

# Essex Historic Environment Record/ Essex Archaeology and History

## Summary sheet

**CAT Report 515**  
**An archaeological watching brief**  
**at the Royal Mail Braintree Delivery Office,**  
**Lakes Road, Braintree, Essex**

<b>Parish:</b> Braintree	<b>District:</b> Braintree
<b>NGR:</b> TL 7671 2287	<b>Site code:</b> Museum accession - (pending) ECC HEM team - BTDO 09 CAT code - 09/4e
<b>Type of work:</b> Watching brief	<b>Site director/group:</b> Colchester Archaeological Trust
<b>Date of work:</b> 27th April-18th May 2009	<b>Size of area investigated:</b> 20 x 20m area, and 41m of linear trenching @ 1.6m wide
<b>Location of finds/curating museum:</b> Braintree Museum	<b>Funding source:</b> Owner
<b>Further seasons anticipated?</b> No	<b>Related EHER and UAD nos:</b> EHER 6407, 6410
<b>Periods represented:</b> modern	
<b>Final report:</b> CAT Report 515 (summary sheet only)	
<p><b>Summary of fieldwork results:</b></p> <p><i>Monitoring work was conducted at the site as a result of earlier evaluation work. An area measuring approximately 23 x 15m square (Area 1) and located to the west of the earlier evaluation trenches T1-T2 (CAT Report 499), was monitored during reduction and levelling works prior to the construction of a temporary car-park (Figs 1-2). The car-park surface consisting of patchy tarmac hardtop (L1); this sealed a compacted deposit of dry mix concrete and hardcore (L2) used as bedding for the parking surface. On the eastern side of the reduced area, L2 directly sealed the natural geological horizon (boulder clay L4), but, on the western side of the reduced area, a thin deposit of accumulation material was present (L3), sealing natural. Minor archaeological features in the reduced area were concentrated along its northern edge, and consisted of pits (F14-F17) datable to the 19th/20th century.</i></p> <p><i>Pits F15 and F16 had been truncated by a substantial modern pit (F18). F18 contained modern glass and plastic. The site was previously occupied by warehousing and workshops, and it is likely that F18 is associated with this previous industrial activity.</i></p> <p><i>In addition to the reduction work, monitoring was also undertaken as contractors dug a service trench to re-route an existing sewer run outside the footprint of the proposed building. The new service trench was 1.4m</i></p>	

deep by 500mm wide, and, as with the area reduction, was excavated through the car-park hardstanding (L1) and base layer (L2). There was no evidence of the accumulation horizon (L3) which was seen during the evaluation; this had probably been removed by modern terracing. Most of the trench was excavated through the natural boulder clay (L4). No significant archaeological features were observed in the trench, but there was a modern brick and concrete foundation similar to those found during the evaluation (CAT Report 499). As in the evaluation, all of the archaeological features contained material, including brick and peg-tile fragments, which indicates a post-medieval if not modern date for them.

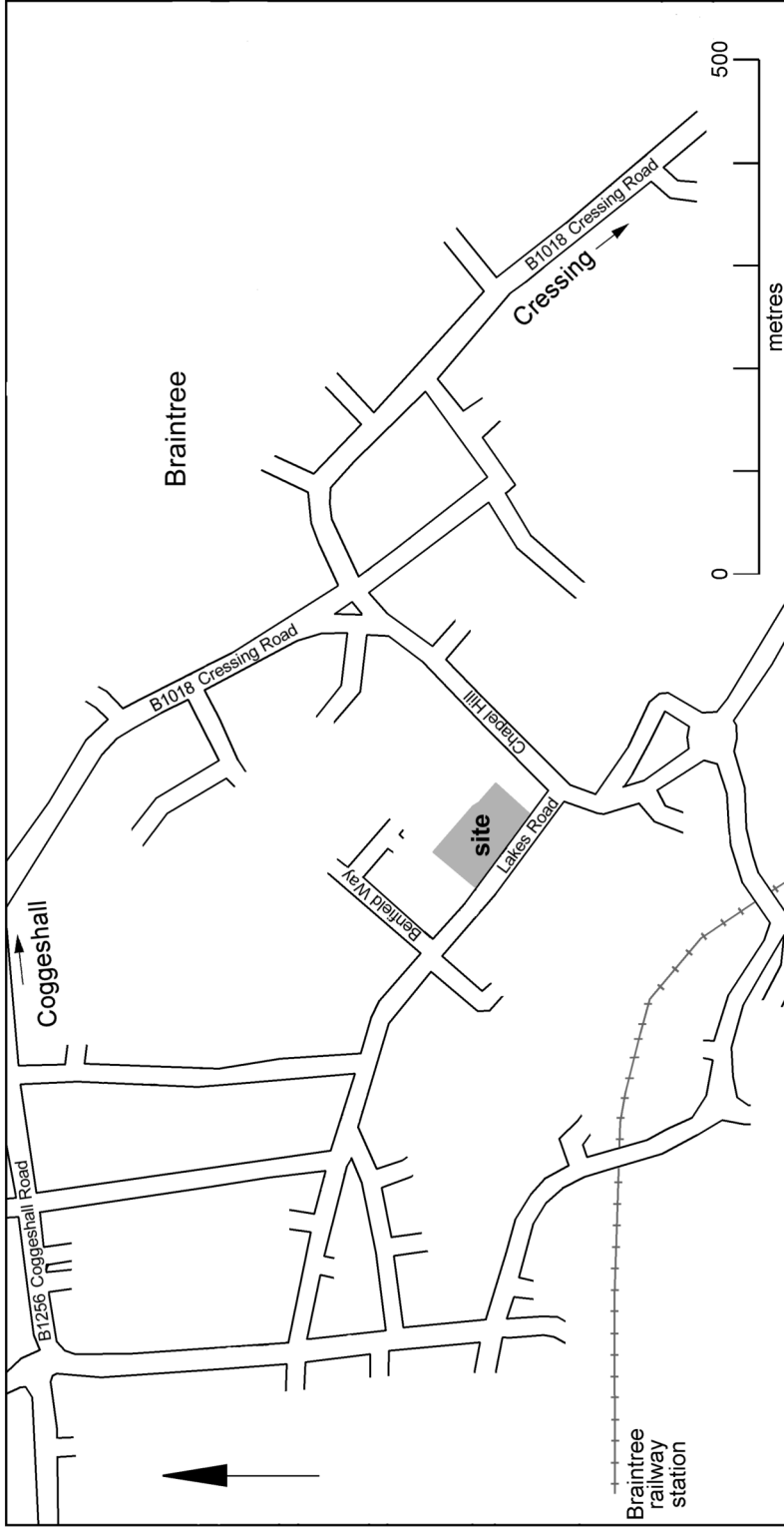
There was no evidence of medieval activity. If it existed, it was probably removed by modern terracing. The features observed during the watching brief, as in the earlier evaluation, were post-medieval and modern (18th or 19th century) and appear to relate to Parsonage Farm, which occupied the site into the mid 20th century.

The project was commissioned by Andy Clark of The Livemore Partnership on behalf of Royal Mail. Site work was carried out by Ben Holloway and Adam Wightman, and monitored for the Essex County Council Historic Environment Management team by Teresa O'Connor who prepared the site brief.

**Previous summaries/reports:** CAT Report 499

<b>Keywords:</b> -	<b>Significance:</b> neg
--------------------	--------------------------

<b>Author of summary:</b> Ben Holloway	<b>Date of summary:</b> June 2009
--	-----------------------------------



© Crown copyright. All rights reserved. Licence number 100039294.

Fig 1 Site location plan.

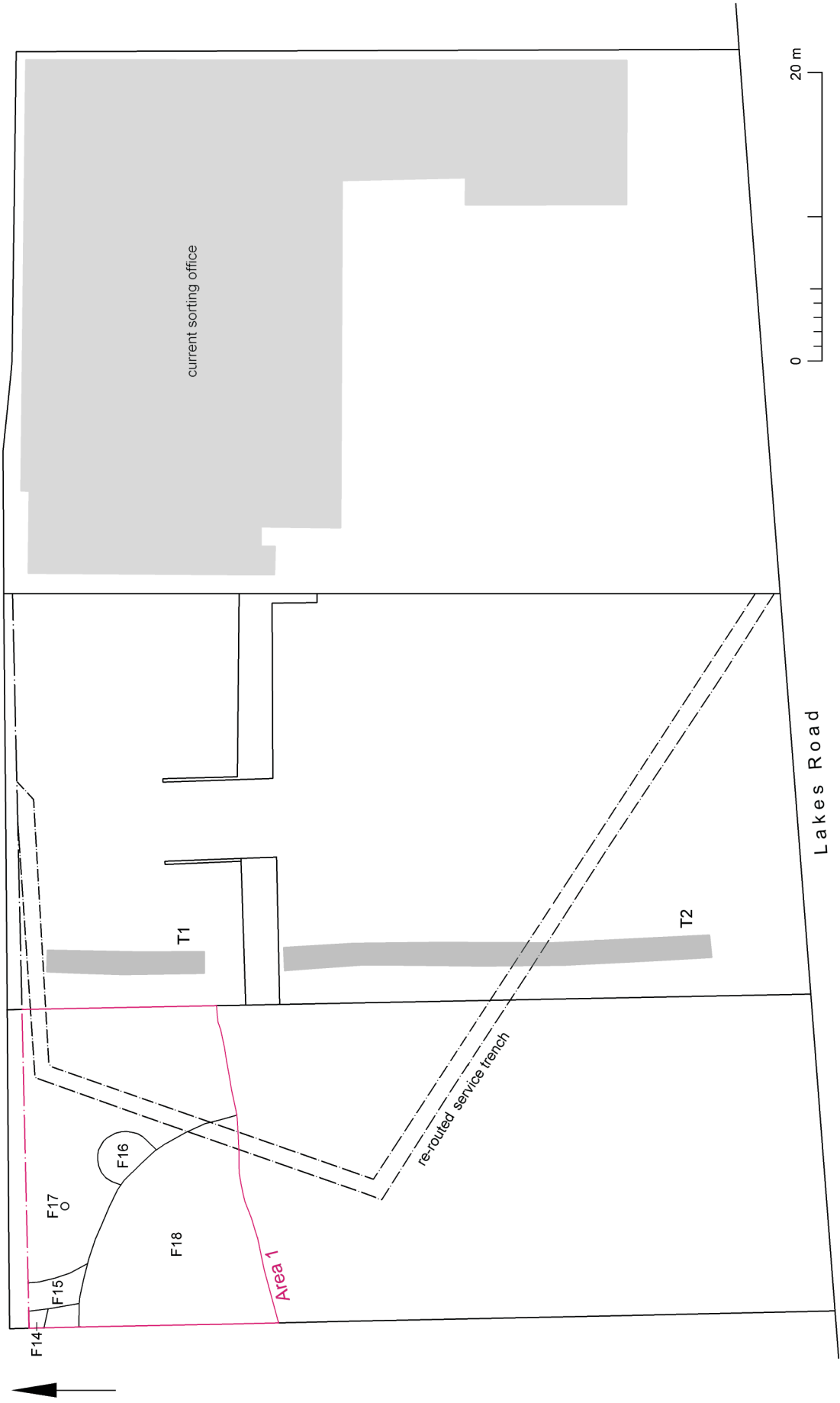


Fig 2 Site plan, showing area of ground reduction (Area 1), the location of the re-routed service trench, and the 2009 evaluation trenches T1-T2.