Site Type	Designation	Condition:
TQ 88NE 116		Building		
Description				
The site of a Second World War Pickett-Hamilton Fort at Southend Airport, in perfect working order.				
NMR/SMR ref: 1429788				

Site Number	11	Site Name	Bailey Avenue	
NGR		Site Type	Designation	Condition:
TQ 8702 8906		Well		
Description				
Brick lined well found during building works				

NMR/SMR ref: 9902

Site Number	12	Site Name	Pillbox		
NGR	TQ 8695 8897	Site Type	Building	Designation	Condition:
Description					
Pillbox (destroyed), W side of Rochford Airfield					
NMR/SMR ref: 20715					

Site Number	13	Site Name	Pickett-Hamilton Fort		
NGR	TQ 8686 8957	Site Type	Building	Designation	Condition:
Description					
Pickett-Hamilton Fort, Rochford Airfield					
NMR/SMR ref: 20746					

Site Number	14	Site Name	Rochford Airfield		
NGR	TQ 8705 8945	Site Type	Military Airfield	Designation	Condition:
Description					
Airfield, military airfield – WWI and WWII					
NMR/SMR ref: 14870					

Site Number	15	Site Name	Military building		
NGR	TQ 8713 8946	Site Type	Building	Designation	Condition:
Description					
World War II buildings on Rochford Airfield					
NMR/SMR ref: 1429788					

Site Number	16	Site Name	Defence shelter		
NGR	TQ 872 895	Site Type	Building	Designation	Condition:
Description					
A Second World War 'Defence shelter' located at Rochford (Southend) Airfield					
NMR/SMR ref: 1429788					

Site Number	17	Site Name			
NGR		Site Type		Designation	Condition:

TQ 873 895 Burial

Description

Crouched burial of a girl, which included a Rinyo-Clacton sherd in grave filling; found below Iron Age occupation material on Southend Airport.

The crouched inhumation associated with the Grooved Ware is now considered to be Iron Age in date on the basis of the pottery which accompanied it (ECC 1996 The Archaeology of Essex, p.19).

NMR/SMR ref: 1429788

Site Number	18	Site Name	Pickett-Hamilton Fort		
NGR		Site Type		Designation	Condition:
TQ 8729 8938		Building			

Description

Pickett-Hamilton Fort, Rochford Airfield

NMR/SMR ref: 1429788

Site Number	19	Site Name	Possible Roman road		
NGR		Site Type		Designation	Condition:
TQ 88 NE 90		Road			

Description

Possible Roman road running from Rivenhall to Southend

NMR/SMR ref: 1043722

Site Number	20	Site Name	Airfield buildings		
NGR		Site Type		Designation	Condition:
TQ 8752 8910		Building			

Description

London Southend Airport – three World War II buildings

NMR/SMR ref: 18228

Site Number	21	Site Name	Pillbox		
NGR		Site Type		Designation	Condition:
TQ 8756 8912		Building			

Description

Type FW3/23 Pillbox, E side of Rochford Airfield

NMR/SMR ref: 20725

Site Number	22	Site Name	Light anti-aircraft battery		
NGR		Site Type		Designation	Condition:
TQ 8756 8915		Building			

Description

Light anti-aircraft gun emplacement (destroyed), E boundary of Rochford Airfield

NMR/SMR ref: 20726

Site Number 23

Site Name Southend Airport

NGR

TQ 8755 8895

Site Type

Settlement, ditch

Designation

Condition:

Description

A late bronze age ditch was discovered in the south-east corner of Southend Airport during an archaeological evaluation.

NMR/SMR ref: 16956

Site Number 24

Site Name Pillbox

NGR

TQ 8767 8882

Site Type

Building

Designation

Condition:

Description

Cantilever Pillbox (destroyed), E of Warner's Bridge, Rochford.

NMR/SMR ref: 20724

Site Number 25

Site Name Marshalls Farm

NGR

TQ 8785 8905

Site Type

Settlement

Designation

Condition:

Description

Post hole, well, cobbled surface, floor, rubbing stone, building, ditch, corn drying kiln, hearth, watercourse, pit

NMR/SMR ref: 9685

Site Number 26

Site Name Marshalls Farm

NGR

TQ 878 889

Site Type

Findspot

Designation

Condition:

Description

Three Roman bracelets, a small penannular brooch, a small, late 'military' style strap and a probable furniture fitting dating to after c.330 AD were found during excavations at Marshalls Farm.

NMR/SMR ref: 621770

Site Number 27

Site Name

NGR

Site Type

Designation

Condition:

Description

Duplicate of 25.

NMR/SMR ref:

Site Number	28	Site Name	London Southend Airport	
NGR	TQ 8751 8920	Site Type	Archaeological evaluation	Designation
				Condition:

Description

Archaeological evaluation uncovered archaeological deposits probably indicating Bronze Age and later activity.

NMR/SMR ref: 18227

Site Number	29	Site Name	Queensland Avenue	
NGR	TQ 877 890	Site Type	Findspot	Designation
				Condition:

Description

A Roman British flagon and some sherds were found at Queensland Avenue, Rochford in 1957.

NMR/SMR ref: 418893

Site Number	30	Site Name	Shenfield and Southend Railway	
NGR	TQ 61 95 (linear)	Site Type	Building	Designation
				Condition:

Description

In July 1883 the Great Eastern Railway was granted powers to build a 21.25 mile long railway between Shenfield and Southend. It opened for goods in 1888 and to passengers in 1889. It was doubled between Shenfield and Prittlewell by the end of 1901.

NMR/SMR ref: 1368971

Site Number	31	Site Name	Pillbox	
NGR	TQ 876 894	Site Type	Building	Designation
				Condition:

Description

A Second World War Type 22 pillbox of an unusual small, elongated design built in concrete with brick shuttering. It faces north and is located on the railway embankment on the east side of Southend Airport.

NMR/SMR ref: 1422364

Site Number	32	Site Name		
NGR	TQ 8729 8981	Site Type	Building	Designation
				Condition:

Description

World War II Picket Post. Brick-built, cement-rendered. Pitched asbestos roof.

NMR/SMR ref: Rochford Survey

Site Number	33	Site Name	35 Sutton Court Drive		
NGR	TQ 8795 8945	Site Type	Findspot	Designation	Condition:
Description					
Greek coin, in poor condition, probably spread from Roman occupation site at Marshalls and Purdeys Farms.					
NMR/SMR ref: 9767					

Site Number	34	Site Name	Near Southend Road, Rochford		
NGR	TQ 8775 8975	Site Type	Findspot	Designation	Condition:
Description					
Finds indicate Romano-British, late Medieval and 17 th century occupation.					
NMR/SMR ref: 9773 - 5					

Site Number	35	Site Name	Southend Airfield		
NGR	TQ 8740 8980	Site Type	Magazine	Designation	Condition:
Description					
Ammunition shelter for LAA gun emplacement, NE edge of Rochford Airfield.					
NMR/SMR ref: 20737					

Site Number	36	Site Name	Southend Airfield		
NGR	TQ 8743 8981	Site Type	Light anti aircraft battery	Designation	Condition:
Description					
LAA gun emplacement (destroyed), NE edge of Rochford Airfield.					
NMR/SMR ref: 20736					

Site Number	37	Site Name	Southend Airfield		
NGR	TQ 8749 8982	Site Type	Pillbox	Designation	Condition:
Description					
Cantilever Pillbox (destroyed), NE of Rochford Airfield.					
NMR/SMR ref: 20733					

Site Number	38	Site Name	Southend Airfield		
NGR	TQ 8756 8982	Site Type	Pillbox	Designation	Condition:
Description					
Pillbox (destroyed), NE corner of Rochford Airfield.					

NMR/SMR ref: 20732

Site Number 39	Site Name Southend Airfield		
NGR TQ 8759 8979	Site Type Pillbox	Designation	Condition:

Description

Cantilever Pillbox, E of railway line, Rochford Airfield.

NMR/SMR ref: 20731

Site Number 40	Site Name Southend Airfield		
NGR TQ 8756 8975	Site Type Magazine	Designation	Condition:

Description

Cantilever Pillbox, NE corner of Rochford Airfield

NMR/SMR ref: 20730

Site Number 41	Site Name Southend Airfield		
NGR TQ 8740 8980	Site Type Light anti aircraft battery	Designation	Condition:

Description

LAA gun emplacement (destroyed), E of railway line, Rochford Airfield.

NMR/SMR ref: 20734

Site Number 42	Site Name Southend Airfield		
NGR TQ 8755 8994	Site Type Magazine	Designation	Condition:

Description

Ammunition shelter for LAA gun emplacement, E of railway line, Rochford Airfield.

NMR/SMR ref: 20735

Site Number 43	Site Name 39 and 41 Southend Road		
NGR TQ 8770 8998	Site Type Cottages	Designation Grade II	Condition:

Description

Pair of cottages. C18/C19. Timber framed and weatherboarded. Red plain tiled roof outshot at rear. Central red brick chimney stack. 2 storeys. 2 window range of small paned vertically sliding sashes; moulded surrounds. Step approach. To right and left half glazed doors, simple surrounds.

NMR/SMR ref: 123242

Site Number 44	Site Name South of Tinker's Lane, Rochford		
NGR TQ 8795 8995	Site Type Findspot	Designation	Condition:

Description
Mesolithic – Neolithic jet beads

NMR/SMR ref: 9751

Site Number 45	Site Name N of Sutton Road		
NGR TQ 8788 8983	Site Type Light anti aircraft battery	Designation	Condition:

Description
LAA gun emplacement (destroyed), N of Sutton Road, Rochford.

NMR/SMR ref: 20735

Site Number 46	Site Name Southend Airfield		
NGR TQ 8788 8981	Site Type Magazine	Designation	Condition:

Description
Ammunition shelter for LAA gun emplacement (destroyed), N of Sutton Road, Rochford.

NMR/SMR ref: 20729

Site Number 47	Site Name Purdeys Farm		
NGR TQ 881 899	Site Type Findspot	Designation	Condition:

Description
Medieval tile with inlaid glaze. Fleur-de-lis in each of four triangles formed by two diagonal lines.

NMR/SMR ref: 418894

Site Number 48	Site Name Industrial Estate, Rochford		
NGR TQ 882 898	Site Type Findspot	Designation	Condition:

Description
Romano-British sherds from ditches at Industrial Estate, Rochford.

NMR/SMR ref: 418970

Site Number 49	Site Name Southend Road		
NGR TQ 8768 9008	Site Type Milestone	Designation Grade II	Condition:

Description
Milestone. C18. Square plan with chamfered head. The base of the stone is covered but the upper part of the road face reads London 40. One of a series q.v. 14/211 and 6/214, Hall Road, Rochford.

NMR/SMR ref: 123241

Site Number 50	Site Name Southend Road		
NGR	Site Type	Designation	Condition:

TQ 8770 9010	Building	Grade II		
Description Pair of cottages. C18 or earlier. Gault brick faced, weatherboarded rear range. Hipped grey slate roof. End right and left and off centre right and far right gault brick chimney stacks. 2 storeys. 4 window range of small paned vertically sliding sash windows, gauged brick arches. Central and right doorways, capitals and bases to pilasters, friezes, flat canopies, vertically boarded central and 2-panel 2-light right doors.				
NMR/SMR ref: 123240				

Site Number 51	Site Name	Rochford Sewage Works		
NGR TQ 8788 9023	Site Type Sewage Works	Designation	Condition:	
Description Early 20 th century sewage works.				
NMR/SMR ref: 15621				

Site Number 52	Site Name	West Brick Works		
NGR TQ 8775 9020	Site Type Brickworks	Designation	Condition:	
Description Brick Works from c. 1894 – 1914.				
NMR/SMR ref: 15472				

Site Number 53	Site Name	Near Orchard Farm		
NGR TQ 8767 9020	Site Type Findspot	Designation	Condition:	
Description Neolithic polished axe head from the garden of William Booe, 1925.				
NMR/SMR ref: 13372				

Site Number 54	Site Name	South Street		
NGR TQ 8767 9023	Site Type Roadblock	Designation	Condition:	
Description Road Barrier (destroyed), Roach River Bridge, South Street, Rochford.				
NMR/SMR ref: 418970				

Site Number 55	Site Name	Near Rochford Town Hall		
NGR TQ 8729 9023	Site Type Findspot	Designation	Condition:	
Description Roman coin of Nerva				

NMR/SMR ref: 13592

Site Number 56	Site Name	Rochford Hundred Golf Course	
NGR TQ 8715 9025	Site Type Brick kiln	Designation	Condition:

Description
Tudor brickwork noted when trees blown over c120 m from hall and 80 m from road.

NMR/SMR ref: 418970

Site Number 57	Site Name	Golf Course north of Rochford Airfield	
NGR TQ 8689 9023	Site Type Magazine	Designation	Condition:

Description
Ammunition shelter for LAA gun emplacement (destroyed).

NMR/SMR ref: 20742

Site Number 58	Site Name	Golf Course north of Rochford Airfield	
NGR TQ 8688 9022	Site Type Light anti aircraft battery	Designation	Condition:

Description
LAA gun emplacement (destroyed).

NMR/SMR ref: 20741

Site Number 59	Site Name	Golf Course north west of Rochford Airfield	
NGR TQ 8663 9009	Site Type Magazine	Designation	Condition:

Description
Ammunition shelter for LAA gun emplacement (destroyed).

NMR/SMR ref: 20744

Site Number 60	Site Name	Golf Course north west of Rochford Airfield	
NGR TQ 8688 9022	Site Type Light anti aircraft battery	Designation	Condition:

Description
LAA gun emplacement (destroyed).

NMR/SMR ref: 20743

Site Number 61	Site Name	South Rochford	
NGR TQ 8750 9050	Site Type Inhumation	Designation	Condition:

Description
Burials, according to workmen similar to the Saxon burials at Prittlewell Priory 1923.

NMR/SMR ref: 9892

Site Number 62	Site Name	Rochford Golf Course	
NGR TQ 8715 8995	Site Type Wall, water tank	Designation	Condition:

Description

Clearing of rough growth around a spring revealed a brick wall attached to an early 16th century two-chambered structure.

NMR/SMR ref: 9778

Site Number 63	Site Name	North of Rochford Airfield	
NGR TQ 8706 8982	Site Type Pillbox	Designation	Condition:

Description

Pillbox north of Rochford Airfield.

NMR/SMR ref: 20738

Site Number 64	Site Name	NW corner of Rochford Airfield	
NGR TQ 8700 8978	Site Type Magazine	Designation	Condition:

Description

Ammunition shelter for LAA gun emplacement (destroyed), NW corner of Rochford Airfield.

NMR/SMR ref: 20740

Site Number 65	Site Name	NW corner of Rochford Airfield	
NGR TQ 8698 8979	Site Type Light anti aircraft battery	Designation	Condition:

Description

LAA gun emplacement (destroyed), NW corner of Rochford Airfield.

NMR/SMR ref: 20739

Site Number 66	Site Name	West of Rochford Airfield	
NGR TQ 8652 8973	Site Type Pillbox	Designation	Condition:

Description

Cantilever pillbox west of Rochford Airfield.

NMR/SMR ref: 20714

Site Number 67	Site Name	West of Rochford Airfield	
NGR TQ 8645 8978	Site Type Light anti aircraft battery	Designation	Condition:

Description

LAA gun emplacement (destroyed), west of Rochford Airfield.

NMR/SMR ref: 20711

Site Number 68	Site Name West of Rochford Airfield		
NGR TQ 8646 8980	Site Type Magazine	Designation	Condition:

Description

Ammunition shelter for LAA gun emplacement, west of Rochford Airfield.

NMR/SMR ref: 20712

Site Number 69	Site Name West of Rochford Airfield		
NGR TQ 8643 8952	Site Type Pillbox	Designation	Condition:

Description

A Second World War cantilevered type pillbox. It is a brick and concrete mushroom-shaped pillbox consisting of a circular pit with walls about 3 foot high and a domed cantilevered roof springing from a central pillar, thus affording all-round visibility. It is located on the north side of the Lancaster Business Park on the western perimeter of London Southend Airport.

NMR/SMR ref: 1421233

Site Number 70	Site Name West of Rochford Airfield		
NGR TQ 864 896	Site Type Pillbox	Designation	Condition:

Description

The site of a Second World War rectangular concrete pillbox with brick shuttering north of Lancaster Business Park on the western perimeter of London Southend Airport.

NMR/SMR ref: 1421234

Site Number 71	Site Name North-west perimeter of Rochford Airfield		
NGR TQ 863 897	Site Type Pillbox	Designation	Condition:

Description

The site of a Second World War type-22 reinforced concrete pillbox with steel shutters to sides of embrasures located on the north-west perimeter of former RAF Rochford.

NMR/SMR ref: 1421213

Site Number 72	Site Name Westbarrow Farm		
NGR TQ 8640 8980	Site Type Evaluation	Designation	Condition:

Description

A total of 61 trial trenches excavated across the site ahead of proposed brickearth extraction and following a fieldwalking survey (Event 1325336). A dense pattern of archaeological features dating from the Bronze Age was revealed.

NMR/SMR ref: 1232885

Site Number 73	Site Name Land at Westbarrow Hall Farm		
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NGR TQ 8635 8985	Site Type Findspot	Designation	Condition:
Description Fieldwalking survey produces Romano-British pottery sherds.			
NMR/SMR ref: 17441			

Site Number 74	Site Name	Westbarrow Hall Farm	
NGR TQ 8620 8980	Site Type Evaluation	Designation	Condition:
Description Fieldwalking of a proposed brickearth extraction site identified a potential prehistoric/Romano-British occupation site in the north-eastern corner of the area.			
NMR/SMR ref: 1325336			

Site Number 75	Site Name	Oakwood/Stevens Farm	
NGR TQ 8653 9008	Site Type Gully	Designation	Condition:
Description Only one archaeological feature was observed – a narrow gully containing no finds.			
NMR/SMR ref: 18502			

Site Number 76	Site Name	West of Rochford Airfield	
NGR TQ 8614 8984	Site Type Pillbox	Designation	Condition:
Description Pillbox west of Rochford Airfield.			
NMR/SMR ref: 20710			

Site Number 77	Site Name	West of Rochford Airfield	
NGR TQ 861 897	Site Type Pillbox	Designation	Condition:
Description The site of a Second World War hexagonal brick and concrete pillbox to the west of London Southend Airport.			
NMR/SMR ref: 1421241			

Site Number 78	Site Name	Cherry Orchard Lane (east) Brickfield	
NGR TQ 8605 8965	Site Type Ditch	Designation	Condition:
Description Observations in 1978 (post-medieval).			
NMR/SMR ref: 9747			

Site Number	79	Site Name	Cherry Orchard Lane Brickfield		
NGR	TQ 860 895	Site Type	Tile kiln	Designation	Condition:
Description Observation of topsoil stripping prior to brickearth extraction was followed by partial excavation of a roof-tile kiln of uncertain date. Other finds from small features suggest Iron Age and possible Neolithic occupation.					
NMR/SMR ref: 621679					
Site Number	80	Site Name			
NGR		Site Type		Designation	Condition:
Description Barrack hut and ablutions hut.					
NMR/SMR ref:					
Site Number	81	Site Name	St Laurence and All Saints Church		
NGR	TQ 88 NE 90	Site Type	Building	Designation	Condition:
				Grade II	
Description Extant circa 1100. The nave was built early in the 12 th century. Early in the 13 th century the south arcade was built and the south aisle and west tower; the chancel was rebuilt probably about the same time. In the 14 th century the north wall was pierced by an arcade and the north aisle added. Early in the 16 th century the south porch was added. The upper part of the tower fell or was destroyed at some uncertain date. The church was restored in the 19 th century and the timber bell-turret of the tower is modern.					
NMR/SMR ref: 622083					
Site Number	82	Site Name	Feeches Estate		
NGR	TQ 86 88	Site Type	Polished axehead	Designation	Condition:
Description A Neolithic polished axehead found on Feeches Estate.					
NMR/SMR ref: 418956					
Site Number	83	Site Name	Harps Corner		
NGR	TQ 871 886	Site Type	Stone axe	Designation	Condition:
Description A broken stone axe and shallow depression found in 1952. Iron Age 'A' potsherds, medieval sherds, tile, burnt clay and charcoal found 1953. Medieval sherd including a 'waster' found in 1952. Gully and pit (?) and a shallow pit.					
NMR/SMR ref: 418896					
Site Number	84	Site Name	North-west of Temple Lane		

NGR TQ 8757 8859	Site Type BA palstaves	Designation	Condition:
Description Two bronze palstaves found in railway cutting between Prittlewell and Rochford 300 yards, north-west of Temple Lane, in 1887.			
NMR/SMR ref: 418897			

Site Number 85	Site Name 2WW Pill box		
NGR Pill box	Site Type	Designation	Condition:
Description Type 24 hexagonal pill box			
NMR/SMR ref: 1426457			

Site Number 86	Site Name Watching brief recorded Iron Age/Roman activity		
NGR TQ 8597 8827	Site Type Iron Age/Roman occupation	Designation	Condition:
Description An archaeological watching brief was carried out at the site. Roman and Iron Age occupation was recorded in the form of pits and boundary features. A Roman inhumation was also recorded.			
NMR/SMR ref: 1471283/MSS1032774/MSS1032775/MSS1032870			

Site Number 87	Site Name Saxon coin		
NGR TQ 865 882	Site Type	Designation	Condition:
Description Saxon coin of Merovingian Tremessis found 1960.			
NMR/SMR ref: 418969			

Site Number 88	Site Name Eastwood		
NGR TQ 865 882	Site Type Settlement	Designation	Condition:
Description The Saxon and medieval settlement of Eastwood recorded in the Domesday Book and name derived from the Old English for 'eastern wood.'			
NMR/SMR ref:			

Site Number 89	Site Name Eastwoodbury (demolished)		
NGR TQ 863 887	Site Type Building	Designation	Condition:
Description Site of the large house of Eastwoodbury shown on the Chapman and Andre map (1777). This property was used for Officer's Quarters during World War II and demolished in the post-war period. This was possibly the site of the original medieval manor house.			
NMR/SMR ref:			

Site Number 90	Site Name Farmstead (Eastwoodbury Lane)		
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NGR TQ 862 886	Site Type Farmstead	Designation	Condition:
Description Site of farmstead shown on the Chapman and Andre map (1777). Demolished in the post-war period.			
NMR/SMR ref:			

Site Number 91	Site Name Eastwoodbury Lane		
NGR TQ 862 887	Site Type Road	Designation	Condition:
Description An irregular, curved road which is likely to be medieval in origin. Its present pattern is shown on the Chapman and Andre map (1777).			
NMR/SMR ref:			

Site Number 92	Site Name Flight Offices and Rest Room		
NGR TQ 8756 8928	Site Type Building	Designation	Condition:
Description World War II Flight Offices and Rest Room located on the eastern side of the airfield. Brick built, cement rendered. Painted white, pitched asbestos roof.			
NMR/SMR ref:			

Site Number 93	Site Name Latrine and Drying Room		
NGR TQ 8757 8930	Site Type Building	Designation	Condition:
Description World War II Latrine and Drying Room. Brick built, flat concrete roof, steel framed windows.			
NMR/SMR ref:			

Site Number 94	Site Name Aircraft Pen (destroyed)		
NGR TQ 875 893	Site Type Aircraft Pen	Designation	Condition:
Description Taxi-way and hardstand for an aircraft pen for Blenheim bombers. Presently occupied by the Flight Centre.			
NMR/SMR ref:			

Site Number 95	Site Name Barrack hut		
NGR TQ 8666 8889	Site Type Building	Designation	Condition:
Description Surviving World War II Nissen hut, now the Southend Flying Club.			
NMR/SMR ref:			

Site Number 96	Site Name Ablutions hut		
NGR TQ 8669 8888	Site Type Building	Designation	Condition:

Description

Surviving World War II latrine, brick built.

NMR/SMR ref:

Site Number 97

Site Name Path

NGR

Site Type Path

Designation

Condition:

Description

Path shown on the OS 1st edition map, 1880

NMR/SMR ref:

Site Number 98

Site Name Pond

NGR

Site Type Pond

Designation

Condition:

TQ 8669 8888

Description

Pond shown on the Eastwood Tithe map, 1842

NMR/SMR ref:

Appendix B Photographic Plates



Plate 1: Print of 'Eastwood Church' (1849)



Plate 2: St Laurence and All Saints church viewed from the south-east



Plate 3: View onto eastern length of the churchyard boundary wall



Plate 4: Detail of churchyard wall



Plate 5: View across the churchyard, looking south-east from the church

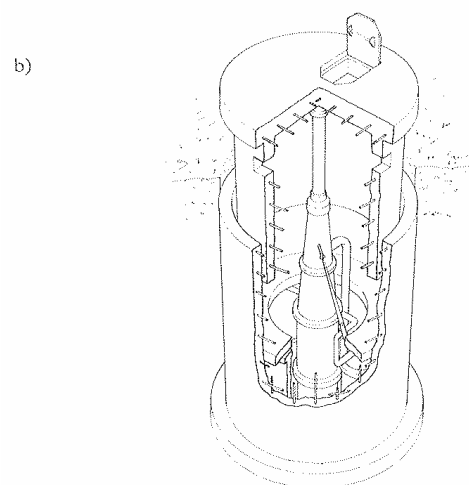


Plate 6: Photograph and isometric drawing of a Pickett-Hamilton fort (from Lowry, 1996, p.123, fig. 67)



Plate 7: Flight Offices and Rest Room (92), looking north-east



Plate 8: Latrine and Drying Room (93), looking south-east



Appendix C Figures

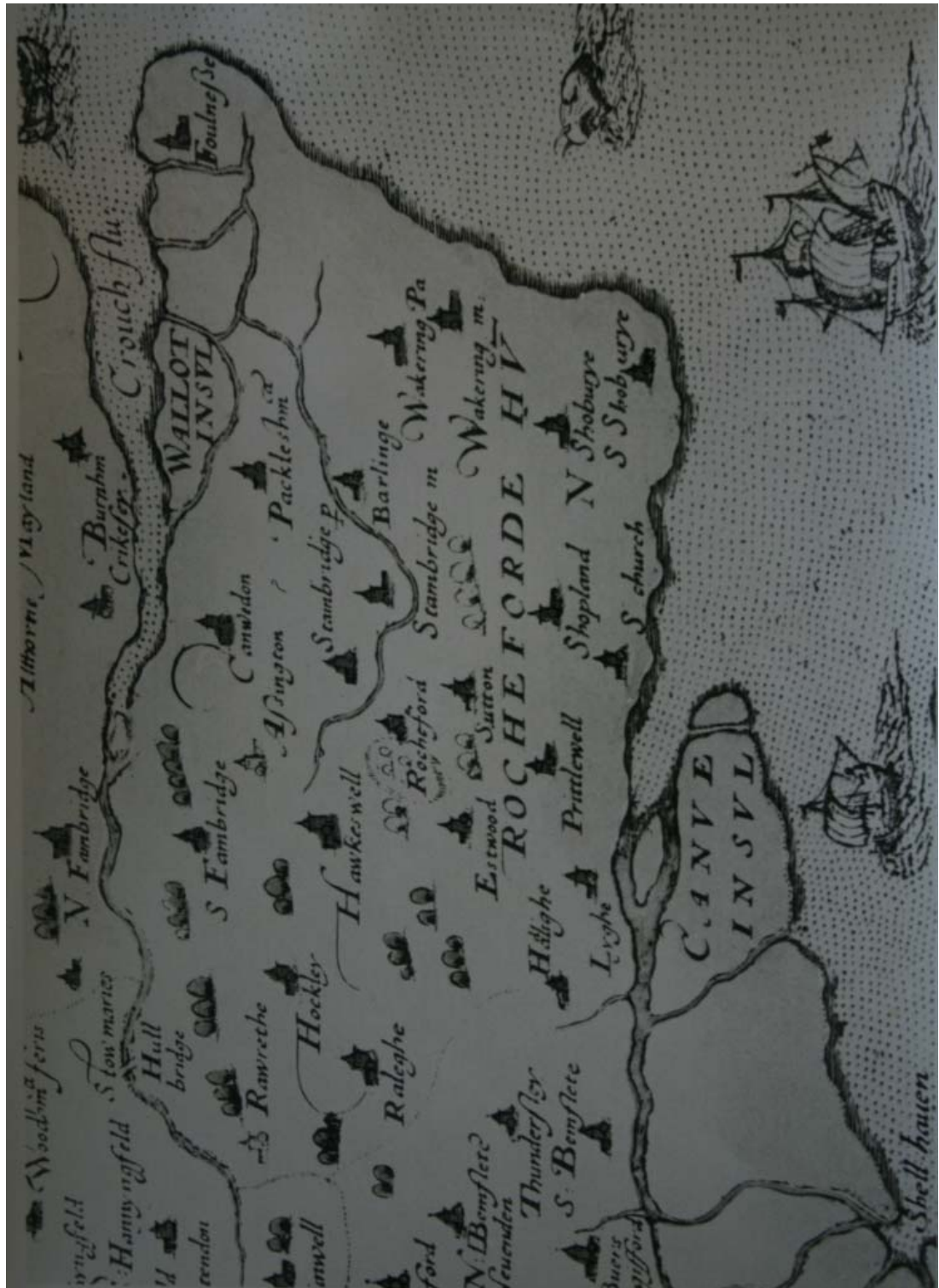


Figure 2: Saxton's Map of Essex 1576

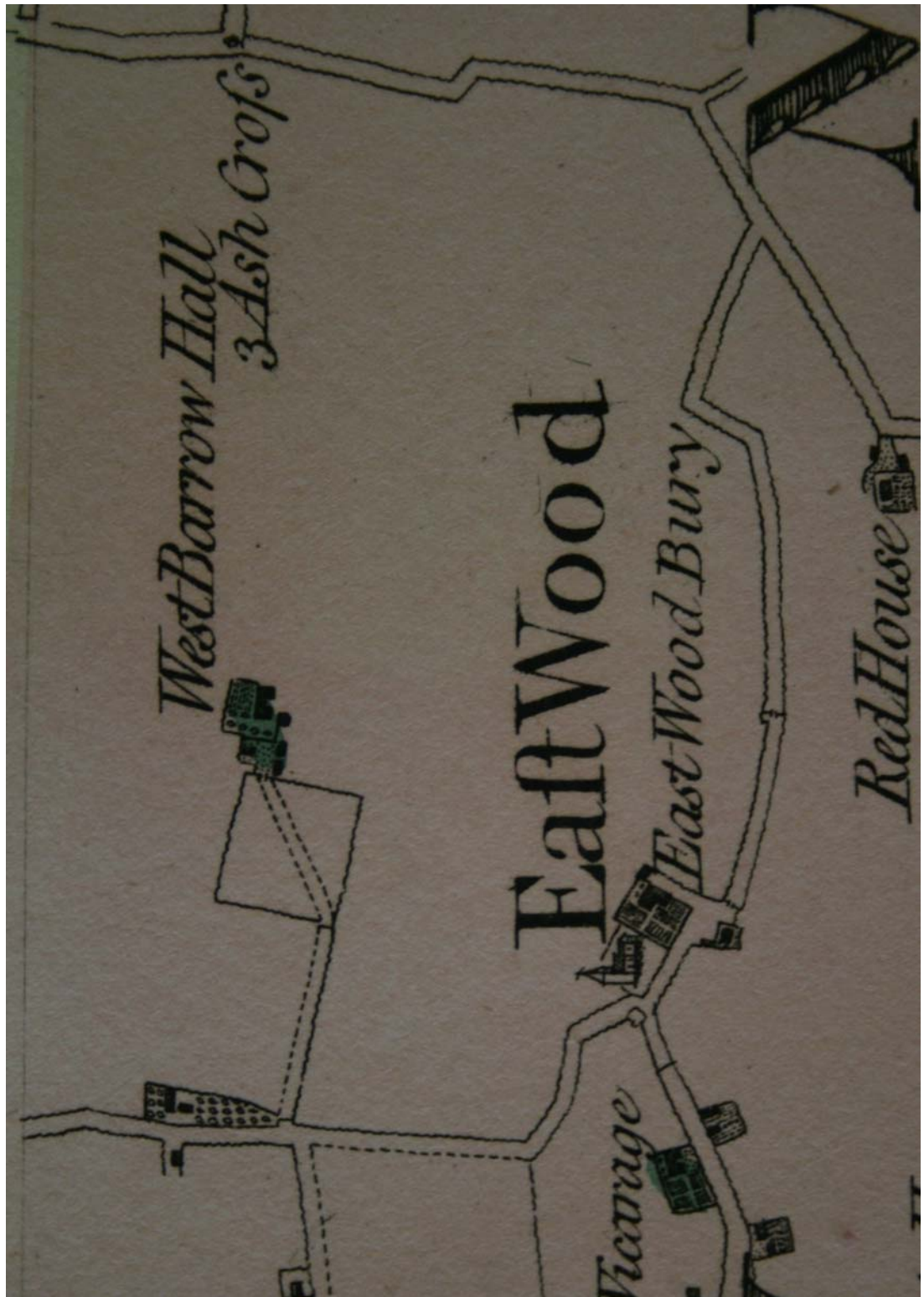


Figure 3: Chapman & Andre map 1777

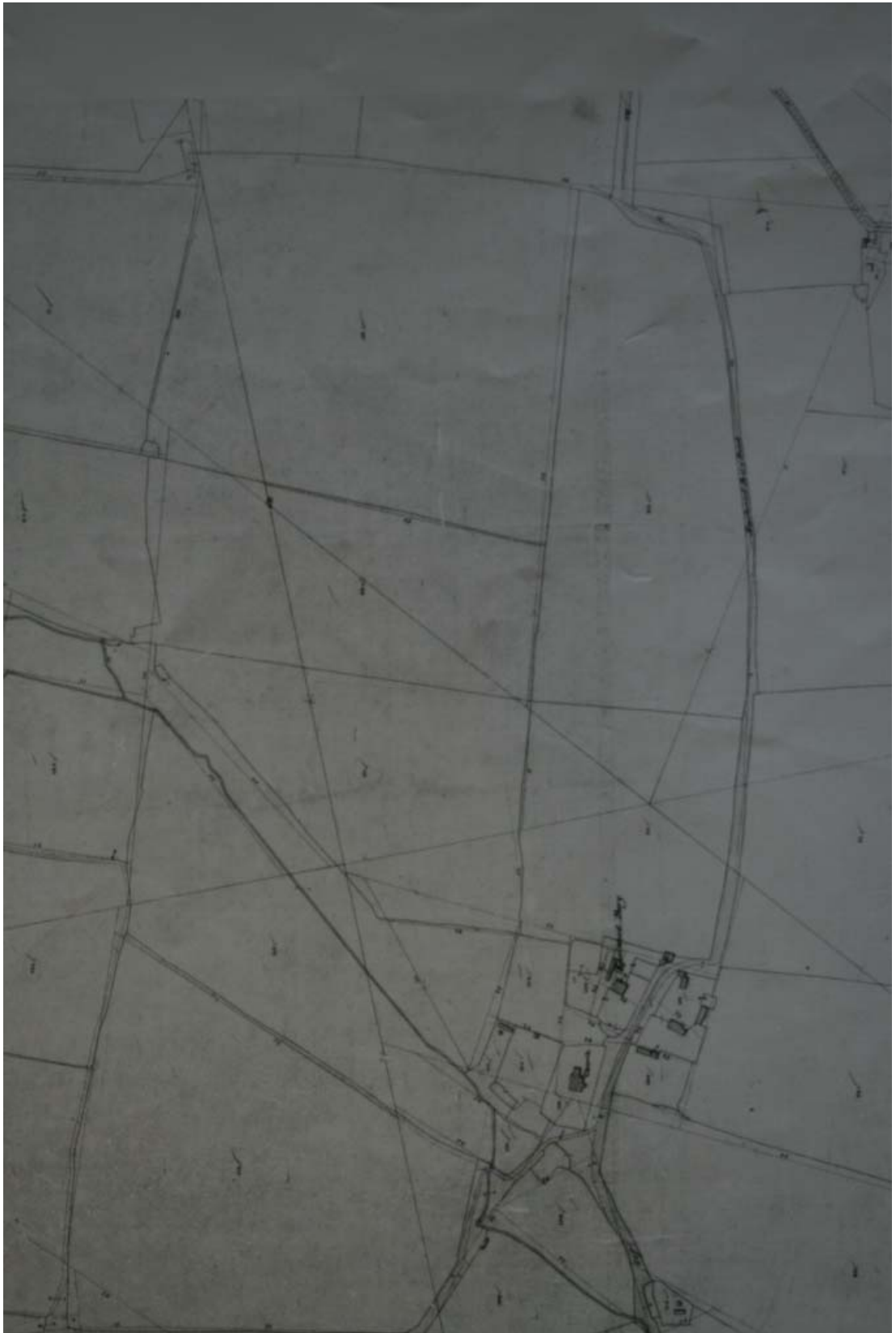


Figure 4: Eastwood Tithe (1842) showing the airfield site



Figure 5: Ordnance Survey 1st edition map (1880) showing St Laurence and All Saints church and the airfield site



Figure 6: Detail of the Ordnance Survey 1st edition map (1880) showing St Laurence and All Saints Church and environs

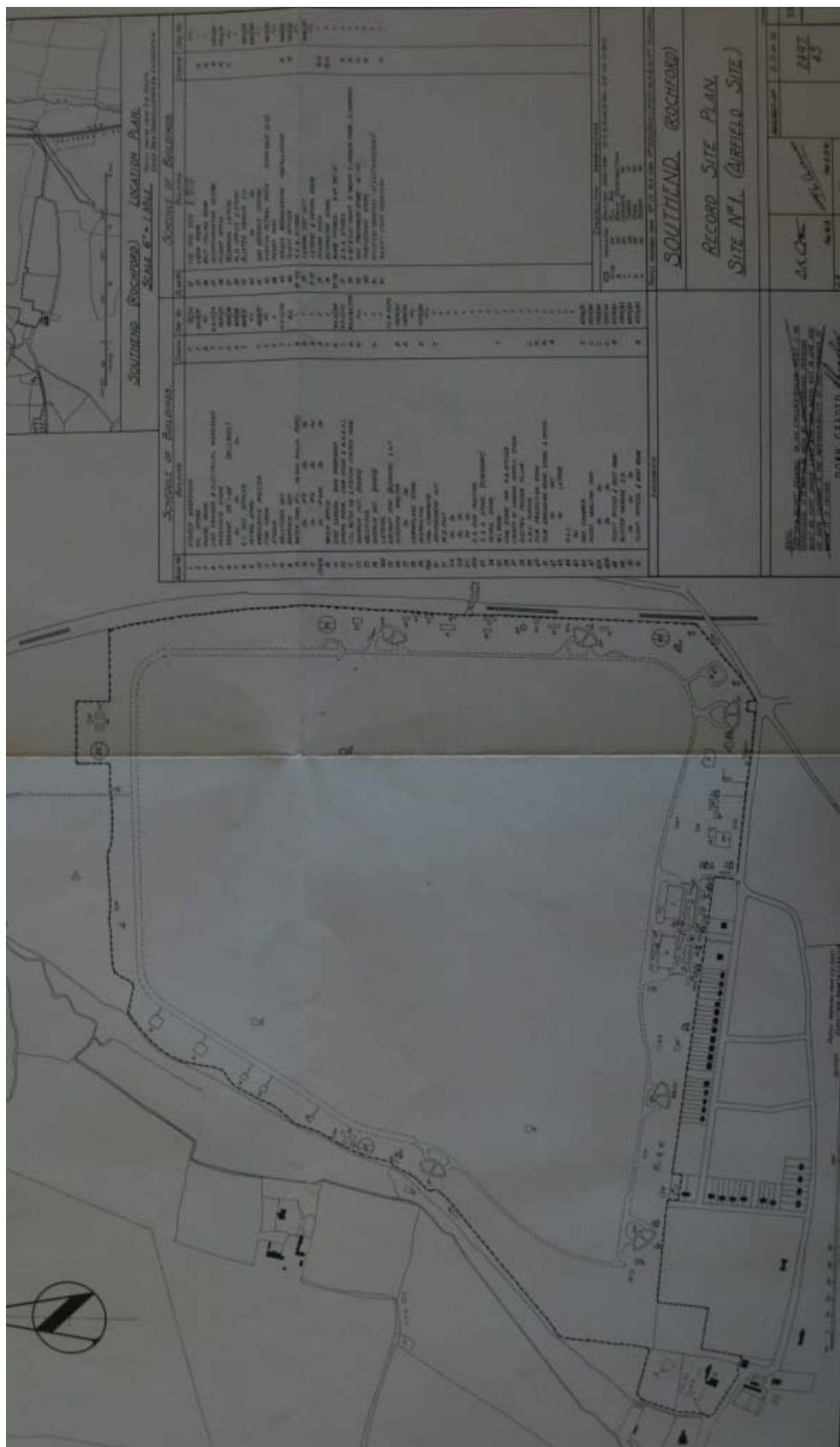


Figure 7: Plan of RAF Southend (1945)