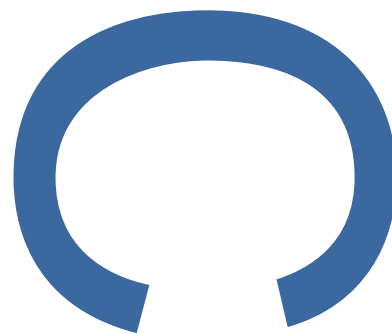


**LAND AT FORMER BUS DEPOT,
MAGDALEN STREET,
COLCHESTER
ARCHAEOLOGICAL EVALUATION
AND INVESTIGATION**



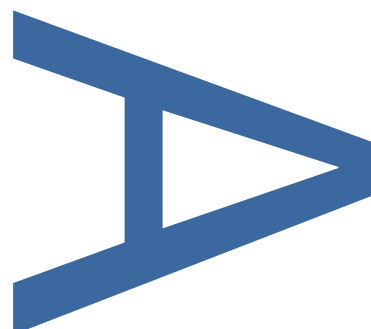
**LOCAL PLANNING AUTHORITY:
COLCHESTER BOROUGH COUNCIL**



**PLANNING APPLICATION NUMBERS:
181281**

EVENT NUMBERS: ECC4291 & ECC4309

PCA REPORT NO: R13521



APRIL 2019

PRE-CONSTRUCT ARCHAEOLOGY

Land Former Bus Depot, Magdalen Street, Colchester: Archaeological Evaluation and Investigation

Local Planning Authority: Colchester Borough Council

Planning Reference: 181281

Central National Grid Reference: NGR TM 00176 24773

Event Number and Site Code: ECC 4291 (Evaluation),
ECC 4309 (Investigation)

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Report No. R13521

Written and researched by: Matt Jones with a contribution by Gareth Morgan
Edited by: Christiane Meckseper

Project Manager: Mark Hinman

Commissioning Client: Archaeology Collective

Contractor: Pre-Construct Archaeology Ltd
Central Office
The Granary Rectory Farm
Brewery Road
Pampisford
Cambridgeshire
CB22 3EN

Website: www.pre-construct.com

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ABSTRACT

This report describes the results of an archaeological investigations carried out by Pre-Construct Archaeology at Land at Former Bus Depot, Magdalen Street, Colchester (NGR TM 00176 24773) between the 17-19 December 2018 (evaluation) and between 18-22 February 2019 (investigation). The work was commissioned by the Archaeology Collective on behalf of the overall client. The aim of the evaluation and subsequent watching brief was to assess and characterise the archaeological potential of the site prior to its redevelopment, and to record heritage assets associated with the tram depot, before their removal.

The evaluation identified a single pit dating to the post-medieval period as well as a wall, relating to either a basement of a building fronting onto Magdalen Street or with the construction of the Bus Station, and a wall foundation. Further walls of modern date were also identified which related to inspection pits for the maintenance of trams and/or buses.

Landscaping of the site prior to the construction of the bus depot in 1903 removed substantial amounts of the natural overburden. This landscaping essentially flattened the site in order to provide a level platform on which to build, this action destroyed any surviving in-situ archaeological remains.

Further investigation at the site was in the form of a watching brief during the lifting of the concrete slab covering the site and removal of the tram tracks, after the removal of the depot buildings. This revealed a series of track inspection pits, directly below the tram tracks, and a post-medieval well.

1 INTRODUCTION

- 1.1.1 A programme of archaeological evaluation trial trenching was undertaken by Pre-Construct Archaeology Ltd (PCA) on Land at Former Bus Depot, Magdalen Street, Colchester, CO1 2LD (centred on Ordnance Survey National Grid Reference (NGR) TM 00176 24773) between the 17th and 19th December 2018 (Figure 1). The subsequent watching brief was carried out between 18th and 22nd February 2019.
- 1.1.2 The archaeological work was commissioned by Archaeology Collective on behalf of the overall client prior to determination of the planning application submitted to Colchester Borough Council for the 'Demolition of existing buildings and redevelopment of the site to deliver student accommodation (Use Class Sui Generis) across three blocks of up to four storeys to provide 250 bedspaces (50 units comprising 46 cluster flats and four studio flats), communal facilities (to include bin stores, cycle parking, site management suite, quiet study area, common rooms, laundrette and communal external amenity areas), two car parking spaces, landscaping and a new public pathway through the site' (Planning Reference: 181281). The archaeological evaluation was carried out due to high archaeological significance of the proposed development area (PDA). The work was undertaken in line with National Planning Policy Framework 2018, Section 16 'Conserving and enhancing the historic environment'.
- 1.1.3 The evaluation was carried out in accordance with a Written Scheme of Investigation (WSI) prepared by Joe Abrams of Archaeology Collective (Abrams 2018) in response to a Brief (Tipper 2018) for archaeological evaluation issued by Jess Tipper, the Archaeological Advisor for Colchester Borough Council.
- 1.1.4 The aim of the evaluation was to determine the location, date, extent, character, condition and quality of any archaeological remains on the site, to assess the significance of any such remains in a local, regional, or national context, as appropriate, and to assess the potential impact of the development proposals on the site's archaeology.

- 1.1.5 A total of 11 trial trenches were proposed, but due to site constraints only eight evaluation trenches, totalling 77.5m of trenching, were excavated and recorded (Figure 2).
- 1.1.6 This report describes the results of the evaluation and aims to inform the design of an appropriate archaeological mitigation strategy. The site archive will be deposited at the Colchester and Ipswich Museum.
- 1.1.7 The aim of the archaeological watching brief was to record heritage assets associated with the tram depot, before their removal.

2 GEOLOGY AND TOPOGRAPHY

2.1 Geology

- 2.1.1 The solid geology was of the Thames Group (clay, silty sedimentary bedrock, London Clay) formed approximately 34 to 56 million years ago in the Palaeogene Period in an environment previously dominated by deep seas (BGS; Website 1).
- 2.1.2 The superficial geology was of the Kesgrave Catchment Subgroup (sand and gravel) formed up to 3 million years ago in the Quaternary Period, in a local environment previously dominated by rivers (BGS; Website 1).
- 2.1.3 The soils of the area were mapped as being slightly acid loamy and clayey soils with impeded drainage (Soilscapes; Website 2).

2.2 Topography

- 2.2.1 The application site comprised a roughly rectangular block of land, c. 0.43ha in area, fronting the south side of Magdalen Street, extending southwards as far as Kendall Terrace, and with a short road frontage to Military Road. The site contained brick buildings, steel-framed and galvanised iron-clad structures, with two areas of concrete hard-standing: an L-shaped area to the west (400m²) and a larger area (1125m²) to the east, formerly used for bus parking. The site incorporated elements of an earlier tram depot: an early 20th century (1906) tram shed fronting Military Road on the south side of the site, and a short stretch of tram track. The archaeological evaluation (trial trenching) works were carried out after demolition of the buildings.
- 2.2.2 The historic core of Colchester was on a gravel promontory, which is defined to the north and east by the River Colne, and to the south by the valley of a minor tributary. The highest point of the promontory is c.35mOD, from which the land falls away steeply to the north towards the Colne, and more gently to the east and south. The site lies c.300m south of the town walls, on the opposite (south) side of the valley of this minor tributary, on level ground, at 22mOD. Magdalen Street slopes gently westwards, with a fall from 24mOD at its highest point at the petrol station and Ford motor dealership 170m east of the application site, to 19mOD at its junction with Military Road 170m to the west.

3 ARCHAEOLOGICAL BACKGROUND

3.1.1 The Desk-Based Assessment (DBA) conducted for the site (Johnson 2018) showed the application site to have a high potential for encountering medieval and post-medieval activity, especially along the street frontage, and potential for earlier remains.

3.1.2 The site was within the immediate hinterland and southern suburbs of the Roman and medieval towns, an area designated by the Colchester Borough Historic Environment Characterisation Project (Essex County Council 2009) as Historic Character Area and Characterisation Zones HECA 5 (Modern Colchester), and Colchester Archaeological Character Area ACA 5 (Colchester Town).

3.1.3 The following archaeological background was drawn from the DBA (Johnson 2018) undertaken for the site:

Palaeolithic, Mesolithic and Neolithic

3.1.4 A handful of residual flints of Palaeolithic and Mesolithic date have been recorded on the Colchester Urban Archaeological Database (UAD), none, however, within close proximity of the site.

3.1.5 There is scant evidence for Neolithic activity apart from the recovery of a single leaf shaped arrowhead, from the garden of 185 Magdalen Street (MCC1323).

3.1.6 The only evidence of settlement dating to this period came from Culver Street, 850m northwest of the site, which consisted of stratified deposits of flint and pottery and a ritual pit (Crummy 1992 and Wise 2013).

Bronze Age

3.1.7 Bronze Age pottery and flintwork have been identified during excavations at Head Street and Culver Street, in the south-western corner of the old town, with probable occupation sites having been excavated in the vicinity.

3.1.8 The most extensive settlement was the Late Bronze Age settlement excavated at Sheepen, on the western side of the town 1.5km north of the current site (Niblett 1985).

Iron Age

- 3.1.9 A Middle Iron Age farmstead was identified, c.1km to the south-west of the site, at Ypres Road which consisted of a roundhouse and related features. Further Middle Iron Age farmsteads have also been recorded within the wider environs of the current site.
- 3.1.10 A 71-trench evaluation carried out to the south of the current site (MCC2770) identified one prehistoric pit which 'indicated a low level of prehistoric activity'.

Roman

- 3.1.11 No Roman evidence was identified within the vicinity of the site, very little Roman activity has been identified in general to the south-east of the walled town.

Saxon

- 3.1.12 There is meagre archaeological evidence for the history of Colchester between the end of the Roman period and the Norman conquest.
- 3.1.13 A 6th century Anglo-Saxon brooch was found in the course of building works behind the YMCA on the northern side of Magdalen Street, c.70m north-east of the site (MCC2670). Further Saxon finds consist of fragments of coarse reddish brown ware pottery recovered from St. Botolphs Station, c.120m north-west of the current site (MCC1873).
- 3.1.14 A potential early (5th-7th century) Anglo-Saxon cemetery may be located to the south-west of the study site, situated along Mersea Road (MCC1266/MCC2642).

Medieval

- 3.1.15 St. Botolphs Priory (MCC425) was founded close to the south-eastern gate between 1100-1104 by a group of incumbent priests. Following the dissolution of the monasteries the priory was largely demolished, except the nave which became the parish church. The priory was completely ruined during the siege of Colchester in the Civil War in 1648. Foundations of the monastery have been identified at the site of the Britannia iron works (MCC2847-8) with a number of burials recorded in the vicinity of the ruined church (MCC2067-8, MCC3069).

- 3.1.16 The medieval leper hospital of St. Mary Magdalen was founded in the 12th century on a site at the junction of Magdalen Street and Brook Street, c.380m to the east of the current site (MCC2417). By 1237 the hospital chapel had become a parish church (MCC418), with a new hospital chapel (Maudlin Chapel) created as a replacement hospital (MCC2536).
- 3.1.17 When the leper chapel was first created it would have been isolated away from contemporary settlement. However, within a century the chapel was converted into a parish church suggesting a boom in population in the vicinity. This was likely a result of the proximity to Magdalen Street, which provided the principle road link to the port of Hythe. Archaeological investigations at 11 Magdalen Street, c.125m to the west of the current site, identified medieval frontages (MCC1244, MCC1246, MCC1248).

Post-medieval and modern

- 3.1.18 The church of St. Mary Magdalen was demolished in 1852 and replaced by another, built further to the south, apparently on the site of the enclosed green and was associated with a graveyard (MCC2533).
- 3.1.19 The Colchester Urban Archaeological Database (UAD) records the site of a former 17th century house at 35 Magdalen Street (MCC279). Houses of similar dates, now demolished, lay immediately to the east of the application site, along the street frontage (MCC 274, 275, 276, 280, 281, 282). A house at 187 Magdalen Street has some surviving 17th fabric (MCC273). A well identified at nos 161-171 Magdalen Street and a ditch at no 155 Magdalen Street are the only positively identified archaeological features (MCC1552/ MCC2221).
- 3.1.20 A significant new building development, Colchester New Town, was undertaken by local builder, J.F. Goodey, on land immediately south of Magdalen Street in the late 19th century. Building commenced in 1878 on land bounded by Military Road, Wimpole Road, and New Heath Road. The character of the development, influenced by local Liberals and the Cooperative movement, was a mixture of housing designed to create a social mix. Colchester New Town, which borders the southern edge of the application site, is a Conservation Area (Cooper 1994).
- 3.1.21 The municipal electric tramway depot was built within the site in 1904. The

depot originally operated 16 trams linking Colchester North railway station with the High Street and then onto Lexden, the Hythe and East Street. A former tram shed, bearing a date plaque of 1906 was built on the south side of the site, fronting Military Road. The 1923 Ordnance Survey Map, revised in 1921 shows the extent of this tramway depot, with tramlines leading onto Magdalen Street. From 1928-9, Colchester Corporation began to phase out the loss-making trams in favour of 20-seater buses (Cooper 1994).

3.1.22 The bus services were reorganised in 1933. Soon after, in 1935, plans were drawn up for alterations to the depot, which included the proposed re-siting of a corrugated iron-clad building further to the southeast (Essex Record Office D/B 6 Pb3/7099). A new transport depot designed by Goodey & Cressall of Colchester, was added in 1938 adjacent to (east side of) the former tram and omnibus depot, replacing several properties along the Magdalen Street frontage (Essex Record Office D/B 6 Pb3/7938). The sale particulars of 1934 give a description and plan of the properties which were to be demolished. They included a pair of brick-built cottages (Nos. 33 & 34), two houses and a large office (Nos. 34a, 35 & 35a) which were formerly The Anchor Inn, and a shop and dwelling house (No. 36) on the east side of an alley leading into a large yard at the rear, on which stood a 'large and well lighted building (60ft x 31ft 6 ins) formerly used as a Concert Hall and Club Room...and Land with a cartway entrance from Magdalen Street, and a back passage way from Military Road' (Essex Record Office D DMb E33.48).

3.1.23 The offices were moved from the Magdalen Depot to Osborne Street in 1974, although the depot continued in operation as a bus garage and parking facility until December 2000 (Cooper 2004).

Cartographic Resources

3.1.24 John Speed's map of 1610 shows the layout of the town and its suburbs probably largely unchanged from the late medieval period (Johnson 2018), with closely packed houses lining both sides of Magdalen (Maudlyne) Street, including the application site, with just a small gap on the north side. Land behind the houses was open farmland.

- 3.1.25 Philip Morant's map of 1748 (Johnson 2018) is the earliest to show Winnock's Almshouses to the southwest of the application site, on the west side of the road (later Military Road). The almshouses, comprising a row of six red-brick 2-storey almshouses²⁵ were built in c.1678 and are listed grade I (UAD 117110; NGR 600115 224712). This map confirms an unbroken strip of post-medieval properties on the south side of Magdalen Street, with small land plots / gardens at the rear, and open farmland beyond. A lane linking Magdalen Street with the unnamed road to the south (Military Road) ran through the western half of the application site, flanked on both sides at its northern end by buildings.
- 3.1.26 Thomas Sparrow's map of Colchester (Johnson 2018), published in 1767 shows land to the rear of the Magdalen Street houses as 'gardens a backyard' and the land beyond as corn fields; three windmills are also shown. What is now Military Road was then known as Hog Street, and the stretch of road between Magdalen Street and St. Botolph's Street was Grub Street. In contrast to Morant, both Sparrow and Chapman & André (1777) show significantly more gaps in the frontages on both sides of the street, with some plots vacant, or having gardens extending as far as the roadside.
- 3.1.27 In 1791 John & Anne Kendall gave land south of Magdalen Street, adjoining the southern boundary of the application site to build almshouses to accommodate elderly women over the age of 60. A second range was added in 1803. Both blocks of almshouses, which are red-brick built with 2-storeys are listed Grade II (UAD 117109; NGR 600170 224737). These almshouses were mapped for the first time on the St. Botolph's Parish Tithe Map of 1837 (Johnson 2018). The tithe map gives no details of individual properties within the application site which is part of a larger land block, No. 90, described as 'houses, yards &c': the landowners were Lewis Bullock Barnest, and the occupiers Balls Lewis & Coveney.
- 3.1.28 Troops had been billeted in the town since the late 17th century, and in 1794 and 1800 barracks were built to accommodate them on the on the south side of Magdalen Street, east of St. Mary Magdalen church; the eastern end of the street was re-named Barrack Street. Barrack accommodation was reduced at the end of the Napoleonic Wars in 1815, although former parade grounds on

the south side of the town were retained by the army; one of these, a 9.5ha field, known as the Ordnance Field, bounded by Mersea, Military and Roberts Roads, lay close to (within 175m south of) the application site. The presence of the army encouraged speculative building in Magdalen Street and the number of new houses in parishes of St Botolph's and St James increased markedly. Magdalen Street was widened in c.1811, and new cobbled pavements laid by 1821.

- 3.1.29 Mid – late 19th century maps show considerable changes in the configuration of buildings and open spaces within the application site, with various lanes giving access to yards, rear gardens and outbuildings. Through access was maintained on the west side of the application site by means of a wide yard opening onto both Magdalen Street and Military Road. The function of the various buildings is uncertain on the 1848 and 1878 Maps, although the latter marks one of the buildings fronting Magdalen Street as The Anchor Inn. The 1881 1st Edition 25-inch map (Johnson 2018) differentiates between inhabited houses (pink) and outbuildings (dark grey) for the first time, showing the wide yard on the west side of the application site as a courtyard flanked by dwellings. The 2nd Edition OS 25-inch map of 1898 shows little change.

4 METHODOLOGY

4.1 General

- 4.1.1 The archaeological evaluation was initially designed to comprise eleven 1.8m x 10m trial trenches, totalling 110m in length and distributed evenly across the site in order to provide a representative sample of the development area. However, due to site specific circumstances only eight of these trenches, totalling 77.5m in length, could be excavated.

4.2 Excavation methodology

- 4.2.1 The excavation of the evaluation trenches was carried out using a 21 ton 360° tracked mechanical excavator. The made ground and overburden deposits, of low archaeological value, were removed in spits down to the level of the undisturbed natural geological horizon where potential archaeological features could be observed and recorded.
- 4.2.2 Exposed surfaces were cleaned by trowel and hoe as appropriate and all further excavation was undertaken manually using hand tools.

4.3 Recording and Finds Recovery

- 4.3.1 The limits of excavations, heights above Ordnance Datum (m OD) and the locations of archaeological features and interventions were recorded using a Leica 1200 GPS rover unit with RTK differential correction, giving three-dimensional accuracy of 20mm or better.
- 4.3.2 Deposits or the removal of deposits judged by the excavating archaeologist to constitute individual events were each assigned a unique record number (often referred to within British archaeology as 'context numbers') and recorded on individual pre-printed forms (Taylor and Brown 2009). Archaeological processes recognised by the deposition of material are signified in this report by round brackets (thus), while events constituting the removal of deposits are referred to here as 'cuts' and signified by square brackets [thus]. Where more than one slot was excavated through an individual feature, each intervention was assigned additional numbers for the cutting event and for the deposits it contained (these deposits within cut features being referred to here as 'fills'). The record numbers assigned to cuts, deposits and groups are entirely arbitrary

and in no way reflect the chronological order in which events took place. All features and deposits excavated during the evaluation and excavation are listed in Appendix 1. Artefacts recovered during excavation were assigned to the record number of the deposit from which they were retrieved.

4.3.3 Metal-detecting was carried out during the topsoil and subsoil stripping and throughout the excavation process. Archaeological features and spoil heaps were scanned by metal-detector periodically. Only objects of modern date were found and were not retained for accession.

4.3.4 High-resolution digital photographs were taken of all relevant features/ deposits which were used to keep a record of the excavation process.

4.4 Sampling Strategy

4.4.1 Discrete features were half-sectioned, photographed and recorded by a cross-section scaled drawing at an appropriate scale (1:10). Walls and other such features were investigated by means of 1m slots across their width in order to assess the depth and date of the material associated with them.

4.5 Environmental Sampling

4.5.1 No environmental samples were taken.

5 QUANTIFICATION OF ARCHIVE

5.1 Paper Archive

| | |
|-------------------------------|---|
| Context register sheets | 1 |
| Context sheets | 7 |
| Plan registers | 0 |
| Plans at 1:50 | 0 |
| Plans at 1:20 | 0 |
| Plans at 1:10 | 0 |
| Plans at 1:5 | 0 |
| Section register sheets | 1 |
| Sections at 1:10 & 1:20 | 1 |
| Trench record sheets | 8 |
| Photo register sheets | 1 |
| Small finds register sheets | 0 |
| Environmental register sheets | 0 |

5.2 Digital Archive

| | |
|------------------|----|
| Digital photos | 59 |
| GPS survey files | 2 |
| Digital plans | 1 |
| GIS project | 0 |
| Access database | 1 |

6 ARCHAEOLOGICAL RESULTS BY TRENCH

Introduction

- 6.1.1 The trenches are described below in numerical order, with technical data tabulated. Features and deposits are described from north to south or west to east depending on the alignment of the trench.
- 6.1.2 The principal result of the fieldwork was the identification of brick-built walls present along the street frontage of Magdalen Street. These likely represent the remains of basements or foundations of the former buildings which fronted onto Magdalen Street or buildings associated with the former Bus Depot.

6.2 Trench 1

- 6.2.1 Trench 1 contained two modern drains as well as a tram inspection pit and modern footings/ foundations associated with the former Bus Depot site.

| | | | | |
|---|-------------|-------------------|--------------------------------|--|
| Trench 1 | Figure 2 | | Plate 2 | |
| Trench Alignment: NE-SW | Length: 10m | | Level of Natural (m OD): 22.2m | |
| Deposit | Context No. | Maximum Depth (m) | | |
| | | NE End | SW End | |
| Made Ground | (103) | 0.22m | 0.18m | |
| Natural | (102) | 0.24m+ | 0.2m+ | |
| Summary | | | | |
| Trench 1 was located in the north-western part of the site. The trench was moved slightly to avoid modern cables and tram rails. | | | | |
| The trench contained two modern drains as well as a tram inspection pit and modern footings/ foundations associated with the former Bus Depot site. | | | | |

6.3 Trench 2

- 6.3.1 Trench 2 contained no archaeologically significant features or deposits.

| | | | | |
|-----------------------|--------------|--------------------------------|-------------------|--------|
| Trench 2 | Figure 2 | | | |
| Trench Alignment: N-S | Length: 7.5m | Level of Natural (m OD): 22.1m | | |
| Deposit | | Context No. | Maximum Depth (m) | |
| | | | N End | S End |
| Made Ground | | (103) | 0.26m | 0.26m |
| Natural | | (102) | 0.28m+ | 0.27m+ |

Summary

Trench 2 was located in the south-western part of the site. The trench was moved slightly to avoid an unstable wall and tram rails.

The trench contained no archaeologically significant features or deposits.

6.4 Trench 3

6.4.1 Trench 3 could not be excavated due to site specific circumstances.

6.5 Trench 4

6.5.1 Trench 4 contained a modern wall footing and pit.

| | | | | |
|---|--------------|-------------------|--------------------------------|--|
| Trench 4 | Figures 2, 3 | | Plate 4 | |
| Trench Alignment: N-S | Length: 10m | | Level of Natural (m OD): 21.7m | |
| Deposit | Context No. | Maximum Depth (m) | | |
| | | N End | S End | |
| Made Ground | (103) | 0.29m | 0.31m | |
| Natural | (102) | 0.34m+ | 0.5m+ | |
| Summary | | | | |
| Trench 4 was located in the northern part of the site. The trench was moved slightly to avoid services. | | | | |
| The trench contained modern footings/ foundations associated with the former Bus Depot site and a pit. | | | | |

6.5.2 Pit [107] (Figure 3; Plate 5; Section 1) was located in the northern part of the trench. It was oval in plan, measuring 0.75m in length, 0.58m in width and 0.32m in depth. It contained a single fill (106) of dark greyish brown silty sand. No finds were recovered from this feature.

6.5.3 Footing [109] (Figure 3; Plate 4; Section 3) was present at the northern end of the trench. It was linear in plan, measuring c.1.8m in length, 0.75m in width and in excess of 0.88m in depth. It consisted of a single course of brick (240mm x 120mm x 60mm) bonded with a pale white/ grey mortar and set into a compacted gravel and concrete footing block. The internal space was filled with demolition rubble (111) consisting of a mid- greyish brown silty sand. Fragments of modern glass, frogged bricks, tin cans, and metal were recovered, but not

retained.

6.6 Trench 5

- 6.6.1 Trench 5 contained the remnants of a brick-built basement, relating to either the former Bus Depot, or to the former buildings fronting onto Magdalen Street.

| Trench 5 | Figures 2, 3 | Plate 6 | |
|---|--------------|--------------------------------|--------|
| Trench Alignment: E-W | Length: 10m | Level of Natural (m OD): 22.1m | |
| Deposit | Context No. | Maximum Depth (m) | |
| | | E End | W End |
| Made Ground | (103) | 0.14m | 0.30m |
| Subsoil | (101) | 0.64m | - |
| Natural | (102) | 0.80m+ | 0.32m+ |
| Summary Trench 5 was located in the northern part of the site. The trench contained the remnants of a brick-built basement, relating to either the former Bus Depot, or to the former buildings fronting onto Magdalen Street. | | | |

- 6.6.2 Wall [105] (Figure 3; Plate 7; Section 2) was present in the centre of the trench. It was roughly rectangular in plan, with three of the corners present in the trial trench. It measured c.4.5m in length, 2m in width and in excess of 0.8m in depth. It consisted of over 10 courses of Flemish bonded bricks (240mm x 120mm x 60mm) bonded with a pale white/ grey mortar. The internal space was filled with demolition rubble (104) consisting of waste brick and CBM in a mid- greyish brown silty sand matrix. Fragments of modern glass, tin cans, clay pipe and metal were recovered from the feature, but not retained.

6.7 Trench 6

- 6.7.1 Trench 6 could not be excavated due to site specific circumstances.

6.8 Trench 7

- 6.8.1 Trench 7 contained no archaeologically significant features or deposits.

| Trench 7 | Figure 2 | | |
|-----------------------|-------------|--------------------------------|--|
| Trench Alignment: E-W | Length: 10m | Level of Natural (m OD): 22.3m | |
| Deposit | Context No. | Maximum Depth (m) | |

| | | | |
|--|-------|--------|--------|
| | | E End | W End |
| Made Ground | (103) | 0.4m | 0.42m |
| Subsoil | (101) | 0.19m | 0.2m |
| Natural | (102) | 0.59m+ | 0.62m+ |
| Summary Trench 7 was located in the southern part of the site. The trench was moved slightly to avoid an unstable wall and tram rails. The trench contained no archaeologically significant features or deposits. | | | |

6.9 Trench 8

6.9.1 Trench 8 contained no archaeologically significant features or deposits.

| | | | |
|---|-------------|--------------------------------|--------|
| Trench 8 | Figure 2 | Plate 8 | |
| Trench Alignment: E-W | Length: 10m | Level of Natural (m OD): 22.2m | |
| Deposit | Context No. | Maximum Depth (m) | |
| | | E End | W End |
| Made Ground | (103) | 0.26m | 0.28m |
| Natural | (102) | 0.34m+ | 0.34m+ |
| Summary Trench 8 was located in the eastern part of the site. The trench contained no archaeologically significant features or deposits. | | | |

6.10 Trench 9

6.10.1 Trench 9 contained no archaeologically significant features or deposits.

| | | | |
|---|-------------|--------------------------------|--------|
| Trench 9 | Figure 2 | | |
| Trench Alignment: N-S | Length: 10m | Level of Natural (m OD): 22.2m | |
| Deposit | Context No. | Maximum Depth (m) | |
| | | N End | S End |
| Made Ground | (103) | 0.19m | 0.18m |
| Natural | (102) | 0.2m+ | 0.19m+ |
| Summary Trench 9 was located in the north-eastern part of the site. The trench contained no archaeologically significant features or deposits. | | | |

6.11 Trench 10

6.11.1 Trench 10 could not be excavated due to site specific circumstances.

6.12 Trench 11

6.12.1 Trench 11 contained no archaeologically significant features or deposits.

| Trench 11 | Figure 2 | Plate 9 | |
|---|-------------|--------------------------------|--------|
| Trench Alignment: N-S | Length: 10m | Level of Natural (m OD): 22.2m | |
| Deposit | Context No. | Maximum Depth (m) | |
| | | N End | S End |
| Made Ground | (103) | 0.26m | 0.27m |
| Natural | (102) | 0.29m+ | 0.27m+ |
| Summary Trench 11 was located in the south-eastern part of the site. The trench contained no archaeologically significant features or deposits. | | | |

7 ARCHAEOLOGICAL RESULTS OF WATCHING BRIEF

By Gareth Morgan

- 7.1 A programme of archaeological monitoring, investigation and recording was undertaken from the 18th of February until the 22nd of February during demolition works. The demolition involved the removal of six sets of tram tracks and the removal of concrete slabs over the site (Plate 13-Plate 15).
- 7.2 Prior to the removal of concrete all visible train tracks were surveyed by GPS (Figure 4). Removal of the tracks and concrete slab revealed a set of six, stretcher bonded, brick constructed inspection pits directly underneath the train tracks, as well as a seventh inspection tunnel [202] running perpendicular east-west connecting all of them in the centre. The inspection pits were generally 0.94m wide and 1.30m deep (Section 51 Figure 4). Along various intervals they were blocked or braced by a one-brick wide cross wall.
- 7.3 The two most western inspection pits had extensions made from concrete at the southern end, [204] and [206]. Extension [204] also contained a large iron cauldron (Plate 20, not retained). The other inspection pits did not continue through the full length of the buildings.
- 7.4 Instead of the tunnels being consistently back-filled, some were only capped by the concrete slab (Plate 16) leaving a void beneath, whereas some were filled in with either pea grit (228) (Plate 17) or rubble (231) (Plate 19). The most easterly inspection pit had been repurposed and then reused as drains (Plate 21).
- 7.5 The tracks stopped at the northern edge of the former bus depot building and did not continue into the street. Despite being shown on old maps, the tracks must have been removed at an earlier date, probably when the tram depot was converted to a bus depot around 1935.
- 7.6 When removed the tracks were very rusted and corroded (Plate 14) and no makers marks could be distinguished. Research undertaken for the building recording report (Garwood 2018), suggests that the tracks were imported from Belgium and were shipped by sea to the Hythe. See the building recording

report for further historical detail on the tram depot.

- 7.7 A previously unknown brick-lined well [221] was uncovered 2m north of the second inspection pit from the east. (Figure 4). Judging from its location, the well must pre-date the construction of the tram depot in 1903, however it was made from machine-cut brick and is therefore 19th century in date. While not precisely coinciding in terms of location, it is possible that the well is synonymous with the pump marked 'P' on the 1878 Ordnance Survey map (Figure 5). Or the pump was installed a later date to draw from the surviving well nearby. During the demolition process, part of the well was excavated to a depth of 3m in order to find its true extent (Plate 22). As the well proved to be far deeper than 3m and it was deemed unsafe to dig further, the well was photographed at that point and back-filled.

8 DISCUSSION

8.1 Overview

- 8.1.1 No pre- post-medieval activity was identified on the site, the limited remains which were present were dated to the late post-medieval/ modern period – which related to basements associated with either the former Bus Depot or to buildings on the frontage of Magdalen Street.
- 8.1.2 Significant landscaping was present across the site, with the likelihood that the majority of the former hillside was landscaped away to form a level surface for the construction of the bus depot and its associated parking. The surrounding buildings on Kendall Terrace, which adjoin the site on its southern limit, are located c.4-5m above the level of the trial trenches (c.26-27mOD). Also, the adjacent buildings on Magdalen Street slope from c.4m to c.1m above the level of the trial trenching (c.23.5-24.5mOD). This landscaping likely means that any archaeological activity which may have been present in the southern half of the site has been removed as part of the construction of the bus depot.
- 8.1.3 Subsoil was present only in the eastern end of Trench 5, potentially where it was protected by the presence of the basement immediately to the west. No features were sealed by the subsoil.
- 8.1.4 The basement (Wall [105]) identified in Trench 5 related either to a basement associated with the former bus depot constructed in 1903, or, to a basement of a building fronting onto Magdalen Street. If it is the latter, the earliest possible date would be 1748 when buildings were first identified on the historical mapping (Phillip Morant map of 1748). However, given the high turnover in demolition and reconstruction of buildings fronting onto Magdalen Street the basement could belong to a number of chronological periods: the most likely would be the latter part of the 19th Century. The 1878 Ordnance Survey (OS) map shows that wall [105] was present within the 'Anchor Inn' (Website 3).
- 8.1.5 Likewise, the wall footings identified in Trench 4, and the well [221] recorded during the watching brief, plausibly also related to the latter part of the 19th Century given the location close to the rear of one of the buildings depicted on the 1878 OS map (Website 3). Again, the earliest date confirmed by historic

mapping would be 1748.

- 8.1.6 Seven sets of tram rails were also identified on the site (Figure 4), six of them within the former depot building with inspection pits underneath. These related to the use of the site during the first quarter of the 20th Century when the site was used as a tram depot. The rails were laid down by 1904 when the tramway opened, with a fleet of 16 double-decker open topped trams. The tram system ran between Colchester North railway station to the High Street and from there on to Lexden, the Hythe and East Street. A subsequent route, to the recreation ground, was added in 1906 with an additional two trams bought (Baggs et al 1994).
- 8.1.7 Two of these rails were a purportedly 'unique gauge' (Tipper pers comm) but it is unclear which these are at the present stage, unless they refer to Rail 1 and Rail 2, but these seem to be spaced very wide apart (Figure 4). It is also possible that the 'unique gauge' was replaced at a later stage and no evidence for it survives. Standard gauge sizes in the UK¹ in the early 20th century were either 4ft in width or 3ft 6in, as installed at Colchester (Baggs et al 1994). The function of the east-west running 'Rail 6' is unclear. As this seems to comprise a single rail only, it is possible that this does not actually represent a train track, but a base for the shutters at the front of the tram depot (Plate 12).

¹ https://en.wikipedia.org/wiki/List_of_town_tramway_systems_in_the_United_Kingdom

9 ACKNOWLEDGEMENTS

- 9.1 Pre-Construct Archaeology Ltd would like to thank Archaeology Collective for commissioning and funding the work. PCA are also grateful to Jess Tipper the Archaeological Advisor to Colchester Borough Council for monitoring the work on behalf of the Local Planning Authority. The project was managed for PCA by Mark Hinman and was supervised by Harvey Furniss. The author would like to thank the site team: Harvey Furniss, Gareth Morgan and Matt Jones for their hard work. Gareth Morgan and Harvey Furniss also undertook the watching brief. Figures accompanying this report were prepared by Rosie Scales of PCA's CAD Department.

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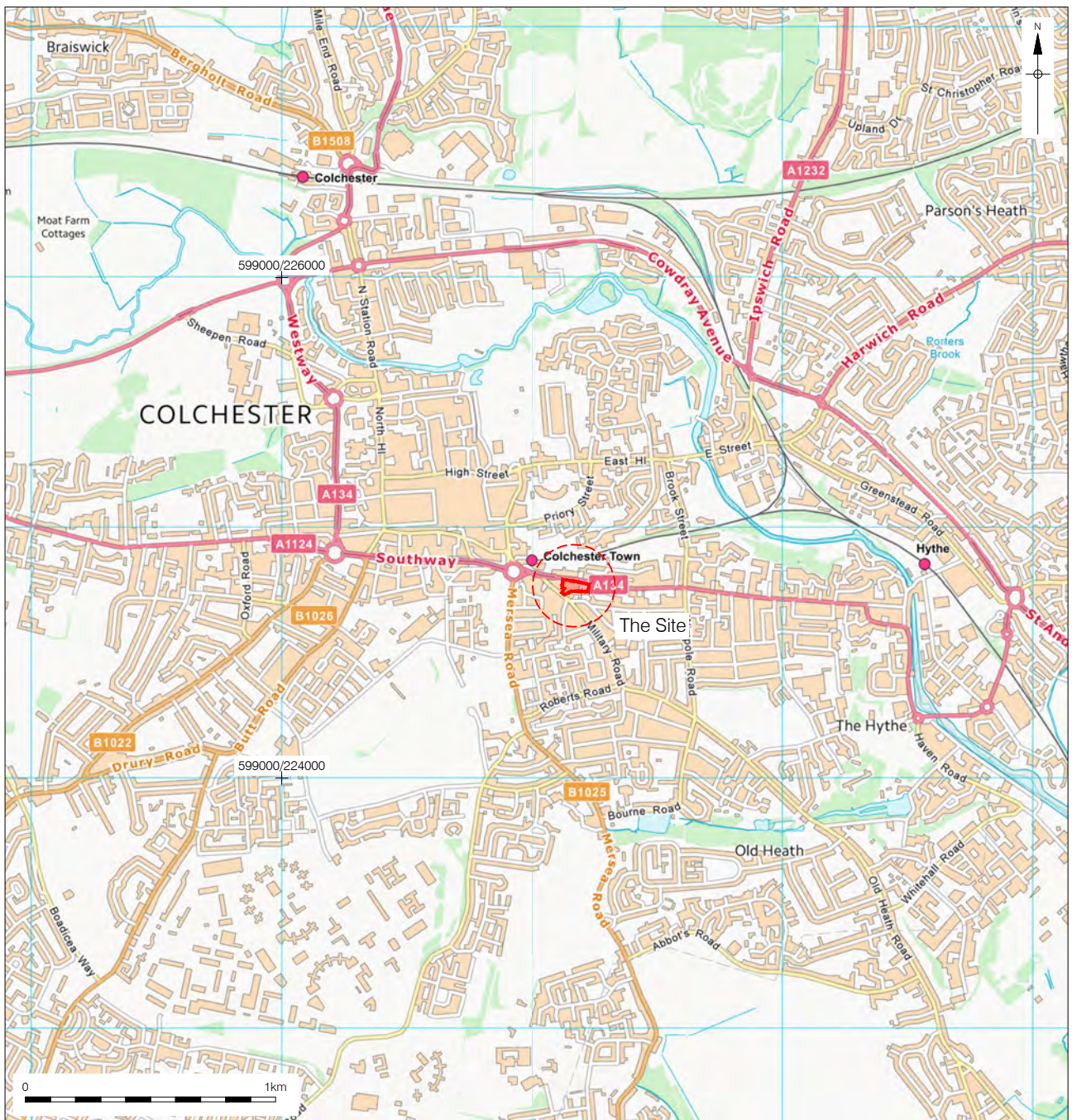
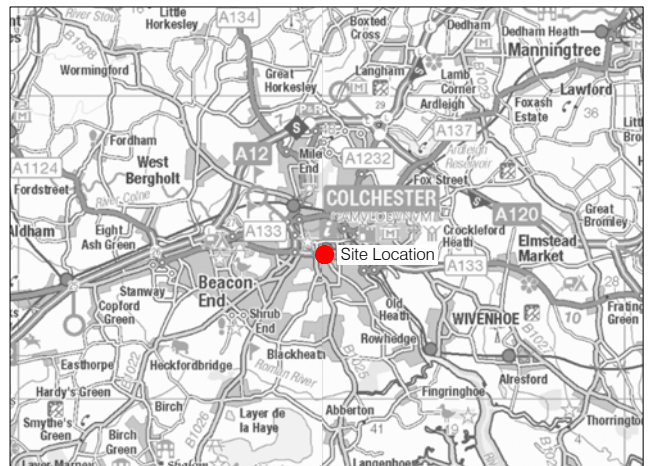
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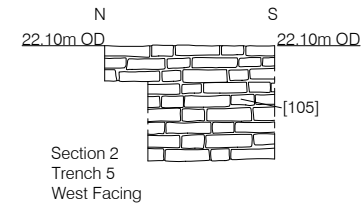
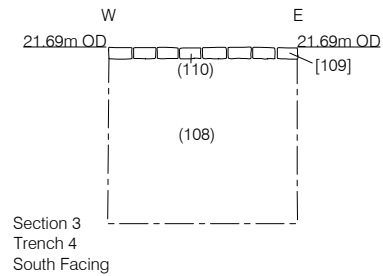
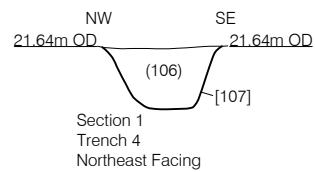
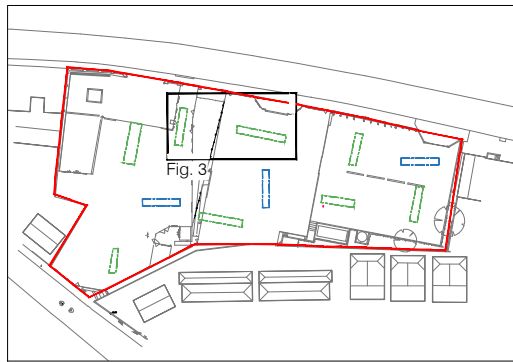
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11 FIGURES













12 APPENDIX 1: PLATES



Plate 1: Site, view south



Plate 2: Trench 1, view south



Plate 3: Trench 1 Inspection Pit [112], view north



Plate 4: Trench 4, view south



Plate 5: Trench 4 Pit [107], view south



Plate 6: Trench 5, view west



Plate 7: Trench 5 Wall [105] under excavation, view north-west



Plate 8: Trench 8, view east



Plate 9: Trench 11, view north



Plate 10: Retained façade fronting onto Military Road
(Photo credit A. Garwood)



Plate 11: Tram rails in situ
(Photo credit A. Garwood)



Plate 12: Tram depot looking north
(Photo credit A. Garwood)



Plate 13: Rails prior to and during removal



Plate 14: Removed rail segment



Plate 15: Removal of concrete slab and tram tracks



Plate 16: Inspection pit below tram tracks with concrete slab in place



Plate 17: Inspection pit filled with pea grit

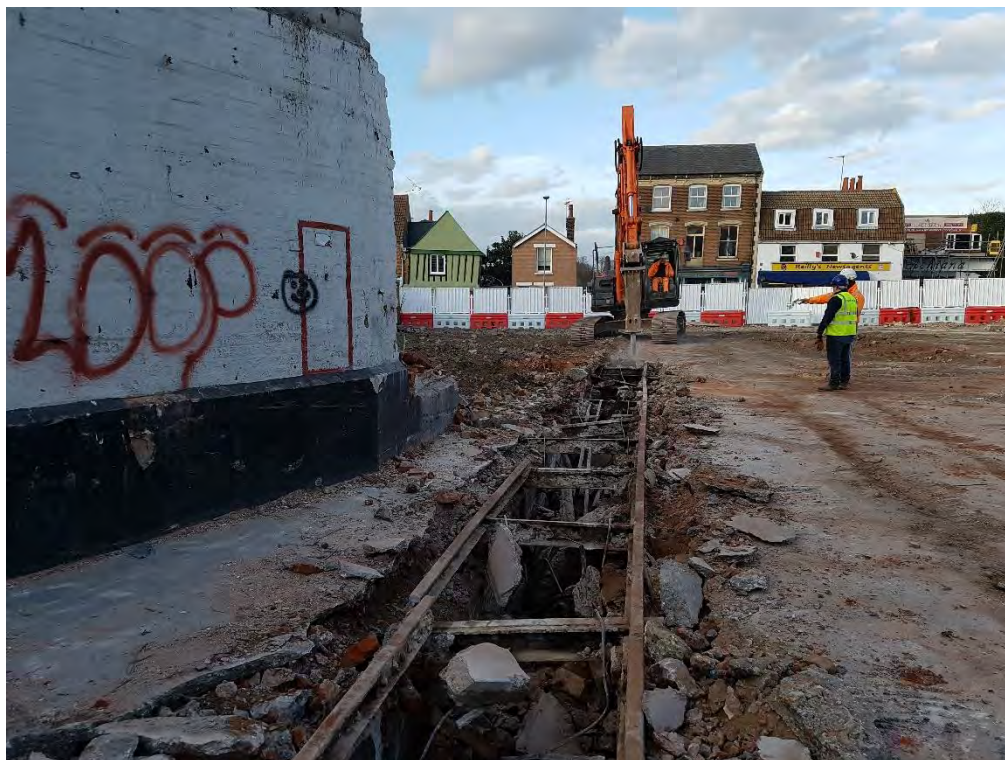


Plate 18: Rails during breaking of concrete



Plate 19: Inspection pit filled with rubble



Plate 20: Iron cauldron retrieved from backfilled inspection pit



Plate 21: Inspection pit re-purposed as a drain



Plate 22: Well [221] half-sectioned by machine to a depth of 3m

13 APPENDIX 2: CONTEXT INDEX

13.1 Evaluation

| Context | Cut | Trench | Type | Category |
|---------|-----|--------|---------|-------------|
| 101 | 101 | 5 | Layer | Subsoil |
| 102 | 102 | 1-11 | Layer | Natural |
| 103 | 103 | 1-11 | Layer | Made Ground |
| 104 | 104 | 5 | Masonry | Wall |
| 105 | 105 | 5 | Layer | Wall |
| 106 | 107 | 4 | Fill | Pit |
| 107 | 107 | 4 | Cut | Pit |
| 108 | 108 | 4 | Masonry | Foundation |
| 109 | 109 | 4 | Masonry | Foundation |
| 110 | 110 | 4 | Masonry | Foundation |
| 111 | 111 | 1 | Layer | Wall |
| 112 | 112 | 4 | Masonry | Wall |

13.2 Watching brief

| Context No | Cut | Type | Category | Length (m) | Width (m) | Depth (m) |
|------------|-----|---------|------------------|------------|-----------|-----------|
| 201 | 202 | Fill | Wall | | 0.94 | 1.3 |
| 202 | 202 | Masonry | Construction cut | | 0.94 | 1.3 |
| 203 | 204 | Fill | Wall | 0.22 | 0.94 | 1.3 |
| 204 | 204 | Masonry | Construction cut | 0.22 | 0.94 | 1.3 |
| 205 | 206 | Fill | Wall | 0.22 | 0.94 | 1.3 |
| 206 | 206 | Masonry | Construction cut | 0.22 | 0.94 | 1.3 |
| 207 | 208 | Fill | Wall | 0.22 | 0.94 | 1.3 |
| 208 | 208 | Masonry | Construction cut | 0.22 | 0.94 | 1.3 |
| 209 | 210 | Fill | Wall | 0.22 | 0.94 | 1.3 |
| 210 | 210 | Masonry | Construction cut | 0.22 | 0.94 | 1.3 |
| 211 | 212 | Fill | Wall | 0.22 | 0.94 | 1.3 |
| 212 | 212 | Masonry | Construction cut | 0.22 | 0.94 | 1.3 |
| 213 | 214 | Fill | Wall | 0.22 | 0.94 | 1.3 |
| 214 | 214 | Masonry | Construction cut | 0.22 | 0.94 | 1.3 |
| 215 | 216 | Fill | Wall | 0.22 | 0.94 | 1.3 |
| 216 | 216 | Masonry | Construction cut | 0.22 | 0.94 | 1.3 |
| 217 | 218 | Fill | Wall | 0.22 | 0.94 | 1.3 |
| 218 | 218 | Masonry | Construction cut | 0.22 | 0.94 | 1.3 |
| 219 | 221 | Fill | Well | 0.9 | 0.9 | 3 |

| Context No | Cut | Type | Category | Length (m) | Width (m) | Depth (m) |
|------------|-----|---------|------------------|------------|-----------|-----------|
| 220 | 221 | Fill | Well | 0.3 | 0.3 | 3 |
| 221 | 221 | Masonry | Construction cut | 1.5 | 1.5 | 3 |
| 222 | 223 | Fill | Wall | 0.22 | 0.94 | 1.3 |
| 223 | 223 | Masonry | Construction cut | 0.22 | 0.94 | 1.3 |
| 224 | 225 | Fill | Wall | 0.22 | 0.94 | 1.3 |
| 225 | 225 | Masonry | Construction cut | 0.22 | 0.94 | 1.3 |
| 226 | 227 | Fill | Wall | 0.22 | 0.94 | 1.3 |
| 227 | 227 | Masonry | Construction cut | 0.22 | 0.94 | 1.3 |
| 228 | 202 | Fill | Unknown | 0.22 | 0.94 | 1.3 |
| 229 | 202 | Fill | Unknown | 0.22 | 0.94 | 1.3 |
| 230 | 202 | Fill | Unknown | 0.22 | 0.94 | 1.3 |
| 231 | 202 | Fill | Unknown | 0.22 | 0.94 | 1.3 |
| 232 | 202 | Fill | Unknown | 0.22 | 0.94 | 1.3 |
| 233 | 233 | Masonry | Structure | | | 1.3 |

14 APPENDIX 3: OASIS FORM

OASIS ID: preconstr1-338188

Project details

Project name Land Former Bus Depot, Magdalen Street, Colchester: An Archaeological Evaluation and Investigation

Short description of the project This report describes the results of an archaeological evaluation carried out by Pre-Construct Archaeology at Land at Former Bus Depot, Magdalen Street, Colchester (NGR TM 00176 24773) between the 17th and 19th December 2018. The work was commissioned by the Archaeology Collective. The aim of the evaluation was to assess and characterise the archaeological potential of the site prior to its redevelopment. The evaluation identified a single pit dating to the post-medieval period as well as a wall, relating to either a basement of a building fronting onto Magdalen Street or with the construction of the Bus Station, and a wall foundation. Further walls of modern date were also identified which related to inspection pits for the maintenance of trams and/or buses. Landscaping of the site prior to the construction of the bus depot removed substantial amounts of the natural overburden. This landscaping essentially flattened the site in order to provide a level platform on which to build, this action destroyed any surviving in-situ archaeological remains. A subsequent watching brief on the removal of tram tracks and concrete slab across the site revealed a series of tram inspection pits underneath the tracks within the former depot building. A brick-built post-medieval well near the street frontage was also recorded.

Project dates Start: 17-12-2018 End: 22-02-2019

Previous/future work Yes / No

Any associated project reference codes ECC4291 - Sitecode
 ECC4291 - HER event no.
 ECC4309 - HER event no.
 ECC4309 - HER event no.

Type of project Field evaluation

Site status None

Current Land use Transport and Utilities 1 - Highways and road transport

| | |
|----------------------------------|--|
| Monument type | PIT Post Medieval |
| Monument type | WALL Post Medieval |
| Monument type | WALL Modern |
| Monument type | WELL Post Medieval |
| Monument type | TRAMWAY Modern |
| Significant Finds | BRICK Post Medieval |
| Significant Finds | CBM Post Medieval |
| Significant Finds | BRICK Modern |
| Methods | & "'Sample Trenches"', 'Survey/Recording Of Fabric/Structure' techniques |
| Development type | Urban residential (e.g. flats, houses, etc.) |
| Prompt | National Planning Policy Framework - NPPF |
| Position in the planning process | Not known / Not recorded |

Project location

| | |
|-------------------|---|
| Country | England |
| Site location | ESSEX COLCHESTER COLCHESTER Land at Former Bus Depot, Magdalen Street, Colchester: An Archaeological Evaluation |
| Postcode | CO1 2LD |
| Study area | 0.4 Hectares |
| Site coordinates | TM 00176 25773 51.893975298403 0.909586042516 51 53 38 N 000 54 34 E Point |
| Lat/Long Datum | Unknown |
| Height OD / Depth | Min: 21.7m Max: 22.3m |

Project creators

| | |
|--------------------|----------------------------------|
| Name | of Pre-Construct Archaeology Ltd |
| Organisation | |
| Project originator | brief Jess Tipper |

Project design Joe Abrams
originator

Project Mark Hinman
director/manager

Project supervisor Gareth Morgan

Project supervisor Harvey Furniss

Project supervisor Matthew Jones

Type of Consultant
sponsor/funding
body

Project archives

Physical Archive Colchester and Ipswich Museum
recipient

Physical Archive ID ECC4291

Physical Contents "Ceramics"

Digital Archive Colchester and Ipswich Museum
recipient

Digital Archive ID ECC4291

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Paper Archive Colchester and Ipswich Museum
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Paper Archive ID ECC4291

Paper Contents "Ceramics"

Paper Media "Context sheet","Correspondence","Diary","Drawing","Notebook -
available Excavation"," Research"," General
Notes","Photograph","Plan","Report","Section","Survey
","Unpublished Text"

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Entered by Christiane Meckseper (cmeckseper@pre-construct.com)

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PCA

PCA CAMBRIDGE

THE GRANARY, RECTORY FARM
BREWERY ROAD, PAMPISFORD
CAMBRIDGESHIRE CB22 3EN
t: 01223 845 522
e: cambridge@pre-construct.com

PCA DURHAM

UNIT 19A, TURSDALE BUSINESS PARK
TURSDALE
DURHAM DH6 5PG
t: 0191 377 1111
e: durham@pre-construct.com

PCA LONDON

UNIT 54, BROCKLEY CROSS BUSINESS CENTRE
96 ENDWELL ROAD, BROCKLEY
LONDON SE4 2PD
t: 020 7732 3925
e: london@pre-construct.com

PCA NEWARK

OFFICE 8, ROEWOOD COURTYARD
WINKBURN, NEWARK
NOTTINGHAMSHIRE NG22 8PG
t: 01636 370410
e: newark@pre-construct.com

PCA NORWICH

QUARRY WORKS, DEREHAM ROAD
HONINGHAM
NORWICH NR9 5AP
T: 01223 845522
e: cambridge@pre-construct.com

PCA WARWICK

UNIT 9, THE MILL, MILL LANE
LITTLE SHREWLEY, WARWICK
WARWICKSHIRE CV35 7HN
t: 01926 485490
e: warwick@pre-construct.com

PCA WINCHESTER

5 RED DEER COURT, ELM ROAD
WINCHESTER
HAMPSHIRE SO22 5LX
t: 01962 849 549
e: winchester@pre-construct.com

