

# LONDON STANSTED AIRPORT

Stansted Transformation Programme (STN-TP)

Terminal Extension

Archaeological Desk Based  
Assessment (August 2023)



## EXECUTIVE SUMMARY

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Project Name:	Stansted Airport, Terminal Extension, Essex
Planning Authority:	Uttlesford District Council
Planning Reference:	N/A (Pre-planning)
Location:	Stansted Airport
Parish:	Takeley
Bedrock Geology:	London Clay Formation – Clay, Silt and Sand
Superficial Geology:	Lowestoft Formation – Diamicton
Soils:	Lime-rich loamy and clayey soils with impeded drainage
Site central NGR:	TL 5561 2376
Date of Report:	July 2023

*Archaeological Research Services Ltd was commissioned by Stansted Airport Limited (STAL) to produce a Desk-Based Assessment (DBA) of an area of land at Stansted Airport, Essex. This is in advance of the submission of a planning application for the partial demolition of the existing Track Transit System and full demolition of 2 no. Skylink walkways and the bus-gate building; and the construction of a 3-bay extension to the existing passenger terminal, Baggage Handling Building, plant enclosure and 3 no. Skylink walkways and associated hardstanding.*

*This assessment has identified that within the proposed development area (PDA), six archaeological sites/findspots are recorded by Essex HER that relate to medieval and post-medieval agricultural activity associated with Colchester Hall as well as being the former location of World War II facilities associated with RAF Stansted Mountfitchet (EHER MEX16058, MEX16064, MEX1032931, MEX1033803, MEX1039535 & MEX1039542). During historical map regression analysis, a former 19<sup>th</sup> century field system was identified as mapped features within the site boundary, further demonstrating the agricultural land use conducted within the PDA during the 19<sup>th</sup> century and possibly earlier (ARS01).*

*The construction of the present terminal and satellites required an extensive programme of ground reduction which would have removed all of the archaeological deposits within the area of the proposed extension. It is therefore not considered that any archaeological mitigation will be required. ARS have consulted the Essex County Council Archaeological Advisor to confirm this position. The proposed development is considered to be in accordance with ENV4 of the Uttlesford Local Plan.*



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# I INTRODUCTION

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## 1.1 Project and Planning Background

Archaeological Research Services Ltd was commissioned by Stansted Airport Limited (STAL) to produce a Desk-Based Assessment (DBA) of an area of land at Stansted Airport, Essex. This is in advance of the submission of a planning application for the partial demolition of the existing Track Transit System and full demolition of 2 no. Skylink walkways and the bus-gate building; and the construction of a 3-bay extension to the existing passenger terminal, Baggage Handling Building, plant enclosure, and 3 no. Skylink walkways and associated hardstanding.

This proposal will be assessed, during the course of the DBA, in reference to the ENV4 of Uttlesford Local Plan that states:

*'Where nationally important archaeological remains, whether scheduled or not, and their setting, are affected by proposed development there will be a presumption in favour of their physical preservation in situ. The preservation in situ of locally important archaeological remains will be sought unless the need for the development outweighs the importance of the archaeology. In situations where there are grounds for believing that sites, monuments or their setting would be affected developers will be required to arrange for an archaeological field assessment to be carried out before the planning application can be determined thus enabling an informed and reasonable planning decision to be made. In circumstances where preservation is not possible or feasible, then development will not be permitted until satisfactory provision has been made for a programme of archaeological investigation and recording prior to commencement of the development'* (Mitchell 2005).

## 1.2 Site description

The 'red line boundary' of the proposed development area (hereafter 'PDA') is depicted by a red polygon on Figure 1, and is c. 2.4ha in area, centred at NGR TL 55618 23761. The PDA is bounded to the northwest by the airport's apron and aircraft stands, the northeast by Gorefield Road, southeast by Stansted Airport Terminal and to the southwest by additional facilities associated with Stansted Airport.

The PDA covers the northern section of the existing terminal currently occupied by the Track Transit System (TTS) a bus-gate building, a landscaped grass verge, road and hard standing (Photograph 1-8).

## 1.3 Geology and Soils

The underlying solid geology of the PDA comprises London Clay Formation – Clay, Silt and Sand (BGS 2023).

This is overlain by a superficial deposit of Lowestoft Formation – Diamicton (BGS 2023).

The soils of the PDA are classified by the *Soilscapes* interactive online viewer as belonging to the Soilscapes 9 soils unit. These soils are described as *'lime-rich loamy and clayey soils with impeded drainage'* (Cranfield University 2023).

# 2 AIMS AND OBJECTIVES

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The principal aims of this assessment are to produce a report detailing the archaeological potential of the PDA, and to assess the potential impacts of the proposed development upon any buried and upstanding archaeological remains, the historic built environment, the historic landscape, and to assess their significance. The following objectives will contribute towards accomplishing these aims:

- ◆ To collate and assess existing information about the historic environment within the study area and to determine as fully as possible from the available evidence the nature, survival, quality,

extent and importance of any archaeological remains and any upstanding buildings/structures within the PDA.

- ◆ To provide an assessment of areas of archaeological potential and survival based on the above research and assess the potential for the use of particular investigative techniques in order to aid the formulation of any necessary mitigation strategy, including further evaluation, excavation, and/or preservation of archaeological remains.
- ◆ To assess, where possible from the available sources, the extent of any ground disturbance associated with any previous intrusive development.



## 3 METHOD STATEMENT

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### 3.1 Approach

The DBA was undertaken in accordance with the guidelines set out in The Chartered Institute for Archaeologists' *Standards and Guidance for Historic Environment Desk Based Assessment* (ClfA 2020).

The approach to the assessment of significance is that set out in *Conservation Principles* (English Heritage 2008), which states that the significance of heritage assets derives from the 'heritage values' that they possess, which may be *evidential, historical* (either *illustrative* or *associative*), *aesthetic* or *communal*. Reference is also made to 'heritage significance' as described in the *National Planning Policy Framework (NPPF)*, which is defined as the '*value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting*' (MHCLG 2021, 71-72).

### 3.2 Study Area

The study area adopted for this assessment comprises a 500m radius off-set from the PDA. This study area is depicted by a dark blue outline on Figure 1 and subsequent figures.

### 3.3 Information Sources

The following sources of information were consulted to inform this assessment:

- ◆ The Essex Historic Environment Record (EHER), maintained by Essex County Council for information regarding heritage assets, details of previous fieldwork, and Historic Landscape Characterisation (HLC) mapping.
- ◆ The National Heritage List for England (NHLE) maintained by Historic England for information regarding designated assets.
- ◆ The Essex Record Office, Chelmsford for historic maps, plans and other documents relevant to the study area.
- ◆ Groundsure Historic Mapping Report for historic Ordnance Survey maps.
- ◆ The British Geological Survey onshore digital maps at 1:50 000 scale (DiGMapGB-50 – WMS).
- ◆ Cranfield University's *Soilscapes* free interactive online viewer for a simplified version of the 1:250,000 scale Digital National Soil Map for England and Wales.
- ◆ Google Earth and Bing online historical satellite imagery.
- ◆ Various other relevant books, journals and publications identified during the course of the assessment, details of which can be found in the references section of the report.
- ◆ A site walkover to Historic England (2017) Level 1 standard was undertaken by Stansted Airport Limited (due to access restrictions) in dry, sunny weather conditions on 22 June 2023 (Photographs taken from dwg. STN.XX.00.XX-PAW-A-SK-BLDSTR-2002 & STN.XX.00.XX-PAW-A-SK-BLDSTR-2003).

## 4 BASELINE ASSESSMENT

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### 4.1 Archaeological and Historical Background

In the discussion that follows, where sites recorded on the Essex HER are described, the relevant HER preferred reference number is provided in parenthesis. Any designated assets are referred to by

their unique NHLE number, and any other sites identified as part of this assessment are referenced by their unique ARS numbers. All of these identification numbers can be found in the tables in sections 4.2 and 4.3 below, or in the appendices at the end of the report.

#### **4.1.1 Prehistoric to Romano-British (-1,000,000 to 43 AD)**

There is no evidence for the Prehistoric to Romano-British period within the PDA, and limited evidence within the 500m study area. Recorded evidence for the Prehistoric activity within the 500m study area comes in the form of a concentration of burnt flint (EHER MEX40333) found c. 270m to the north of the PDA. The lack of evidence within the 500m study area corresponds with the paucity of evidence for early Prehistoric remains within the Takeley area. Excavations at Stansted revealed no direct evidence for early settlements, though large concentrations of flint flakes, blades, arrowheads and pottery dating to the Neolithic and early Bronze Age were identified c. 1.5km to the south-west and c. 4km to the west of the PDA (Framework Archaeology 2008, p21-22). Further burnt flint, a flake and pottery were discovered c. 1km to the northwest, outside the 500m study area, during fieldwalking (EHER MEX40334 & Burpoe 2016, p5). This indicates that the land outside of the 500m study area saw patterns of early Prehistoric movement.

There is an increase in evidence for the later Prehistoric period within the 500m study area. Linear and pit features were recorded during evaluations, at Coopers End Roundabout c. 380m south of the PDA (EHER MEX1037820), and at Pincey Brook & Cooper End and Seven Acre Trees, where a trackway and cremation were also uncovered c. 350m south of the PDA (EHER MEX1049868 & MEX1049866). Iron Age to Romano-British activity recorded within the 500m study area is further represented by an Iron Age curved gully (EHER MEX28768) and a series of Roman ditches and pits (EHER MEX28771) found during a watching brief at Thremhall Avenue (EHER EEX28769), c. 350m to the south of the PDA, and a further gully (EHER MEX23839), c. 160m west of the PDA, revealed Romano-British pottery. This demonstrates the presence of late Bronze Age/iron Age to Romano-British settlement enclosures and field systems within the 500m study area, which are common components of the archaeological record that comprise the Stansted historical landscape, as confirmed by the Stansted Project and the Stansted Framework Project (Harvis & Brooks 2004; Framework Archaeology 2008).

During the Stansted Project, the earliest identified structures were late Bronze Age/early Iron Age, with one of the largest pottery collections of this date from Essex recovered from a single rubbish pit complex (Harvis & Brooks 2004). Both enclosed and open settlements of middle Iron Age date were also excavated. A complete defended settlement of the late Iron Age (75-25 BC) was also recorded, containing a sequence of roundhouses placed around a central square structure, interpreted as a possible shrine. Further excavations, c. 750m to the northeast of the PDA, have revealed evidence of multiple settlements composed of roundhouses, some of which were set within irregular enclosures, and other structures, pits, waterholes, field boundaries and trackways (EHER MEX1049869, MEX1039508 & Framework Archaeology 2008, p32 & 92). While Bronze Age pottery (EHER MEX1049944), c. 1km northeast of the PDA, was discovered during an evaluation at Croft End (Burpoe 2016, p5-6). The Stansted Project also revealed Romano-British settlement activity, represented by a series of sites with cobbled surfaces and enclosures, dating from the 1<sup>st</sup> to 4<sup>th</sup> centuries. Furthermore, a concentration of Roman material (EHER MEX28792) was found c. 1.4km northwest of the PDA during fieldwalking and a geophysical survey, this indicates possible settlement activity and field systems (EHER MEX1049100).

This indicates the presence of later Prehistoric to Romano-British activity within the 500m study area, corresponding with an historical landscape that developed through the Stansted area. This suggests that the land within the PDA may have formed a part of later Prehistoric to Romano-British agricultural activity.

#### 4.1.2 Medieval to Post-Medieval (410 to 1901)

There is considerable evidence for the Medieval to Post-Medieval period within the PDA and 500m study area. Evidence for early-Medieval period activity was recorded at Echo cul-de-sac as ridge and furrow cultivation and early-Medieval pottery, c. 250m north of the PDA (EHER MEX1039045), whilst 73 sherds of sandy ware pottery (EHER MEX38133), recovered c. 1.3km to the north of the PDA. Furthermore, the Stansted Project revealed environmental evidence that demonstrated the presence of Anglo-Saxon agricultural activity within the Stansted area, indicating that the land within the PDA may have formed a part of an early-Medieval agricultural landscape developing across the Stansted area (Havis & Brooks 2004).

The earliest documentary reference to Takeley comes from the 1086 Domesday Survey, where three entries are recorded within the area of Tacheleia, or ‘Tacca’s clearing’ (Reaney 1935, p535). It is likely that ‘Tacca’ was the name of the Saxon owner of the land prior to the Conquest. The survey indicates that the area of Takeley was quite large, comprising forty-seven households with extensive meadow and woodland holdings and numerous livestock, held between Eudo the Steward, the Abbey of Saint-Valery in Caen and Robert Gernon. Medieval Takeley was once the location of a number of manors and religious estates, several of which were located within the boundaries of the 500m study area. Prior to the dissolution of the monasteries, Colchester Hall, the site of which is within the PDA, was a part of the estate of St. John’s Abbey in the late 12<sup>th</sup> early 13<sup>th</sup> centuries. Colchester Hall consisted of a house and a system of moats (EHER MEX16058), which divided the site into three distinct enclosed areas. While the extant buildings on site all dated to the 17<sup>th</sup> century, excavations at Colchester Hall in 1986 (EHER EEX53324) did reveal some ditch features and pottery dating to the sites earlier Medieval history.

Furthermore, fieldwalking carried out to the north-east of the PDA revealed multiple scatters of Medieval pottery (EHER EEX22164; EEX22168; EEX22171) south of Molehill Green, and later excavations within the densest parts of these scatters revealed some evidence of early Medieval activity, including a rectangular moated enclosure c. 600m to the east of the PDA (EHER EEX22172). Further Medieval activity is recorded within the environs of the PDA, outside of the 500m study area, as the site of Waltham Hall and Motts Hall where multiple former field boundaries and moated features were also discovered (EHER MEX16039 & MEX16380). This suggests that the development of Colchester Hall within the PDA was a part of a developing Medieval landscape that can be observed across the Stansted area.

The earliest maps of Essex are not detailed enough to provide any relevant information about the PDA, with Greenwood’s 1825 Map of Essex not showing any structures or important features on the landscape between Colchester and Walsham Halls. The first map to show the land within the PDA in detail is the 1838 Tithe *Plan of the Parish of Takeley in the County of Essex* (Figure 5). Early 14<sup>th</sup> century inventories of St Valery’s Priory and Colchester Hall indicate that agriculture in the Takeley area had been biased towards arable farming since the medieval period, with the land being divided into a number of smaller fields identified by the seasons in which they were to be sown (Havis and Brooks 2004, p360). This seems to be true with Plot 130 owned by Mrs.’s Wall and Perry recorded as ‘Spring Field’ (Table 2).

Table 1: 1839 Tithe Apportionments for the Plan of the Parish of Takeley in the County of Essex

Plot	Owner	Occupier	Description	Cultivation
139	Frederick Woodham Nash	James Mumford	Great Grove Field	Arable
140			Grove Field Pasture	Arable
141			Pond Field	Arable

Plot	Owner	Occupier	Description	Cultivation
142			Hall Green	Arable
144			House. Yard, Garden, Orchard	-
145			Forebury	Grass
158			Slipe Field	Arable
159			Dovehouse Field	Arable
156	William Marshal		Turnhills	Arable
130	(Mrs.) Mary Wall & (Mrs.) Lucy Perry	Thomas Mumford	Spring Field	Arable

The 1838 Plan of the Parish of Takeley in the County of Essex depicts the PDA as being subdivided into ten different plots, identified as a former 19<sup>th</sup> century mapped field system identified (ARS01, Table 4 & Figure 7). The 1839 Tithe apportionments for these fields illustrate the historical agricultural landscape of the PDA with the cultivation of the areas being described as a mix between pasture and arable. Colchester Hall, as stated above, was located within the PDA and on the 1838 Tithe map, in Plots 144, the house, moat and barns, which date to the post-medieval period, are depicted (EHER MEX16064).

By the time of the 1876 Ordnance Survey plan the layouts of the fields have been altered, with the field system within the PDA being simplified and enlarged possibly to accommodate advancement in agricultural practices or increase productivity. The layout of the fields remained the same until 1947-1951, where the field to the west of Colchester Hall are developed with unidentified temporary structures, which are removed by 1960 possibly indicating a World War II purpose.

#### 4.1.3 Modern (1901 to the present day)

RAF Stansted Mountfitchet opened in 1943 and was used during WWII as a bomber airfield and maintenance depot by the USAF (EHER MEX1033803 & MEX1039535). After the end of the war, the Ministry of Civil Aviation took control of Stansted in 1949 and the airport was used for civil use. In 1966, the newly created British Airports Authority (BAA) took control of the airport, opening the airport's first terminal building in 1969. The Government White Paper, published in 1978, stated that the need for a third London airport was quickly becoming necessary, and by 1980, the BAA submitted an application to Uttlesford District Council for the redevelopment and expansion of Stansted Airport (Burpoe 2016, p6 & LSA 2016).

The archaeological response to the planning application was the launching of the Stansted Project, coordinated by Essex County Council (ECC) and carried out between 1985 to early 1991. The project aimed not only to investigate the known sites within the footprint of the airport expansion area, but also to carry out a wider scheme of investigation to identify and record new sites. The extensive scheme of archaeological works, which included fieldwalking, building recording and large-scale excavation revealed an incredible amount of archaeological remains and artefacts within the area of the airport expansion proposed at the time, ranging in date from the Neolithic to Post-Medieval (many of which have been discussed above). Since the construction of the passenger terminal, the airport has undergone steady growth throughout the late 20<sup>th</sup> and 21<sup>st</sup> centuries, with further archaeological projects undertaken to mitigate the effects of this expansion (Burpoe 2016, p6).

## 4.2 Designated Assets

### On-Site

The NHLE does not include any designated heritage assets that are within the PDA.

## Study Area

The NHLE records no designated heritage assets within the wider 500km study area beyond the PDA. However, one locally listed building is recorded by Essex HER that comprising MEX1039464 Blunts (- moved to Basildon in 1987, see 39424) relating to a former late-16<sup>th</sup> century small open hall house. Their previous location is depicted in purple (Locally Listed Building) on Figure 2 and further details are provided in Appendix II.

## 4.3 Non-Designated/Other Heritage Assets

### 4.3.1 Archaeological Remains

#### On-Site

Essex HER records six known archaeological sites or findspots within the PDA. These are listed in Table 3 below and are depicted in grey on Figure 4 & 6. They relate to post-medieval agricultural activity and facilities relating to the World War II Military Airfield. Further details are provided in the gazetteers in Appendix I.

Table 2. Known archaeological sites/findspots located within the PDA

HER ID	Description	Monument Type	Period
MEX16058	<b>Colchester Hall</b> Moat.	Moat; House	Medieval
MEX16064	<b>Colchester Hall</b> 3 timber-framed barns built in the 17th century.	Barn; Aisled Barn	Post-Medieval
MEX1032931	<b>North of Pincey Brook</b> Cropmarks of field boundaries.	Field Boundary	Unknown
MEX1033803	<b>Stansted WWII Airfield - AAD Site No 2</b> Ancillary site associated with the WWII airfield	Military Airfield	Modern
MEX1039535	<b>Stansted WWII Airfield - AAD Site - Motor Truck Company</b> Motor Truck Company site associated with Stansted Airfield	Military Airfield	Modern
MEX1039542	<b>Stansted Airport Fieldwalking 1985-1988</b> General record for fieldwalking see linked sites for details.	-	Unknown

A historical map regression has identified mapped features within the PDA. This relates to further agricultural activity represented by a 19<sup>th</sup> century field system. The identified mapped features are tabulated in Table 3 below and are depicted on Figures 7.

Table 3. Other potential archaeological remains identified by the DBA

ARS ID	Description
ARS01	<b>Former 19<sup>th</sup> century Field System</b> identified on the 1838 plan of the Parish of Takeley

## Study Area

Essex HER records twenty-eight further known archaeological sites and/or findspots within the wider 500m study area. These are depicted in orange and grey on Figures 3 & 4 and predominantly relate to earlier agricultural activity. Further details are provided in the gazetteer in Appendix I.

### 4.3.2 Historic Built Environment

#### On-Site

Essex HER records no elements of the historic built environment within the PDA.

## Study Area

Essex HER records one element of the historic built environment recorded within the 500m wider study area beyond the PDA. This relates to the locally listed building discussed in Section 4.2. Further details are provided in the gazetteers in Appendix II.

### 4.3.3 Historic Landscape

#### On-Site

Essex HER records one HLC unit within the PDA, which covers the entirety of the area and is tabulated in Table 4 below and illustrated on Figure 8. The character of the historic landscape was gently rolling rural countryside, crossed by the valley of the Pincey Brook. Complex networks of irregular fields of ancient origin (probably Medieval) and some possibly older. Medieval/post-Medieval deer park identified and an ancient woodland surviving to the south. Historic settlement was largely dispersed, comprising manorial complexes, isolated farms, and moated sites. The Historic landscape was transformed by construction of Stansted Airport. Some elements of ancient woodland/field boundaries survive, though altered (ECC 2009, p115-116).

Table 4: HLC types Located within the PDA

HLC ID	Broad Type	HLC Type	Summary
HEX14729	Communication	Airfield - Civilian	Stansted Airport, Airports

## Study Area

Essex HER records a total of ten HLC units, which have been mapped within the wider study area, as illustrated on Figure 9 and detailed in Appendix III.

## 4.4 Previous Investigations

### 4.4.1 Archaeological Events

Essex HER records a total of four archaeological investigations undertaken within the 500m study area and beyond. These are detailed in Appendix IV and their locations illustrated on Figure 10.

Within the PDA, archaeological investigations have been undertaken at the site of Colchester Hall (EHER EEX53324). Extensive field walking surveys have been conducted within the surrounding areas of the PDA, which have identified pottery scatters from various dates. Archaeological works were undertaken in 2007-8 as part of the Stansted Generation 2 Airport Project – Environmental Statement which included field walking, aerial photography and archaeological evaluation investigations (RPS 2008, EHER EEX56537).

The PDA lies within a landscape that has been extensively investigated over a number of years, most notably as part of the Stansted Project between 1985 and 1991 (Havis & Brooks 2004). The Stansted Project aimed not only to investigate the known sites within the footprint of the airport, but also to carry out a wider scheme of investigation to identify and record new sites. The extensive scheme of archaeological works, which included fieldwalking, building recording and large-scale excavation revealed an incredible amount of archaeological remains and artefacts within the area of the airport expansion proposed at the time, ranging in date from the Neolithic to Post-Medieval.

More recently, between 1999 and 2004, the landscape has been investigated by Framework Archaeology during the Stansted Framework Project (Cooke, Brown & Phillpotts 2008), which was conducted c. 700m south of the PDA at its closest point. The scale of this work has enabled a detailed narrative of the changing nature of human activity to be produced, illustrating the continued development of the landscape from the Prehistoric to Post-Medieval period, and the influence of the modern construction of RAF Stansted Mountfitchet and Stansted Airport.

## 5 ASSESSMENT OF THE SIGNIFICANCE OF AFFECTED HERITAGE ASSETS

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This assessment has identified that within the PDA, six archaeological sites/findspots are recorded by Essex HER that relate to Colchester Hall, which dated from the medieval period, post-medieval agricultural activity and the World War II RAF Stansted Mountfitchet (EHER MEX16058, MEX16064, MEX1032931, MEX1033803, MEX1039535 & MEX1039542). These non-designated assets illustrate the historical agricultural landscape to which the PDA belongs. During the historical map regression, a former 19<sup>th</sup> century field system was identified as a mapped feature within the site boundary, further demonstrating the agricultural land use conducted within the PDA during the 19<sup>th</sup> century and earlier.

The PDA is currently located within Stansted Airport, which replaced RAF Stansted Mountfitchet that dated to World War II. The construction of the present terminal and satellites required an extensive programme of ground reduction which would have likely removed any archaeological deposits within the area of the present terminal and satellites. Previously to this development, the PDA was set within an agricultural landscape, which is evident from the former 19<sup>th</sup> century field system recorded within the PDA. These features are of *historical* and *illustrative evidential value* as they could fossilise earlier preceding boundaries illustrating the historical agricultural land use within the PDA. Former field boundaries can aid in understanding the context of the wider historical landscape reflecting socioeconomic changes and technological advancements that took place during the post-medieval period. The *East of England Research Framework* suggest that changes in the landscape ‘*from the 16<sup>th</sup> century, in terms of the break-up of estates and the establishment of the existing pattern of farms and fields, are subjects which are not prominent in recent Post-Medieval archaeological work*’ (Andrew 2012). Therefore, any remains relating to the 19<sup>th</sup> century former field system may help characterise the post-medieval landscape and any factors which might have affected change.

Colchester Hall and moat (and its later post-medieval barn) have been recorded within the PDA (EHER MEX16058 & MEX16064). The earliest of these features dates to the medieval period. These archaeological remains are indicative of earlier agricultural practices that took place within the PDA, suggesting that the field system, identified above, could possibly have had an earlier precedent. It is unlikely that any remains survive as the PDA has been subjected to subsequent phases of development. Yet, however unlikely, if encountered they would be of *illustrative* and *historical evidential value* in representing the medieval historical agricultural landscape. The Field System Project ‘*study showed the complexity of the agricultural arrangements in Eastern England*’ (Martin 2012), and previous ‘*excavations in connection with the development of Stansted Airport led to the recording of a moated site, farmsteads, cottages, hunting-lodge, a windmill and field systems*’ (Havis and Brooks 2004; Cooke et al. 2008).’ Therefore, any medieval remains would be vital for understanding the character of the medieval agricultural landscape, medieval agricultural practices and the relationship of farms, farmsteads and moated sites with their surrounding landscape.

There is a *negligible potential* for archaeological assets within the PDA as it belongs to a landscape which has previously been covered by a ‘*monitoring exercise when the original terminal was constructed between 1986 and 1991. Excavations were undertaken to the east of the site on an area of medieval archaeology but no archaeological deposits were identified in the terminal or its associated satellites*’ (Richard Havis 2022). This extensive previous excavation identified no archaeological deposits and it is unlikely that any below-ground assets are to survive as they would have been truncated or destroyed by the development of Stansted Airport. However, if any below ground remains relating to earlier activity were to be found they would be of *local* and *regional significance* sharing *illustrative* and *historical evidential value* in understanding and characterising the historical landscape in which the PDA is set.

## 6 ASSESSMENT OF POTENTIAL IMPACTS

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The proposed development would see intrusive ground works and further below ground works associated with the partial demolition of the existing Track Transit System and full demolition of 2 no. Skylink walkways and the bus-gate building; and the construction of a 3-bay extension to the existing passenger terminal, Baggage Handling Building, plant enclosure and 3 no. Skylink walkways and associated hardstanding. The potential direct physical impact to any heritage assets during the clearance and construction phases include the following:

- ◆ Removal or truncation of heritage assets during ground works, site clearance and construction (e.g. removal of hardstanding).
- ◆ Damage to buried archaeological remains because of piling and excavation of foundation trenches.
- ◆ Other groundworks associated with the construction of the proposed development which have the potential to damage or destroy below ground features or deposits of cultural heritage value, should they be present.

The PDA has been subjected to a high level of development already with access roads constructed for Stansted Airport that possibly indicate this area may be more truncated or disturbed. Geotechnical investigation logs and a plan showing sampled positions in close proximity to the PDA have been supplied. The sampled locations are well dispersed providing a good and representative indication of the below ground conditions. The logs summarise findings from a range of hand and machine dug test-pits. The results show that there have been significant levels of disturbance, with no survival of buried soils. In almost all sampled locations, made ground extends to a depth beyond 1.5m below current ground surface. The documented presence of brick fragments, concrete and tarmac at depth in a high proportion of the logs confirms that this made ground represents relatively recent and extensive disturbance. In only one location (CPT10) a shallow (10cm) topsoil layer sat directly over the underlying Lowestoft Formation of dark brown, mottled light grey sandy gravelly clay. This appears to coincide with a grassed strip adjacent to an airport circulation road and results from minimal landscaping over truncated subsoil. In conclusion the results indicate that throughout the original ground surfaces have been truncated, the natural subsoils disturbed, and that they are now overlain by a significant depth of recently established made ground.

## 7 RECOMMENDATIONS

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The construction of the present terminal and satellites required an extensive programme of ground reduction which would have removed all of the archaeological deposits within the area of the proposed extension. It is therefore not considered that any archaeological mitigation will be required. ARS have consulted the Essex County Council Archaeological Advisor to confirm this position. The proposed development is considered to be in accordance with ENV4 of the Uttlesford Local Plan.

## 8 STATEMENTS AND ACKNOWLEDGEMENTS

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### 8.1 Archive Deposition

One digital PDF/A copy of the final report will be deposited with the EHER.

### 8.2 Publicity, Confidentiality and Copyright



Any publicity will be handled by the client. Archaeological Research Services Ltd will retain the copyright of all documentary and photographic material under the Copyright, Designs and Patent Act (1988).

### **8.3 Statement of Indemnity**

All statements and opinions contained within this report arising from the works undertaken are offered in good faith and compiled according to professional standards. No responsibility can be accepted by the author/s of the report for any errors of fact or opinion resulting from data supplied by any third party, or for loss or other consequence arising from decisions or actions made upon the basis of facts or opinions expressed in any such report(s), howsoever such facts and opinions may have been derived.

This report is based on the national and local planning policy and guidance in force at the time of compilation and the information sources listed in Section 3. This report is based on the information available at the time of preparation and any subsequent updates will not have been incorporated. This report should not be relied upon beyond twelve months from the date of compilation.

This report should not be relied upon for any purpose other than as stated in the Aims and Objectives.

### **8.4 Acknowledgements**

Archaeological Research Services Ltd would like Stansted Airport Limited for commissioning this work.

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## APPENDIX I GAZETTEER OF ARCHAEOLOGICAL REMAINS

### EHER Entries

HER ID	Site Name	Period	Monument Description
MEX40333	Stansted Airport Fieldwalking Project kilometre W	Prehistoric	<b>Findspot</b> A concentration of burnt flint was identified on this site.
MEX40334	Stansted Airport Fieldwalking Project kilometres V and Z	Prehistoric	<b>Findspot</b> A concentration of prehistoric pottery, flint flakes and burnt flint was identified on this site.
MEX1049868	Archaeological evaluation at Pincey Brook & Coopers End, Stansted G2	Early Bronze Age to Late Iron Age	<b>Ditch, Gulley and Pit</b> This entity consists of the Bronze Age and Iron Age features which exist within the Seven Acre Wood and Waltham Hall Late Bronze Age settlements this activity also occupies a plot of land defined by tributaries of the Pincey Brook. The settlement itself
MEX1049944	Land at Croft End, Molehill Green, Takeley	Bronze Age	<b>Pit</b> An archaeological evaluation (four trial-trenches) and subsequent excavation (41m <sup>2</sup> ) was carried out on land at Croft End, Molehill Green, Takeley, Essex in advance of the construction of four new dwellings with associated garaging, amenities and
MEX1037820	Bulk Supply Project, Coopers End Roundabout substation, Thremhall Avenue, Stansted Airport	Late Bronze Age to Roman	<b>Ditch, Pit Feature and Boundary Ditch</b> Archaeological features dating mainly to the Romano-British period.
MEX1049866	Archaeological evaluation at Seven Acre Wood, Stansted G2	Late Bronze Age to Roman	<b>Pit, Ditch, Cremation and Trackway</b> This entity consists of the Bronze Age and Romano-British features which exist within the historic landscape created from fields central to the Site in the 20th century.
MEX1049869	Archaeological evaluation at Molehill Green & Waltham Hall, Stansted G2	Early Iron Age to Medieval	<b>Manor, Trackway, Pit and Ditch</b> This entity consists of Late Iron Age / Early Romano British activity at Molehill Green including the Scheduled Monument of Waltham Hall which is situated entirely on the upper plateau of landscape Zone 3. The ditches and other features located here do
MEX28768	Stansted - Thremhall Avenue (TAS 89)	Late Iron Age	<b>Linear Feature and Post Hole</b> A curved gully identified during a watching brief possibly dates to the Late Iron Age.
MEX1049100	Tye Green Solar Park, Elsenham	Late Iron Age to Roman	<b>Settlement</b> Geophysical evaluation showing settlement, probable burial and field system evidence

HER ID	Site Name	Period	Monument Description
MEX1039508	Waltham Hall, Takeley - Roman finds	Roman	<b>Findspot</b> Roman potsherds collected by a farmers wife at Waltham Hall, Takeley.
MEX23839	Stansted - Little Coopers (LCS 87)	Roman	<b>Gully</b> A single linear gully produced a collection of Roman pottery.
MEX28771	Stansted - Thremhall Avenue (TAS 89)	Roman	<b>Ditch, Pit and Post Hole</b> A series of Roman features were identified during a watching brief.
MEX28792	Roman pottery scatter, Elsenham	Roman	<b>Findspot</b> Roman pottery scatter found during Stansted fieldwalking survey.
MEX38133	Stansted Airport Fieldwalking Project kilometre V	Early Medieval	<b>Findspot</b> A widely dispersed scatter of Saxon pottery in Kilometre V covering an area of approximately 1ha.
MEX1039045	Echo cul-de-sac, Stansted Airport medieval pottery	Early Medieval to Medieval	<b>Findspot and Ridge and Furrow</b> Early medieval pottery was recovered from just three trenches (from 12 trenches and 5 test pits).
MEX1039045	Echo cul-de-sac, Stansted Airport medieval pottery	Early Medieval to Medieval	<b>Findspot and Ridge and Furrow</b> Early medieval pottery was recovered from just three trenches (from 12 trenches and 5 test pits).
MEX1034846	cropmarks of Field boundaries, Takeley	Medieval	<b>Field Boundary</b> Cropmarks of field boundaries.
MEX1040816	Little Grange	Medieval	<b>Field Boundary</b> Cropmarks of field boundaries
MEX1049870	Archaeological evaluation at Little Grange, Stansted G2	Medieval	<b>Pond, Ditch, Enclosure and Post Hole</b> This entity consists of the medieval activity which exists between the medieval manors of Waltham Halland Takely Grange. It has been suggested <sup>4</sup> that part of the Waltham Hall estate was parkland prior to a later phase of clearance. It has also been sugges
MEX1049871	Archaeological evaluation at Little Newlands, Stansted G2	Medieval	<b>Pit and Ditch</b> This entity consists of medieval settlement activity located within landscape Zone 3, on the upper plateau in a small triangular field adjacent to the road and off the north east corner of Little Newlands Wood. The presence of animal bone and medieval po
MEX1049873	Archaeological evaluation at the Grange, Stansted G2	Medieval	<b>Ditch, Pit, Beam Slot, Post Hole and Stake Hole</b> Located in landscape Zone 3, the upper plateau immediately to the west of The Grange manor house Scheduled Monument, this represents activity which would have been located within the confines of the manorial

HER ID	Site Name	Period	Monument Description
			compound. This entity consists of a large pond
MEX16039	Waltham Hall, Takeley	Medieval	<b>House, Manor, Moat and Building</b> Site of Waltham Hall.
MEX16058	Colchester Hall	Medieval	<b>Moat.</b>
MEX16065	The Grange	Medieval	<b>Moat.</b>
MEX16380	Motts Hall	Medieval	<b>Moat.</b>
MEX16508	Great Coopers	Medieval	<b>Moat</b> Possible moated homestead. Contains a listed house and associated listed barns
MEX22163	Molehill Green - Site A	Medieval	<b>Building and Pit</b> Dense scatter of medieval pottery, mostly unabraded, found during Stansted fieldwalking survey, May 1986.
MEX22167	Molehill Green - Site B	Medieval	<b>Ditch</b> Fairly dense scatter of medieval pottery, mostly very abraded, found during Stansted fieldwalking survey, May 1986.
MEX22170	Molehill Green - Site C	Medieval	<b>Moat, Wall, Building and Drain</b> Dense scatter of medieval pottery found during Stansted fieldwalking survey, May 1986; scatter covered area of c0.25ha, c700m south of Molehill Green village and c60m south west of Waltham Hall.
MEX23803	Stansted - Little Coopers (LCS 87)	Medieval	<b>Moat</b> Excavation revealed three sides of a medieval moated enclosure.
MEX40329	Stansted - Thremhall Avenue (TAS 89)	Medieval	<b>Ditch</b> A single ditch of medieval date was excavated.
MEX1012871	Little Coopers Cottage	Medieval	<b>Timber Framed House</b> C15 timber framed open hall house - moved to Wat Tyler Country Park, Basildon in 1988 (see 37110)
MEX16058	Colchester Hall	Medieval	<b>Moat.</b>
MEX16065	The Grange	Medieval	<b>Moat</b>
MEX16508	Great Coopers	Medieval	<b>Moat, House</b> Possible moated homestead. Contains a listed house and associated listed barns
MEX23803	Stansted - Little Coopers (LCS 87)	Medieval	<b>Moat</b> Excavation revealed three sides of a medieval moated enclosure.
MEX40329	Stansted - Thremhall Avenue (TAS 89)	Medieval	<b>Ditch</b> A single ditch of medieval date was excavated.
MEX40336	Stansted Airport Fieldwalking Project kilometre S	Medieval	<b>Find Spot</b> A concentration of medieval pottery spread over an area approx.
MEX1032727	Little Coopers Farmhouse (original site of) and associated listed and unlisted barns	Medieval to Post Medieval	<b>Timber Frame House</b> Mid C16 timber framed house - demolished /relocated in 1988. see 37110
MEX1040931	The Kennels	Medieval to Post Medieval	<b>Field boundary.</b>
MEX16064	Colchester Hall	Post Medieval	<b>Barn, Aisled Barn</b> 3 timber-framed barns built in the 17th century.

HER ID	Site Name	Period	Monument Description
MEX16071	The Grange	Post Medieval	<b>House, Barn, Granary and Building</b> The house is mid-17th century and timber-framed with 'modern' additions..
MEX1039498	Takeley Old Mill or Clarke's Mill	Post Medieval	<b>Windmill</b> Old Corn Windmill marked on 1st ed OS pulled down c. 1900.
MEX1039509	Waltham Hall, Takeley - Post Medieval finds	Post Medieval	<b>Findspot</b> Post Medieval Pottery finds
MEX16382	Mill End	Post Medieval	<b>Windmill</b> Site of windmill.
MEX16472	Molehill Green	Post Medieval	<b>House Platform, Ditch, Toft and Kiln?</b> of early post medieval date. An evaluation was undertaken in 2019 which found only post medieval features
MEX1033798	Stansted WWII Airfield - AAD Site - Motor Transport Park	Modern	<b>Military Airfield</b> Dispersed site associated with the WWII airfield
MEX1033800	Stansted WWII Airfield - AAD Site No 4 - 3rd and 4th Echelon Repair Group	Modern	<b>Military Airfield</b> Ancillary site associated with the WWII airfield
MEX1033801	Stansted WWII Airfield - AAD Site - Sick Quarters Site	Modern	<b>Military Airfield</b> Ancillary site associated with the WWII airfield
MEX1033802	Stansted WWII Airfield - AAD Site No 3	Modern	<b>Military Airfield</b> Ancillary site associated with the WWII airfield
MEX1033803	Stansted WWII Airfield - AAD Site No 2	Modern	<b>Military Airfield</b> Ancillary site associated with the WWII airfield
MEX1034861	AA battery, Takeley	Modern	<b>Anti-Aircraft Defence Site</b> AA battery largely demolished by 1963.
MEX1039534	Stansted WWII Airfield - AAD Site - Communal Site	Modern	<b>Military Airfield</b> Communal site associated with Stansted Airfield.
MEX1039535	Stansted WWII Airfield - AAD Site - Motor Truck Company	Modern	<b>Military Airfield</b> Motor Truck Company site associated with Stansted Airfield
MEX1039536	Stansted WWII Airfield - AAD Site No 1	Modern	<b>Military Airfield</b> Site associated with Stansted Airfield.
MEX1039534	Stansted WWII Airfield - AAD Site - Communal Site	Modern	<b>Military Airfield</b> Communal site associated with Stansted Airfield.
MEX1032931	North of Pincey Brook	Unknown	<b>Cropmarks</b> of field boundaries.
MEX1037816	Stansted Airport - Zone G Car Park, Molehill Green Roundabout	Unknown	Watching Brief identified no evidence for any surviving archaeological finds or features.
MEX1042080	Smithy, Mole Hill, Green, Takeley	Unknown	19th century Smithy identified on OS maps
MEX1049385	Archaeological evaluation on land at Unit 1, Waltham Hall, Takeley, Essex	Unknown	Archaeological evaluation adjacent a scheduled moated site failed to locate any features
MEX28793	Stansted Airport Fieldwalking Kilometre W	Unknown	A concentration of Roman material found during fieldwalking at Stansted Airport.
MEX1049840	Ebenezer Chapel, Broxted	Unknown	Former non-conformist chapel of yellow stock and single storey. Built in 1852 the chapel remained in use till 2003.

HER ID	Site Name	Period	Monument Description
MEX1049947	The Bungalow, School Lane, Molehill Green, Takeley	Unknown	An archaeological evaluation (three trial-trenches) was carried out on land at The Bungalow, School Lane, Molehill Green, Takeley, Essex in advance of the construction of four semi-detached dwellings and associated groundworks. No archaeological remains
MEX1050229	The Grange, Bambers Green Road, Takeley	Unknown	Archaeological monitoring was carried out at The Grange, Bambers Green Road, Takeley, Essex during groundworks for a new sewage treatment plant. The Grange is a 17th-century Grade II listed house which occupies a medieval moated site. Despite lying in an
MEX1032856	Claypit Hill	Unknown	<b>Cropmarks</b> of a rectangular enclosure
MEX1032931	North of Pincey Brook	Unknown	<b>Cropmarks</b> of field boundaries.
MEX1035798	The Rockies	Unknown	<b>Field boundary</b>
MEX1037816	Stansted Airport - Zone G Car Park, Molehill Green Roundabout	Unknown	Watching Brief identified no evidence for any surviving archaeological finds or features.
MEX1037817	Stand Capacity, Block 30, Airside, Stansted Airport, Essex	Unknown	Watching brief during the construction of two areas of hardstanding uncovered no surviving archaeological finds or features.
MEX1039542	Stansted Airport Fieldwalking 1985-1988	Unknown	General record for fieldwalking see linked sites for details.
MEX1050229	The Grange, Bambers Green Road, Takeley	Unknown	Archaeological monitoring was carried out at The Grange, Bambers Green Road, Takeley, Essex during groundworks for a new sewage treatment plant. The Grange is a 17th-century Grade II listed house which occupies a medieval moated site. Despite lying in an



## APPENDIX II GAZETTEER OF THE HISTORIC BUILT ENVIRONMENT

### NHLE Entries

NHLE ID	EHHER ID	Grade	Description
1112233	MEX1012843	II	<b>Waltham Hall</b> C17 or earlier timber framed house.
1112234	MEX1012846	II	<b>Barn</b> Early C19 timber framed barn immediately NE of cart lodge at Waltham Hall.
1168778	MEX1012844	II	<b>Cart Lodge</b> C19 cart lodge in grey brick at Waltham Hall
1168785	MEX1012847	II	<b>Barn</b> Late C17 timber framed barn to W of Waltham Hall
1322564	MEX1012845	II	<b>Nine Bay Barn</b> Late C18 timber framed barn at Waltham Hall
1322565	MEX1012848	II	<b>Granary</b> C17 timber framed granary at Waltham Hall
1171210	MEX1011340	II	<b>Barn</b> adjoining Motts Hall
			<b>Motts Hall</b> C16 timber framed house with C18 external features, with C17 barn adjoining.

### EHHER Entries

HER ID	Description
MEX1039464	<b>Blunts</b> C15 or earlier timber framed house. (moved to Basildon in 1987)

## APPENDIX III GAZETTEER OF HLC UNITS

HLC ID	Broad Type	HLC Type	Summary
HEX13201	20th century Agriculture	Boundary Loss	Post 1950 Boundary Loss
HEX13207	20th century Agriculture	Boundary Loss	Post 1950 Boundary Loss
HEX13305	Communications	Motorway, Railway	Motorway
HEX14729	Communications	Airfield - Civilian	Stansted Airport, Airports
HEX14845	20th century Agriculture	"20th century" Enclosure	Post 1950's enclosure
HEX14846	Pre-18th century enclosure	Irregular Enclosure	Pre 18th century 'irregular' enclosure
HEX14847	Built-up Areas-Modern	Built-up Areas – Urban Development	High House, Built-up Areas
HEX14848	Woodlands	18th-20th century Woodland Plantation	19th-20th century plantation
HEX14849	Woodlands	18th-20th century Woodland Plantation	19th-20th century plantation
HEX14855	18 <sup>th</sup> -19 <sup>th</sup> century enclosure	Piecemeal Enclosure by Agreement	Later enclosure – 18 <sup>th</sup> century or later

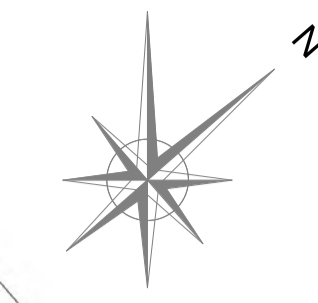
## APPENDIX IV GAZETTEER OF PREVIOUS ARCHAEOLOGICAL EVENTS

### HER Event Entries

HER ID	Description
EEX16042	Field visit to 4561 by Paterson, H, FMW on MAY-1980
EEX16043	Field visit to 4561 by Chant, K, FMW on APR-1984
EEX22164	Field Survey by Wall, W, 1986
EEX22165	Full Excavation by Leah, M,
EEX22168	Field Survey by Wall, W, 1986
EEX22171	Field Survey by Brooks, H, 1986
EEX22172	Full Excavation by Wallis, S, 1986
EEX28769	Salvage record by Havis, R,
EEX28772	Metal detected by Havis, R,
EEX52504	Sunnycroft, Molehill Green, Takeley
EEX53324	Archaeological Investigations at Colchester Hall
EEX59243	Ebenezer Chapel, Broxted
EEX59299	Archaeological evaluation by trial-trenching on land south of School Lane, Molehill Green, Takeley, Essex,
EEX59556	Land south of School Lane, Molehill Green
EEX56537	Stansted Generation 2 Airport Project; Environmental Statement
EEX59010	Archaeological evaluation on land at Unit 1, Waltham Hall, Takeley, Essex
EEX59342	The Bungalow, School Lane, Molehill Green, Takeley



Airport Grid North



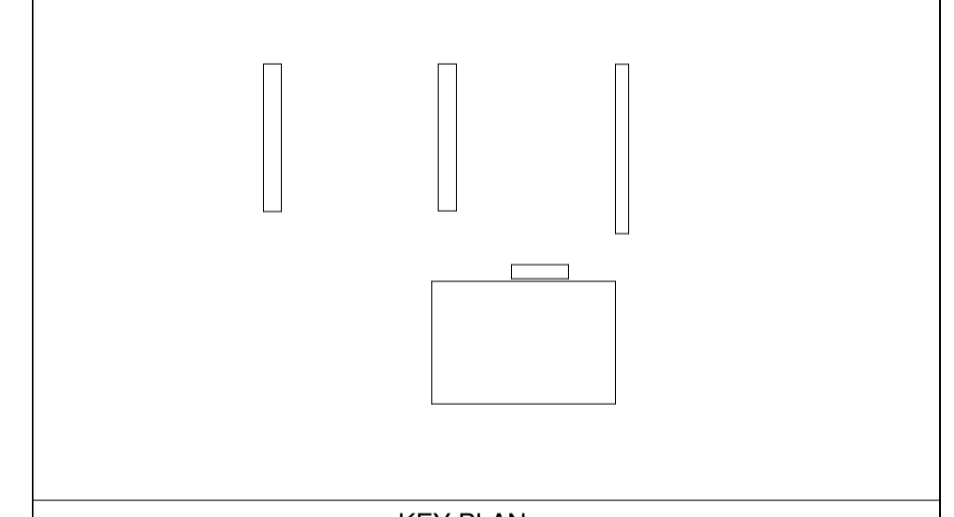
**GENERAL NOTES**

1. DO NOT SCALE FROM THIS DRAWING.
2. CONTRACTOR TO TAKE AND CHECK ALL DIMENSIONS ON SITE BEFORE WORK COMMENCES.
3. DISCREPANCIES TO BE REPORTED TO ENGINEER.
4. CONTRACTOR TO VERIFY ALL DIMENSIONS AND UTILITIES ON SITE BEFORE MAKING SHOP DRAWINGS OR COMMENCING MANUFACTURE.

Rev	Detail	Date	Ch'kd	App'd



**LEVEL C1 - PUBLIC**



KEY PLAN

Airport  
Stansted Airport

Project Name  
Stansted Airport Terminal

Title  
Stansted Airport Terminal  
Application Boundary Plan

Discipline	Project Phase
Architecture	Planning Application

Drawing Originator	Originator's Job No.
	6953

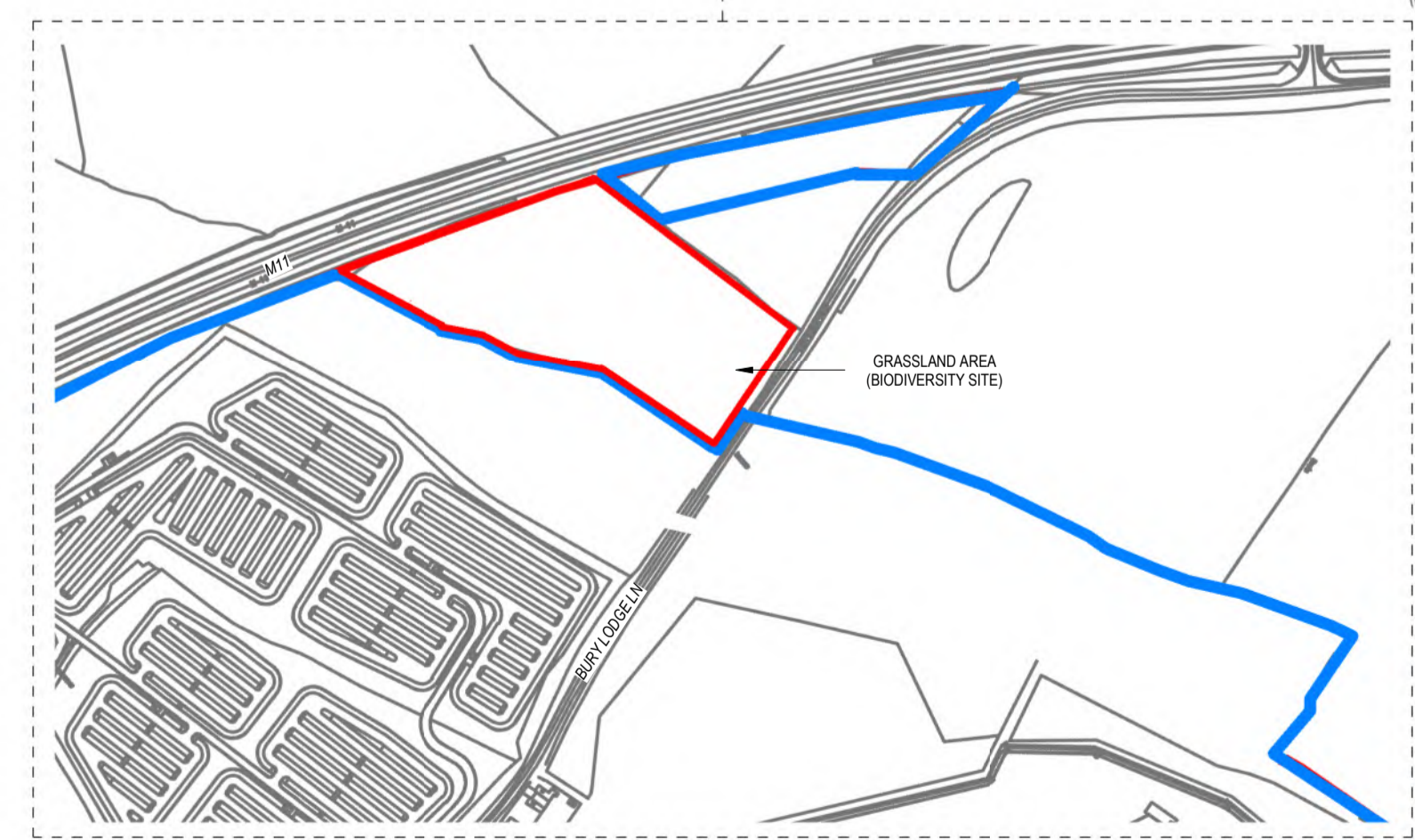
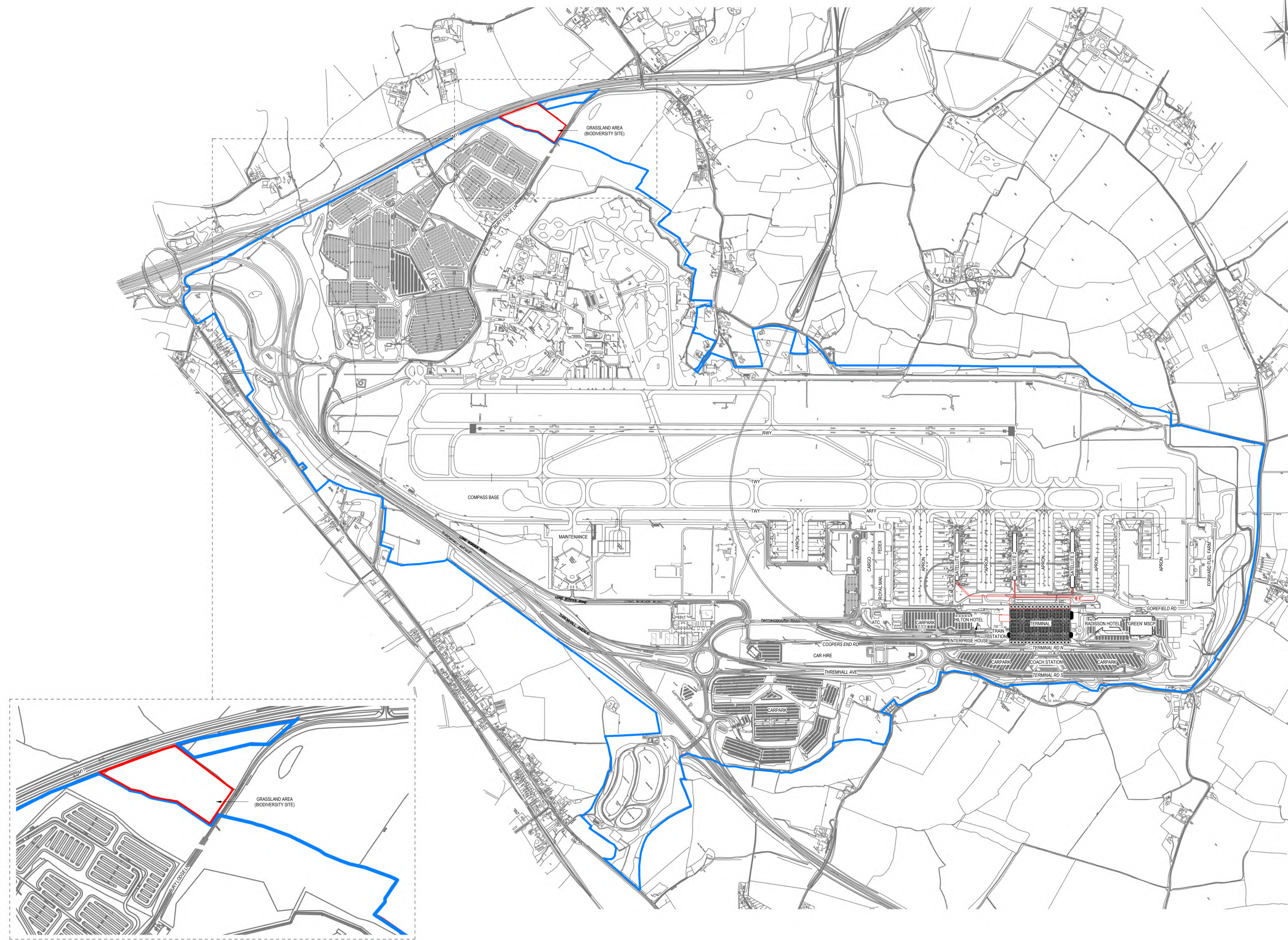
Drawn By	Drawn Date	Checked By	Plot Date
EWB	20.06.23	JW	

Approved By	Approved Date	Scale and sheet size
EB	07.07.23	@A1 As indicated

Building British National Grid Reference

Project Number	Location Code	Origin
6953	STN . TL . XX . XX	PAW

Disc	Doc. Type	ACC	Unique ID Number	Status	Rev
A	GA	BLDSTR	2010	S2	

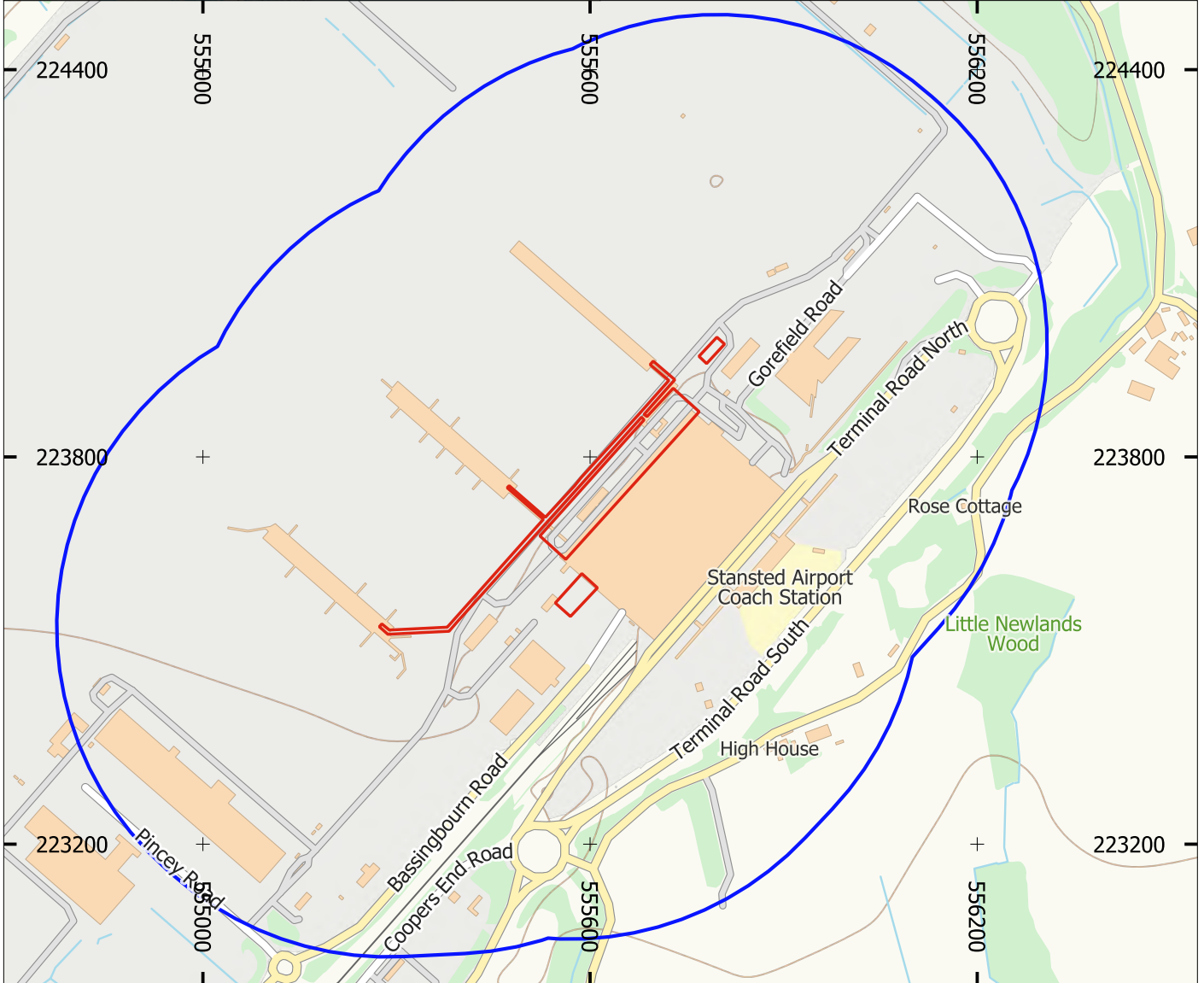
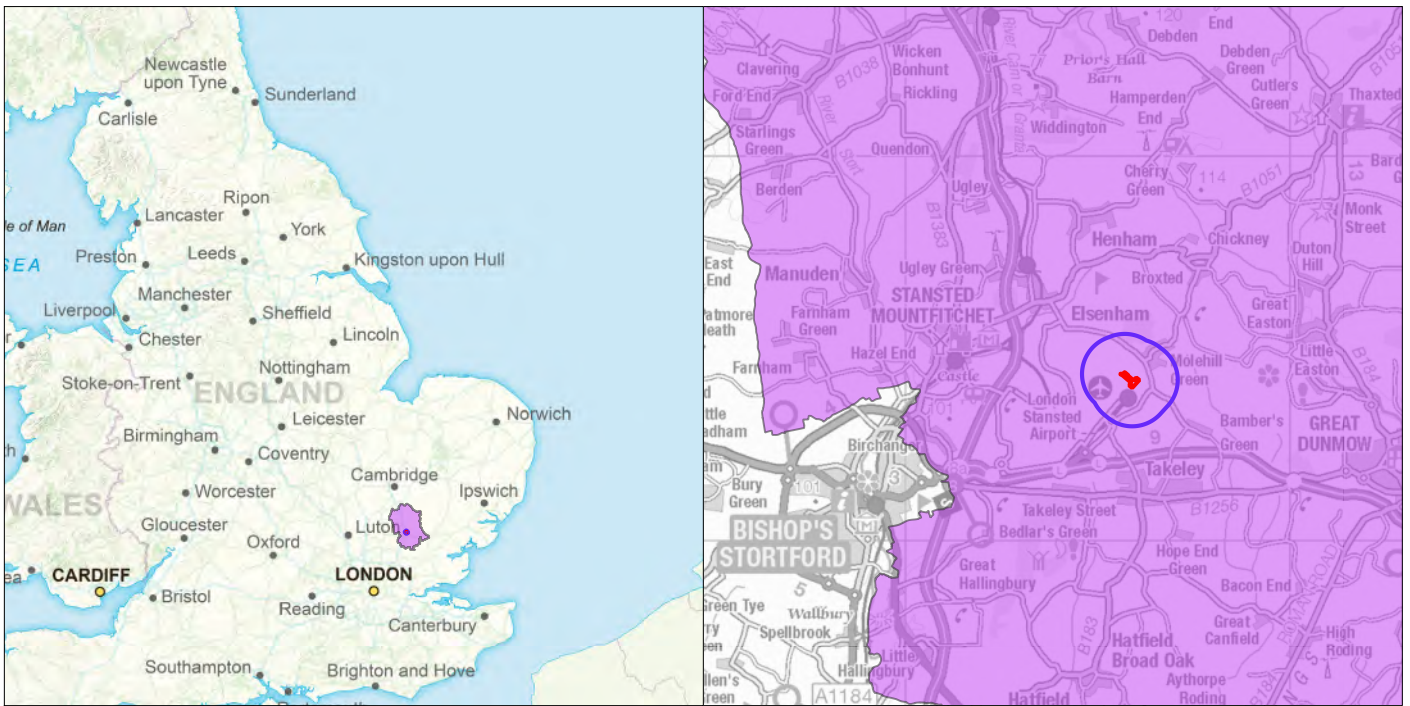







**2 STN.TL. - ENLARGED EXTRACT OF GRASSLAND AREA (BIODIVERSITY SITE)**  
1:5000

**1 STN.TL. - SITE CONTEXT PLAN**  
1:10000

**KEY**  
— = PLANNING APPLICATION BOUNDARY  
— = OTHER LAND IN THE OWNERSHIP OF THE APPLICANT

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<p>Site name: Stansted Airport, Transformation Programme          Date: June 2023          Drawn by: WR          Scale: Varies</p>	<p> Site Boundary     Uttlesford District Council   1km Study Area</p>	<p><b>Archaeological Research Services Ltd</b>          Angel House          Portland Square          Bakewell          Derbyshire          DE45 1HB          Tel: 01629 814540</p> 
<p>This drawing: © ARS Ltd          Contains Ordnance Survey data.          © Crown copyright and database right 2022</p>	<p><b>Figure 1:</b>  <b>Site location</b></p>	<p></p>

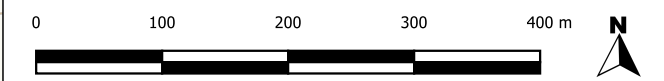
**Figure 2: Historic Built Environment**



- Site Boundary
- 500m Study Area
- Locally Listed Building (point)  
MEX1039464 Blunts (- moved to Basildon in 1987, see 39424)

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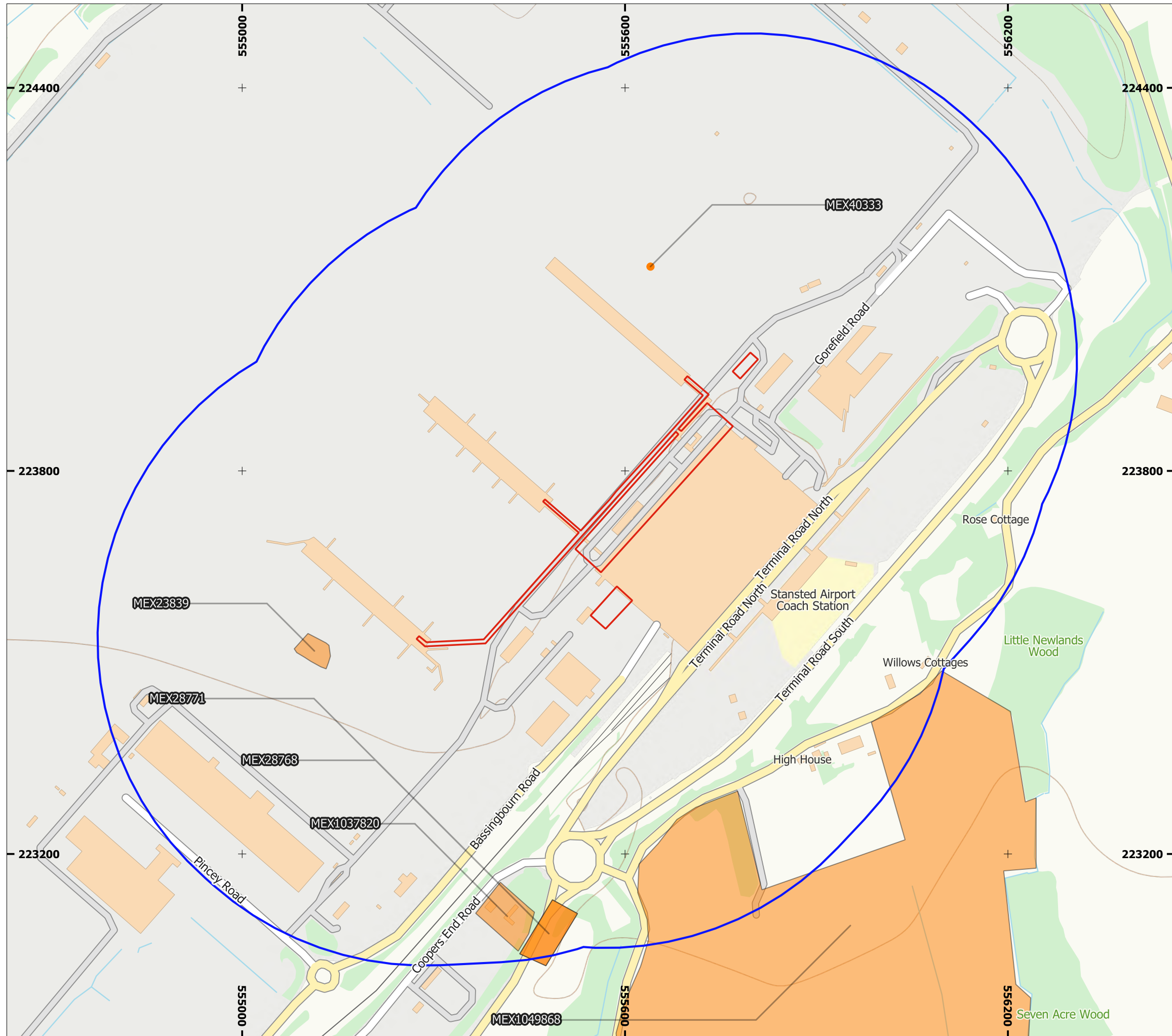
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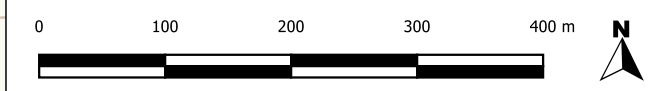


**Figure 3: Archaeological Remains (Prehistoric to Medieval)**

- Site Boundary
- 500m Study Area
- Archaeological Remains Prehistoric to Medieval (polygon)
- Archaeological Remains Prehistoric to Medieval (point)

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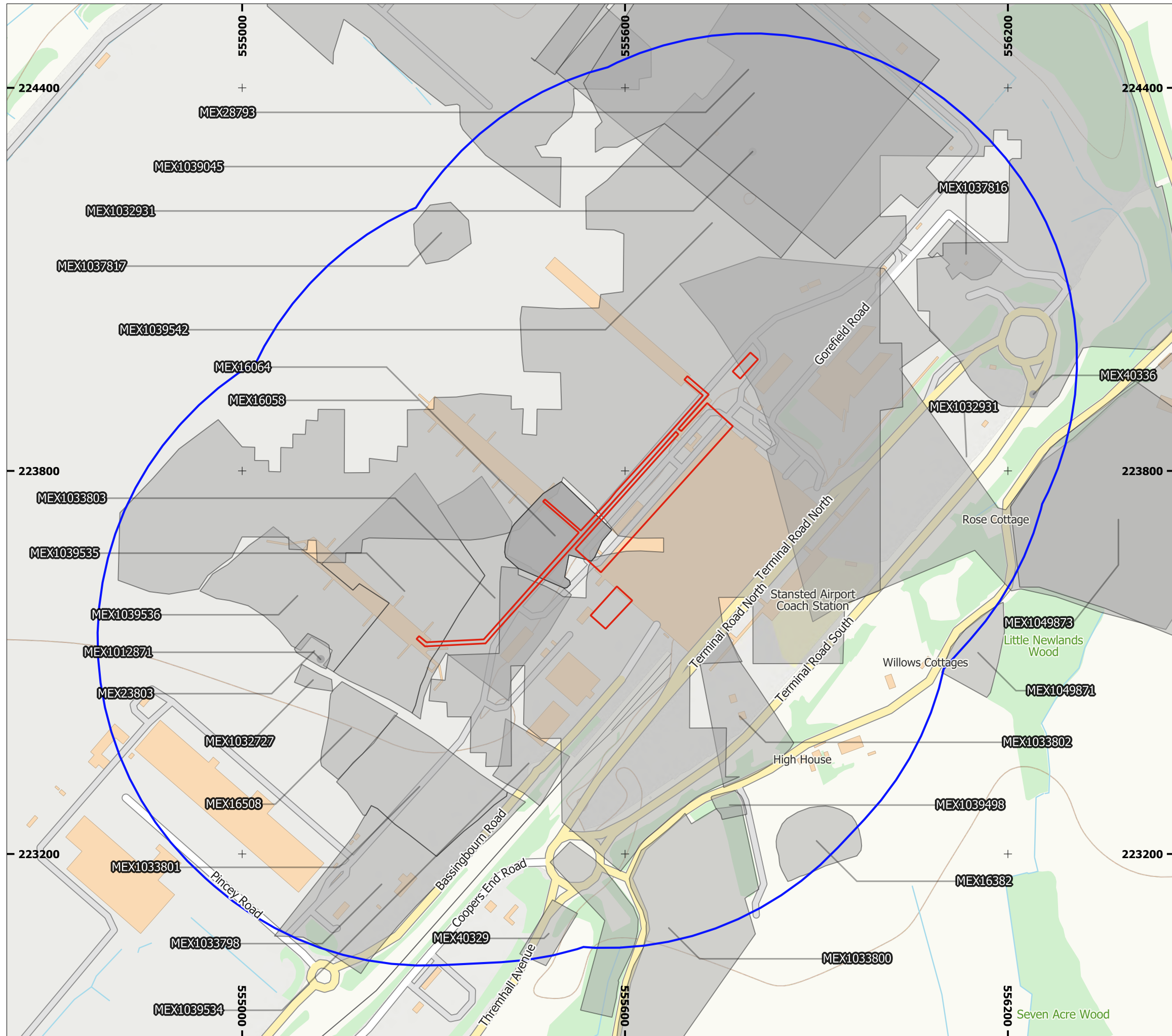
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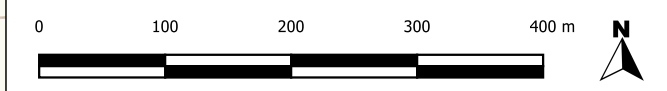


**Figure 4: Archaeological Remains (Medieval to Modern)**

- ▭ Site Boundary
- 1km Study Area
- Archaeological Remains Medieval to Modern (polygon)
- Archaeological Remains Medieval to Modern (point)

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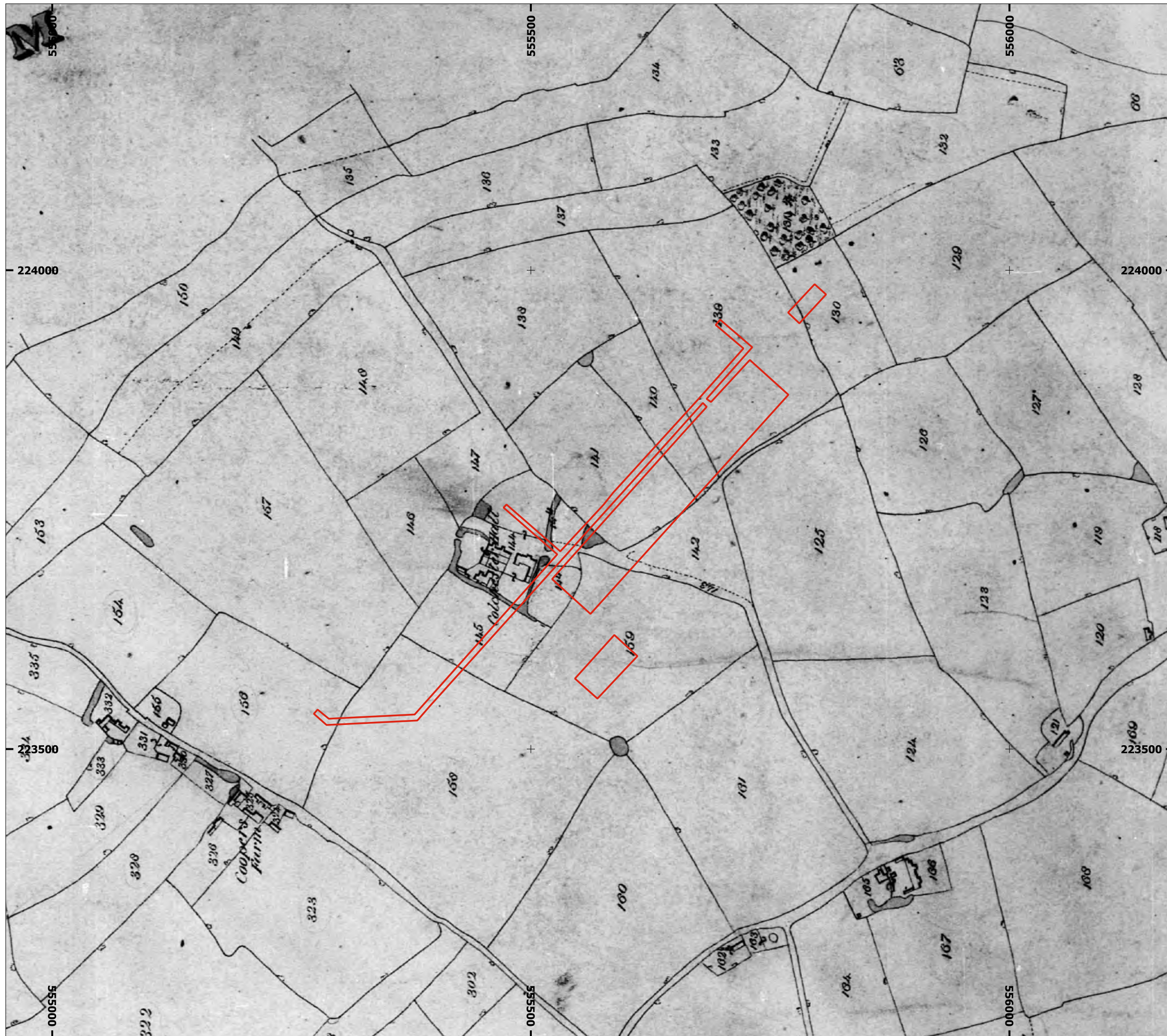
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**Figure 5: 1838 Plan of the Parish of Takeley in the County of Essex**

 Site Boundary



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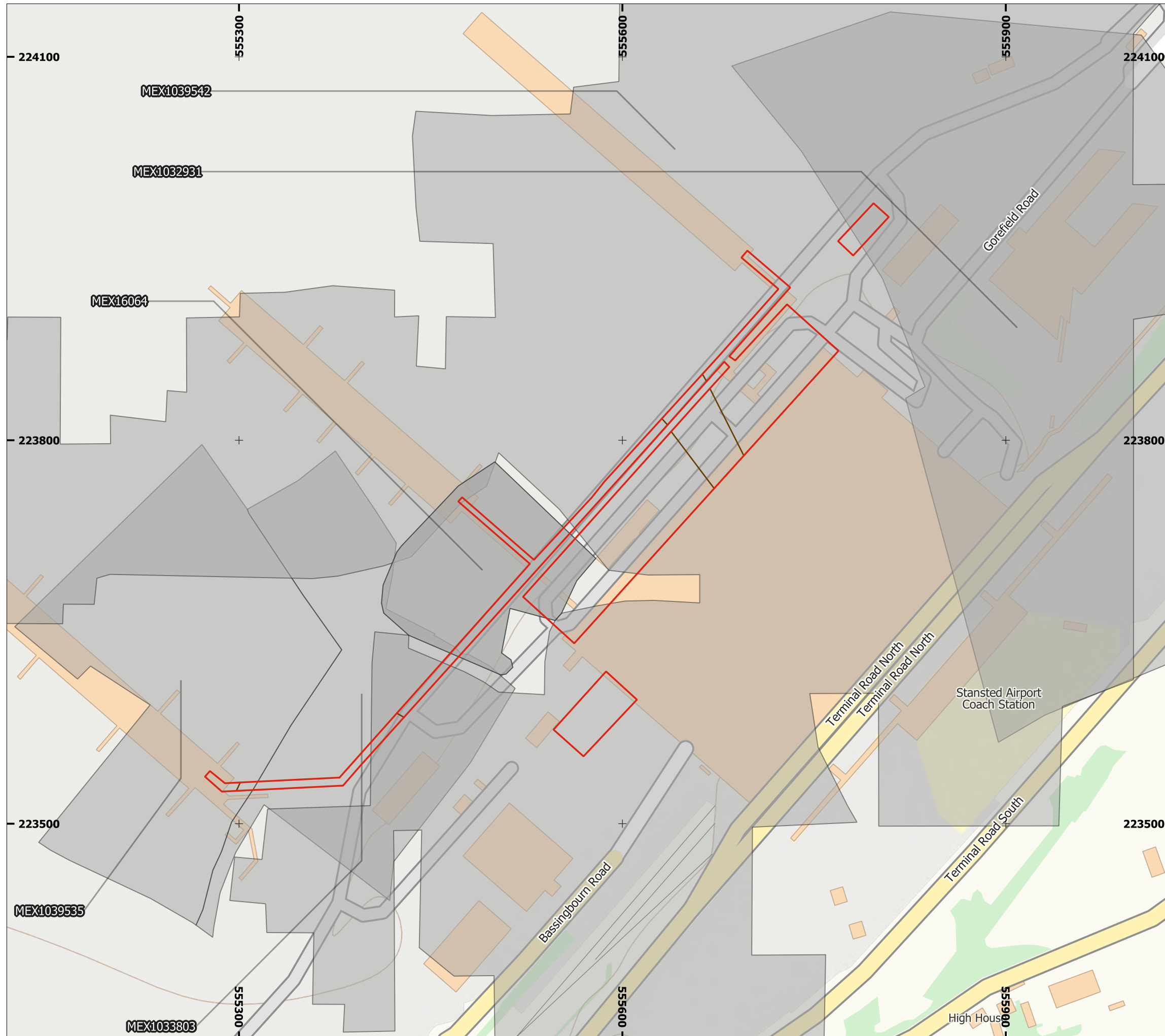


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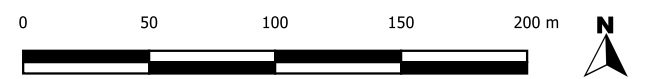
**Figure 6: Identified Mapped Features**



- Site Boundary
- Essex HER recorded Archaeological Assets
- Former 1838 Field System

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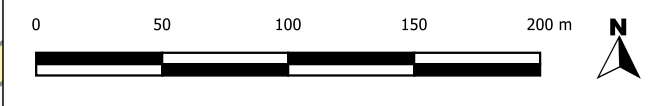


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**Figure 7: Site Walk Over Photograph Location**



- Site Boundary
- ➔ Photograph Location



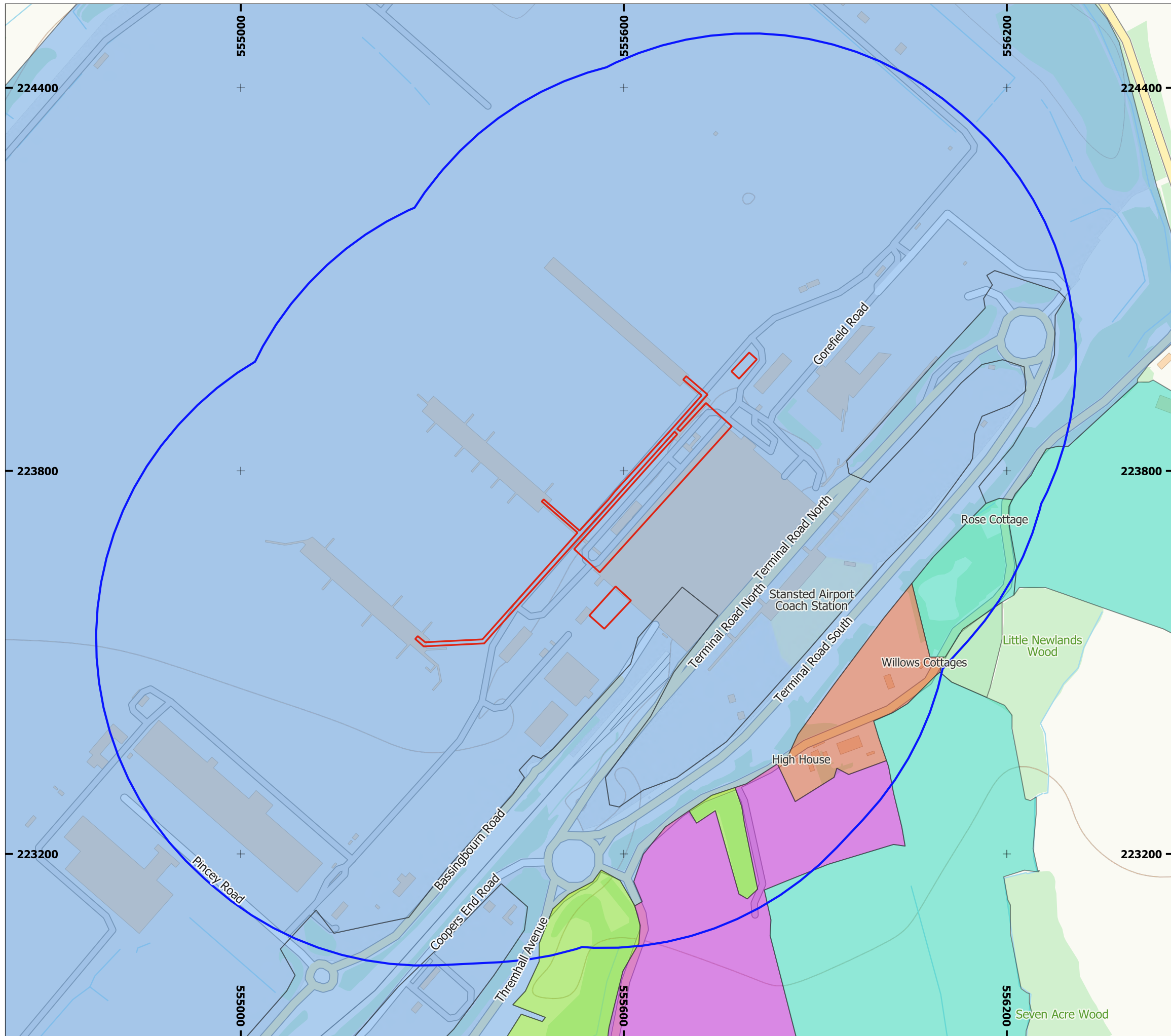
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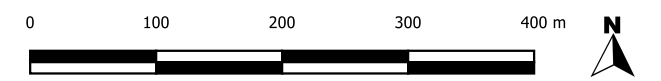


**Figure 8: HLC Units**

- Site Boundary
- 500m Study Area
- Broad Type**
- Pre-18th century enclosure
- Built-up Areas-Modern
- Communications
- 18th-19th century enclosure
- 20th century Agriculture
- Woodlands

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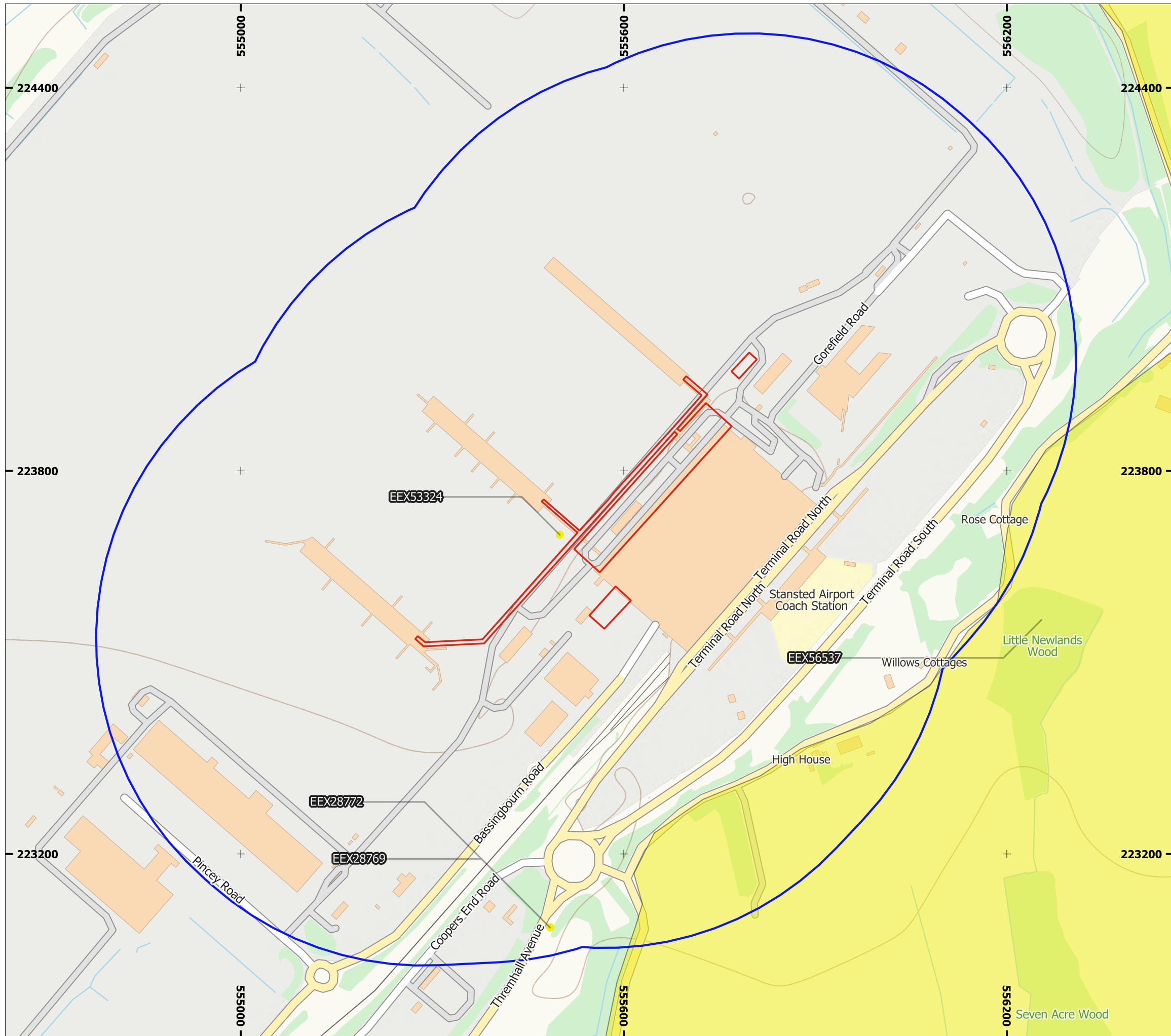


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**Figure 9: Previous Archaeological Events**

- Site Boundary
- 500m Study Area
- Previous Archaeological Event (polygon)
- Previous Archaeological Event (point)

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## APPENDIX VI PHOTOGRAPHS

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Photograph 1:  
View southwest towards Terminal 1 and Sat 3 Connection



Photograph 2:  
View southwest towards Terminal 1 and Sat 3 Connection





Photograph 3:  
View northeast towards TTS Maintenance



Photograph 4:  
View northeast towards Terminal 1 and Sat 3 Connection



Photograph 5:  
View southeast towards Terminal 1 from Apron and APV



Photograph 6:  
View northeast towards Terminal 1 and APV



Photograph 7:  
View east towards Terminal 1 and Sat 2 Connection



Photograph 8:  
View northeast towards western façade of Terminal 1