

Hatfield Road Estate, Witham, Essex

HN1029

WHHR12

Report No. 758

Site name and address:	Hatfield Road Estate, Witham, Essex		
County:	Essex	District:	Braintree
Village/town:	Witham	Parish:	Witham
Planning reference:	Siward Road 12/00772/FUL	NGR:	Siward Road TL 80836 13832
	Deford Road 12/01415/FUL		Deford Road TL 80898 13899
	Philip Road 12/00770/FUL		Philip Road TL 81009 14000
	Turstan Road 12/00771/FUL		Turstan Road TL 81220 13999
Client name and address:	Orwell Housing Association Limited. Crane Hill Lodge. 325 London Road, Ipswich, Suffolk. IP2 0BE		
Nature of work:	Field evaluation	Present land use:	Garages
Site Status:	None	Reason for investigation:	Direction of local planning authority (PPS5)
Position in planning process:	As a condition of planning consent	Project brief originator:	Local authority
Size of affected area:	Siward Road 73m ²	Size of area investigated:	Siward Road 1745m ²
	Deford Road 53m ²		Deford Road 1120m ²
	Philip Road 60m ²		Philip Road 1830m ²
	Turstan Road 40m ²		Turstan Road 875m ²
Heritage Network ref:	HN1029	Site Code:	WHHR12
Organisation:	Heritage Network	Site Director:	David Hillelson
Project type, methods etc.	Field evaluation	Archive Recipient:	Braintree Museum
Start of work	27/11/2012	Finish of work	30/11/2012
Related HER Nos:	n/a	Periods represented:	modern
Oasis UID:	heritage1-136475	Significant finds:	None
Monument types:	natural		
Physical archive:	None		
Previous summaries/reports:	None		

NARRATIVE:

Introduction

As the result of conditions placed on the planning permissions for four residential developments on the Hatfield Road Estate, Witham, Essex, the Heritage Network was commissioned by the Orwell Housing Association Limited to undertake a programme of archaeological investigation on sites located at Siward Road, Deford Road, Philip Road and Turstan Road.

The Hatfield Road Estate lies on the western edge of the town of Witham and is bounded by open land to the south-west and north-east and by a railway line to the north-west, beyond which are open fields. Excavations in the immediate vicinity have revealed archaeological features of Iron Age, Roman and medieval date.

The four development sites, located along the north-west and north-east edges of the estate, were evaluated by trial trenching.

Siward Road

The Siward Road site is bounded to the north-east by nos.12-16 Siward Road, to the south-east by nos.17-25 Siward Road, to the south-west by farmland and to the north-west by public open space bordering the railway.

It is currently occupied by 19 garages, located at the north-eastern end, with grassed open space to the south-west. The proposed development entails the demolition of the existing garages and the construction of 5 new dwellings, with associated landscaping and parking.

Three trenches were investigated, Trenches 1 and 2 joined forming an L-shape on a NW-SE axis across the footprint of the southern block of proposed new dwellings, and Trench 3 running N-S across the proposed access (Fig 3).

Trench 1 data:

Length (m):	10	Width (m):	2	Maximum Depth (m):	0.80	Orientation	NW-SE	
Level at N End of Trench (mOD)		Top	11.60	Level at S End of Trench (mOD)		Top	11.43	
		Base	10.99			Base	10.62	
Context	Type	Description	Dimensions (m)					
			Length	Width	Depth			
-	Topsoil	Turfed dark greyish brown (10YR 4/2) clayey sandy silt with occasional gravel.	10	2	0.05			
-	Layer	Modern overburden. Yellowish brown (10YR 5/4) clayey silt with occasional gravel inclusions.	10	2	0.25			
101	Cut	Sub circular cut with steep sides and shallow concave base. Tree bole. Continues in TR2 as [201]	2	0.7	0.6			
102	Fill	Yellow brown (10YR 5/6) clay silt with flecks of CBM. Fill of [101] same as (202)	2	0.7	0.6			
103	Layer	Dark greyish brown (10YR 4/2) clayey silt with occasional gravel	10	2	0.10			
104	Layer	Yellow brown (10YR 5/6) clay. Slightly lighter than (102)	10	2	0.10			
-	Natural	Yellow brown (10YR 5/6) clay with chalk.	10	2	>0.5			

Trench 2 data:

Length (m):	5	Width (m):	2.2	Maximum Depth (m):	0.80	Orientation	NE-SW	
Level at N End of Trench (mOD)		Top	11.33	Level at S End of Trench (mOD)		Top	11.49	
		Base	10.57			Base	10.60	
Context	Type	Description	Dimensions (m)					
			Length	Width	Depth			
-	Topsoil	Turfed dark greyish brown (10YR 4/2) clayey sandy silt with occasional gravel.	5	2.2	0.05			
-	Layer	Modern overburden. Yellowish brown (10YR 5/4) clayey silt with occasional gravel inclusions.	5	2.2	0.25			
201	Cut	Sub circular cut with steep sides and shallow concave base. Tree bole. Continues in TR1 as [101]	1	1	0.6			
202	Fill	Yellow brown (10YR 5/6) clay silt with flecks of CBM. Fill of [201] same as (102)	1	1	0.6			
203	Layer	Dark greyish brown (10YR 4/2) clayey silt with occasional gravel	5	2.2	0.10			
204	Layer	Yellow brown (10YR 5/6) clay. Slightly lighter than (202)	5	2.2	0.10			
-	Natural	Yellow brown (10YR 5/6) clay with chalk.	5	2.2	>0.5			

Trench 3 data:

Length (m):	20	Width (m):	2.1	Maximum Depth (m):	0.60	Orientation	N-S
Level at N End of Trench (mOD)		Top	11.12	Level at S End of Trench (mOD)		Top	11.33
		Base	10.58			Base	10.84
Context	Type	Description	Dimensions (m)				
			Length	Width	Depth		
-	Topsoil	Turfed made ground. Dark brown (10YR 3/3) clayey sandy silt. Modern wooden stake observed.	20	2.1	0.6		
-	Natural	Yellow brown (10YR 5/6) clay with flint and chalk.	20	2.1	>0.6		

Deford Road

The Deford Road site is bounded to the north-east by retained garage blocks, to the south-east by nos.20-25 Deford Road and nos.8-10 Burdun Close, to the south-west by no.11 Siward Road, and to the north-east by public open space bordering the railway.

It is currently occupied by 5 garages and hardstanding at its north-eastern end, with grassed open space to the south-west. The proposed development entails the demolition of the garages and the construction of 2 new dwellings, with associated landscaping and parking.

Three trenches were investigated, Trenches 1 and 2 joined forming an L-shape on a NW-SE axis across the footprint of the proposed new dwellings, and Trench 3 running E-W across the proposed access (Fig 4).

Trench 1 data:

Length (m):	10	Width (m):	2	Maximum Depth (m):	0.65	Orientation	NW-SE
Level at N End of Trench (mOD)		Top	10.21	Level at S End of Trench (mOD)		Top	10.03
		Base	9.64			Base	9.44
Context	Type	Description	Dimensions (m)				
			Length	Width	Depth		
-	Topsoil	Dark greyish brown (10YR 4/2) clayey sandy silt with gravel inclusions.	10	2	0.10		
-	Subsoil	Dark brown (10YR 4/3) clayey sandy silt with occasional gravel and chalk inclusions.	10	2	0.35		
-	Natural	Yellow brown (10YR 5/6) clay with flint and chalk.	10	2	>0.45		

Trench 2 data:

Length (m):	5	Width (m):	2.15	Maximum Depth (m):	0.65	Orientation	NE-SW
Level at N End of Trench (mOD)		Top	10.03	Level at S End of Trench (mOD)		Top	10.01
		Base	9.44			Base	9.44
Context	Type	Description	Dimensions (m)				
			Length	Width	Depth		
-	Topsoil	Dark greyish brown (10YR 4/2) clayey sandy silt with gravel inclusions.	5	2.15	0.10		
-	Subsoil	Dark brown (10YR 4/3) clayey sandy silt with occasional gravel and chalk inclusions.	5	2.15	0.35		
-	Natural	Yellow brown (10YR 5/6) clay with flint and chalk.	5	2.15	>0.45		

Trench 3 data:

Length (m):	10	Width (m):	2.2	Maximum Depth (m):	0.65	Orientation	E-W	
Level at E End of Trench (mOD)			Top	10.09	Level at W End of Trench (mOD)		Top	10.06
			Base	9.52			Base	9.37
Context	Type	Description	Dimensions (m)					
			Length	Width	Depth			
-	Topsoil	Dark greyish brown (10YR 4/2) clayey sandy silt with gravel inclusions. Modern rubbish observed	10	2	0.10			
-	Subsoil	Dark brown (10YR 4/3) clayey sandy silt with occasional gravel and chalk inclusions. Fragment of CBM observed	10	2	0.40			
-	Natural	Yellow brown (10YR 5/6) clay with flint and chalk.	10	2	>0.50			

Philip Road

The Philip Road site is bounded to the north-east by nos.16-19 Philip Road, to the south-east by nos.20-28 Philip Road, to the south-west by no.14 Deford Road, and to the north-west by public open space bordering the railway.

It is currently occupied by 20 garages and hardstanding located at the north-eastern end, with grassed open space to the south-west. The proposed development entails the demolition of the existing garages and the construction of 5 new dwellings, with associated landscaping and parking.

Three trenches were investigated, Trenches 1 and 2 joined forming an L-shape on a NW-SE axis across the footprint of the southern block of proposed new dwellings, and Trench 3 running N-S across the proposed access (Fig 5).

Trench 1 data:

Length (m):	10	Width (m):	2	Maximum Depth (m):	0.55	Orientation	NW-SE	
Level at N End of Trench (mOD)			Top	8.70	Level at S End of Trench (mOD)		Top	8.64
			Base	8.32			Base	8.05
Context	Type	Description	Dimensions (m)					
			Length	Width	Depth			
-	Topsoil	Dark greyish brown (10YR 4/2) clayey sandy silt with gravel inclusions.	10	2	0.10			
-	Subsoil	Dark brown (10YR 4/3) clayey sandy silt with occasional gravel and chalk inclusions.	10	2	0.30			
101	Cut	Irregular oval, with steep sides and a shallow concave base. Probable root activity.	0.4	0.4	0.13			
102	Fill	Yellowish brown (10YR 5/4) clay silt with occasional chalk fragments. Fill of [101]	0.4	0.4	0.13			
103	Cut	Irregular, with steep sides and a shallow uneven concave base. Orientated NE-SW. Root activity.	0.4	0.4	0.10			
104	Fill	Yellowish brown (10YR 5/4) clay silt with occasional chalk fragments. Fill of [103]	0.4	0.4	0.10			
105	Cut	Irregular, with steep sides and a shallow uneven concave base. Root activity.	0.3	0.3	0.05			
106	Fill	Yellowish brown (10YR 5/4) clay silt with occasional chalk fragments. Fill of [105]	0.3	0.3	0.05			
-	Natural	Yellow brown (10YR 5/6) clay with flint and chalk.	10	2	>0.40			

Trench 2 data:

Length (m):	5	Width (m):	2	Maximum Depth (m):	0.75	Orientation	NE-SW		
Level at N End of Trench (mOD)			Top	8.55	Level at S End of Trench (mOD)			Top	8.65
			Base	7.93				Base	8.00
Context	Type	Description	Dimensions (m)						
			Length	Width	Depth				
-	Topsoil	Dark greyish brown (10YR 4/2) clayey sandy silt with gravel inclusions.	5	2	0.10				
-	Subsoil	Dark brown (10YR 4/3) clayey sandy silt with occasional gravel and chalk inclusions.	5	2	0.30				
-	Natural	Yellow brown (10YR 5/6) clay with flint and chalk.	5	2	>0.40				

Trench 3 data:

Length (m):	15	Width (m):	2	Maximum Depth (m):	0.60	Orientation	N-S		
Level at N End of Trench (mOD)			Top	8.34	Level at S End of Trench (mOD)			Top	8.56
			Base	8.03				Base	7.90
Context	Type	Description	Dimensions (m)						
			Length	Width	Depth				
-	Topsoil	Dark greyish brown (10YR 4/2) clayey sandy silt with gravel inclusions.	15	2	0.10				
-	Subsoil	Dark brown (10YR 4/3) clayey sandy silt with occasional gravel and chalk inclusions.	15	2	0.30				
-	Natural	Yellow brown (10YR 5/6) clay with flint and chalk.	15	2	>0.40				

Turstan Road

The Turstan Road site is bounded to the north-east by the Bramston Sports Ground, to the south-east by nos.9-12 Turstan Road, to the south-west by nos.13-17 Turstan Road and to the north-west by public open space.

It is currently occupied by 20 garages and concrete hardstanding. The proposed development entails the demolition of the garages and the construction of 2 new dwellings, with associated landscaping and parking.

Two trenches were investigated, Trench 1 aligned NE-SW across the footprint of the proposed dwellings and Trench 2 aligned NW-SE across the access (Fig 6).

Trench 1 data:

Length (m):	10	Width (m):	2	Maximum Depth (m):	0.50	Orientation	NE-SW		
Level at N End of Trench (mOD)			Top	5.13	Level at S End of Trench (mOD)			Top	5.07
			Base	4.65				Base	4.40
Context	Type	Description	Dimensions (m)						
			Length	Width	Depth				
-	Surface	Tarmac	10	2	0.06				
-	Layer	Concrete	10	2	0.20				
-	Layer	Sand	10	2	0.05				
-	Subsoil	Dark brown (10YR 4/3) clayey sandy silt with occasional gravel and chalk inclusions. Diesel contamination observed.	10	2	0.20				
-	Natural	Yellow brown (10YR 5/6) clay with flint and chalk.	10	2	>0.50				

Trench 2 data:

Length (m):	10	Width (m):	2	Maximum Depth (m):	0.90	Orientation	NW-SE	
Level at N End of Trench (mOD)			Top	4.85	Level at S End of Trench (mOD)		Top	4.98
			Base	4.10			Base	4.18
Context	Type	Description	Dimensions (m)					
			Length	Width	Depth			
-	Surface	Tarmac	0	2	0.06			
	Layer	Concrete	10	2	0.20			
-	Layer	Sand	10	2	0.05			
-	Layer	Dark brown (10YR 4/3) clayey sandy silt with occasional gravel and chalk inclusions. Redeposited clay.	10	2	0.45			
-	Natural	Yellow brown (10YR 5/6) clay with flint and chalk.	10	2	>0.75			

Discussion

No significant archaeological features, deposits or finds were encountered in the course of the evaluation of these four sites.

Significant made ground deposits were encountered at Turstan Road and Siward Road, but the ground at Deford Road and Philip Road appeared to be less disturbed, demonstrating topsoil over subsoil, giving a combined overburden of c.0.45m. This suggests that the observed made ground is more likely to be associated with the construction of the estate, rather than with the construction of the railway line to the north.

Tree root activity was observed in Trenches 1 and 2 at the Siward Road site, and in Trench 1 at Philip Road. A modern cut square pit was observed in Trench 2 at Deford Road and a modern service crossed Trench 1 at Turstan Road. Ploughmarks, aligned broadly east-west, were observed in most trenches, indicating deep ploughing activity predating the construction of the estate. The site of the Hatfield Road Estate formed agricultural land until the 1970s.

Conclusion

Despite the fact that the study area lies in a documented archaeological landscape, the present evaluation demonstrates that the risk that the proposed development of four small areas on the periphery of the estate might disturb archaeological remains of any significance should be considered to be *Low* for all periods predating the modern.

Acknowledgements

The fieldwork for this project was carried out by Greg Jones and Robin Densem. The report text and illustrations were compiled by Chris Turner and edited by David Hillelson.

The Heritage Network would like to express its thanks to Mark Watts of Oxbury & Co., Chartered Surveyors, and Teresa O'Connor, Historic Environment Management Team (HEMT) of Essex County Council, for their co-operation and assistance in the execution of this project.

Chris Turner
December 2012

Illustrations:

- Figure 1 Site Location
- Figure 2 Site Layout
- Figure 3 Siward Road trench layout
- Figure 4 Deford Road trench layout
- Figure 5 Philip Road trench layout
- Figure 6 Turstan Road trench layout

Siward Road

- Plate 1 Trench 1, looking north
- Plate 2 Trench 2, looking east
- Plate 3 Trench 3, looking north

Deford Road

- Plate 4 Trench 1, looking south
- Plate 5 Trench 2, looking east
- Plate 6 Trench 3, looking west

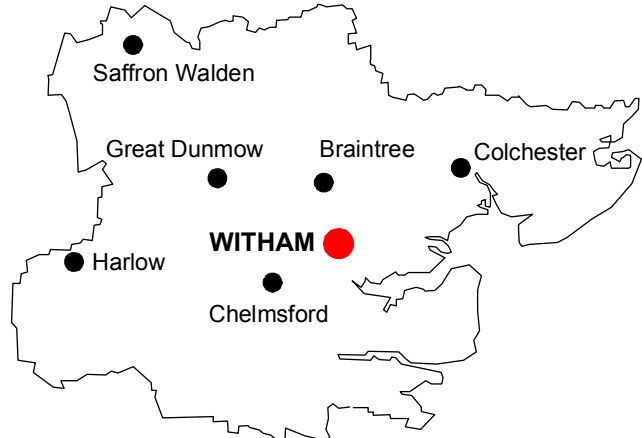
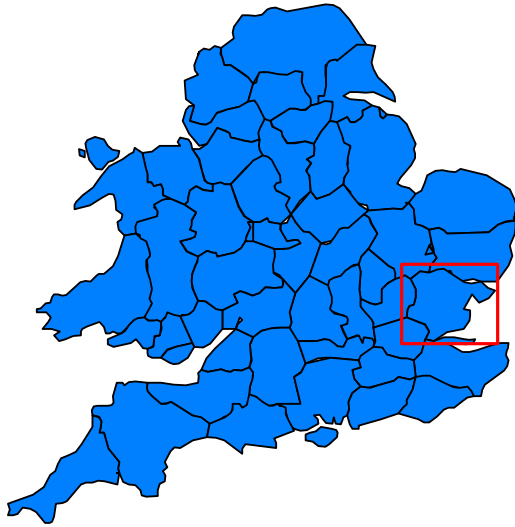
Philip Road

- Plate 7 Trench 1, looking north
- Plate 8 Trench 2, looking east
- Plate 9 Trench 3, looking south

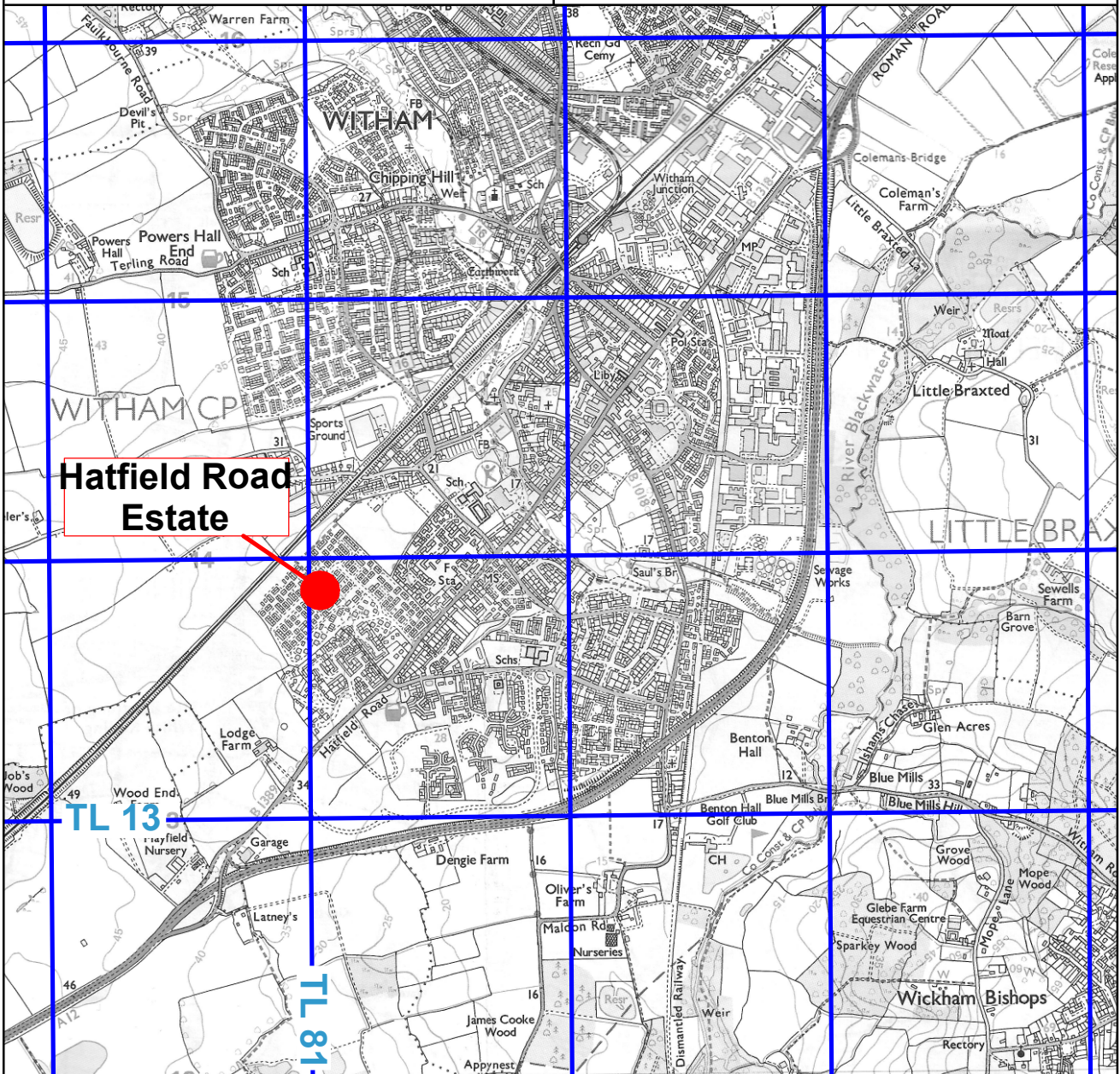
Turstan Road

- Plate 10 Trench 1, looking north east
- Plate 11 Trench 2, looking south

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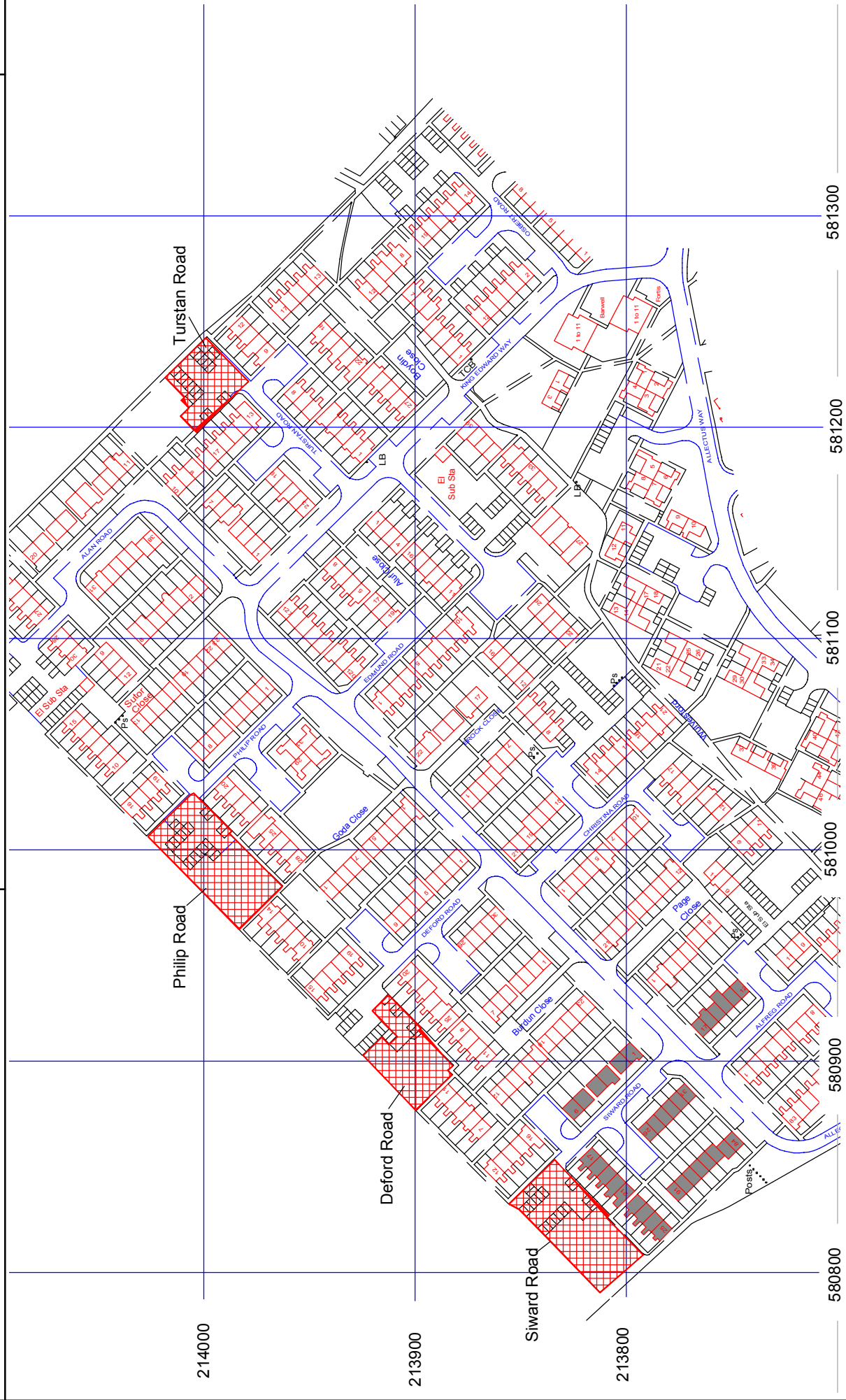
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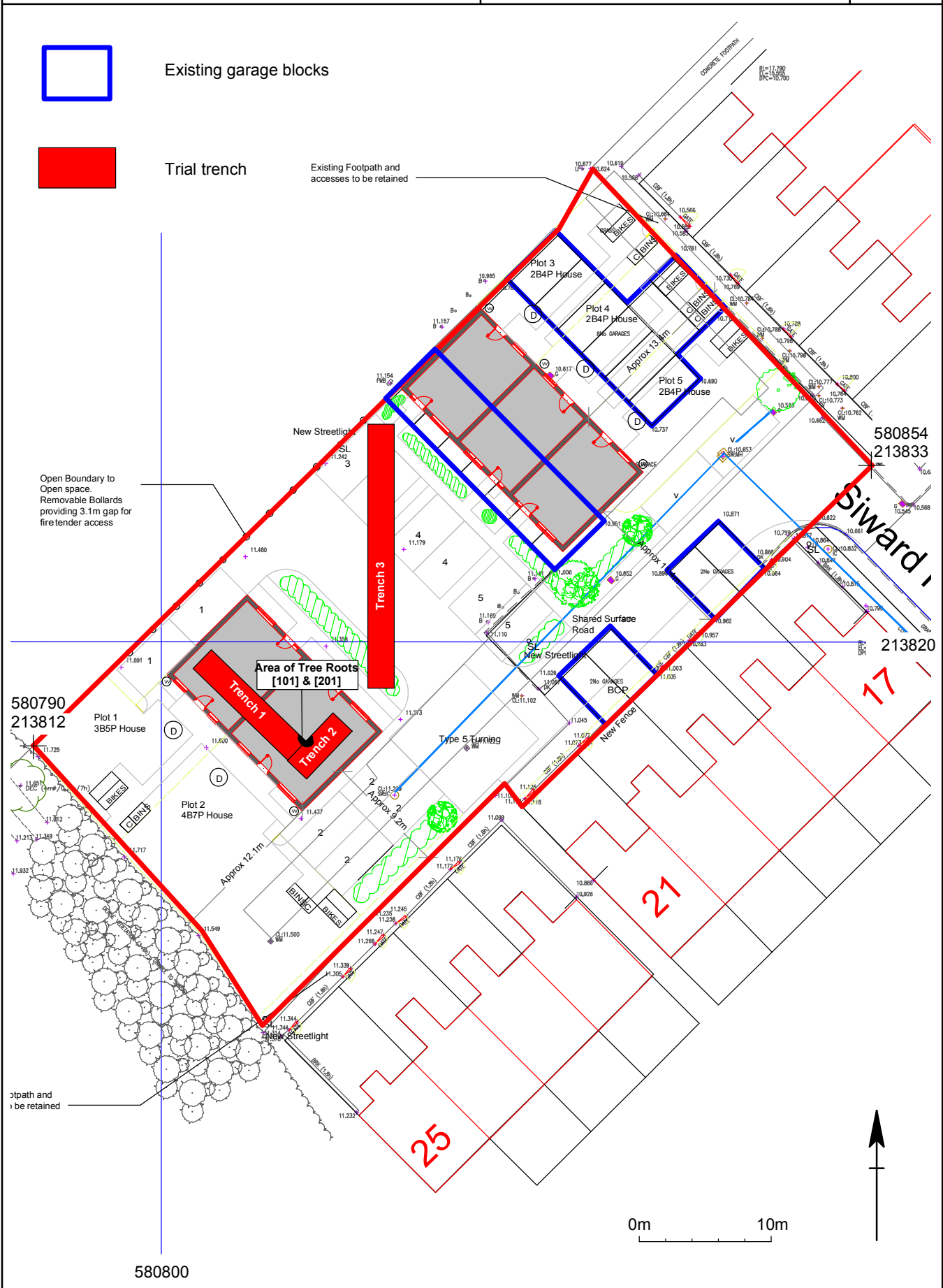
Hatfield Road
Estate

Site Location

Scale 1:25000



Site Layout



Siward Road: trench layout
by courtesy Ingleton Wood

Scale 1:400

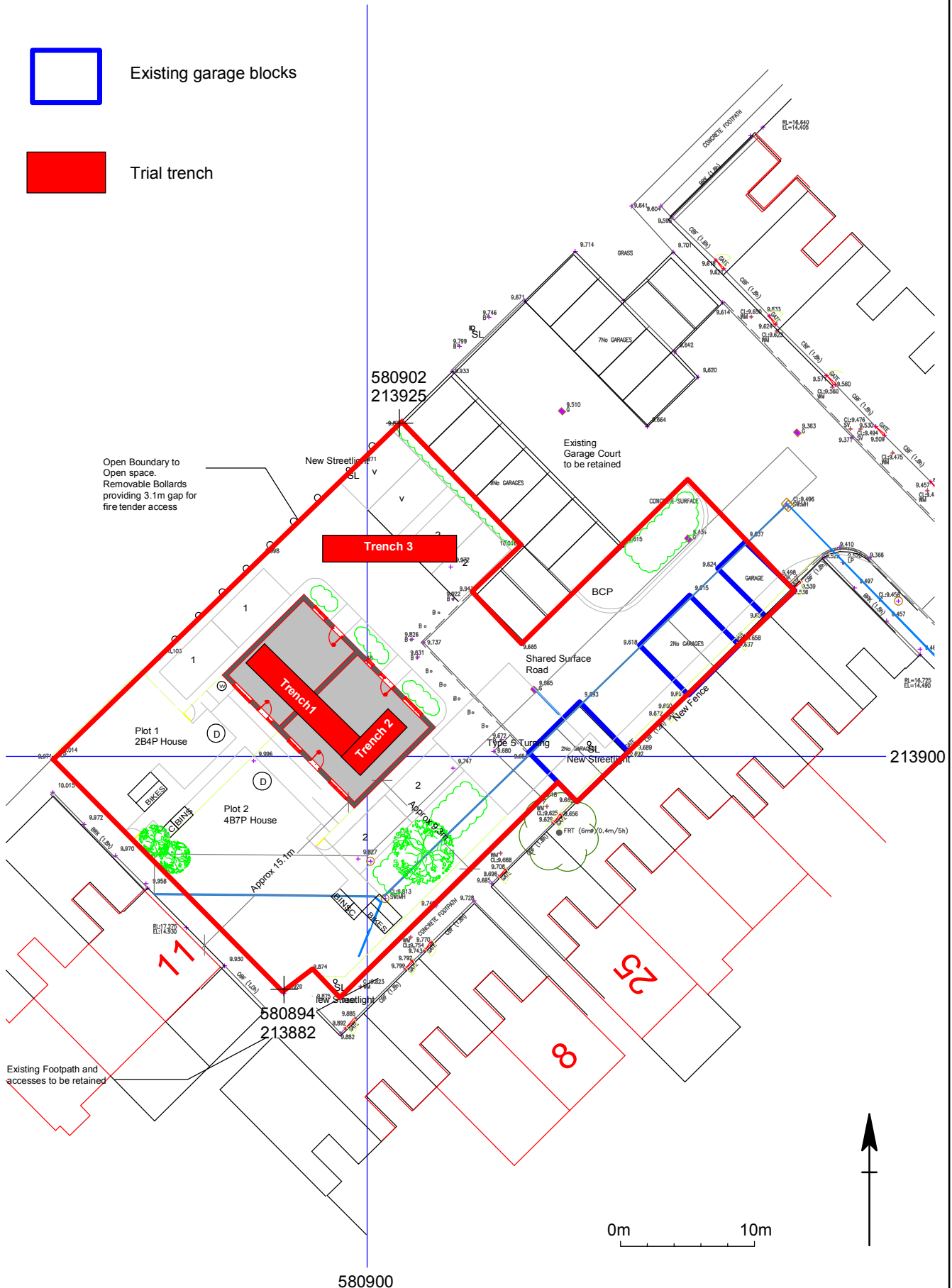
Figure 3



Existing garage blocks



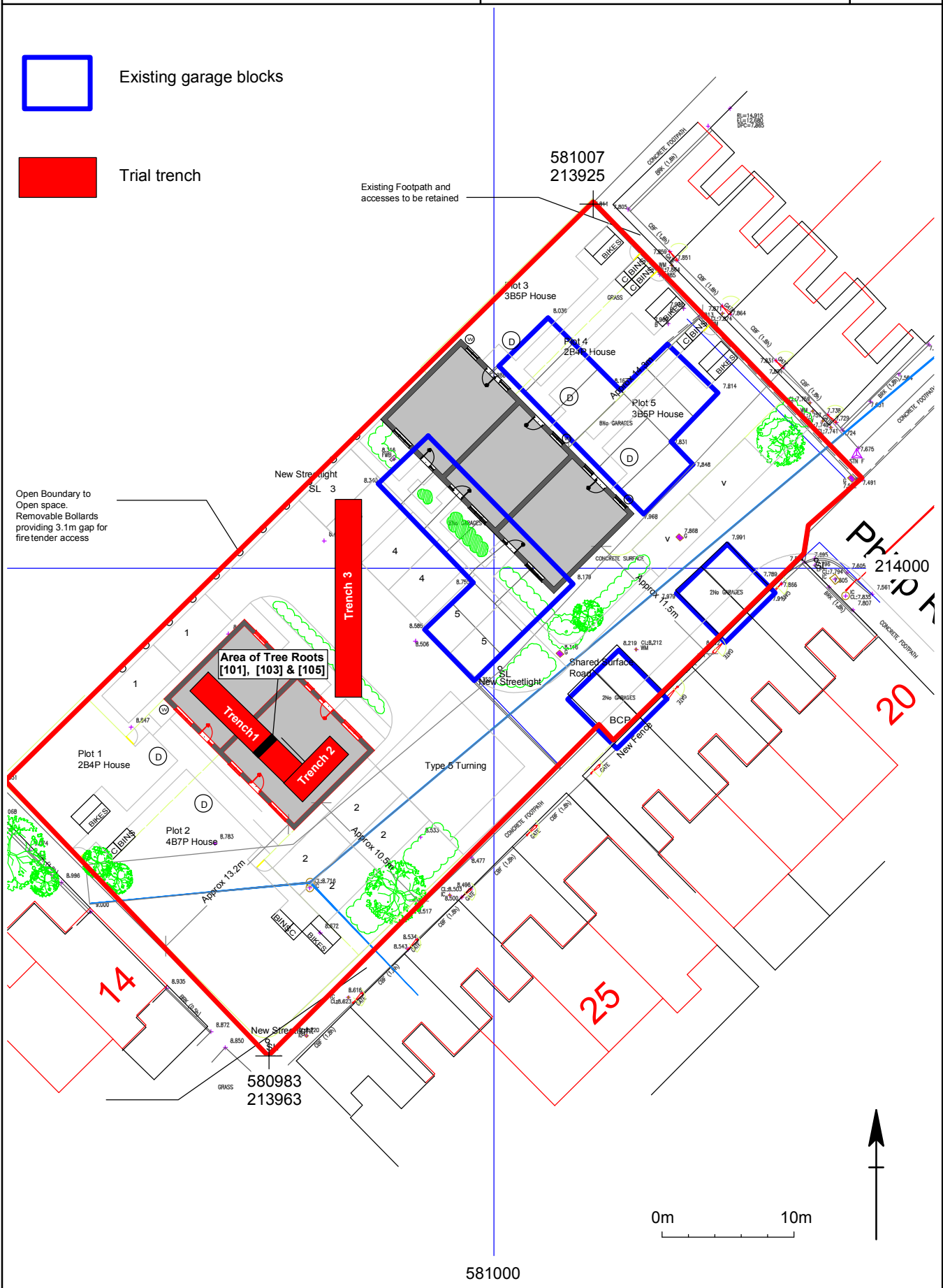
Trial trench

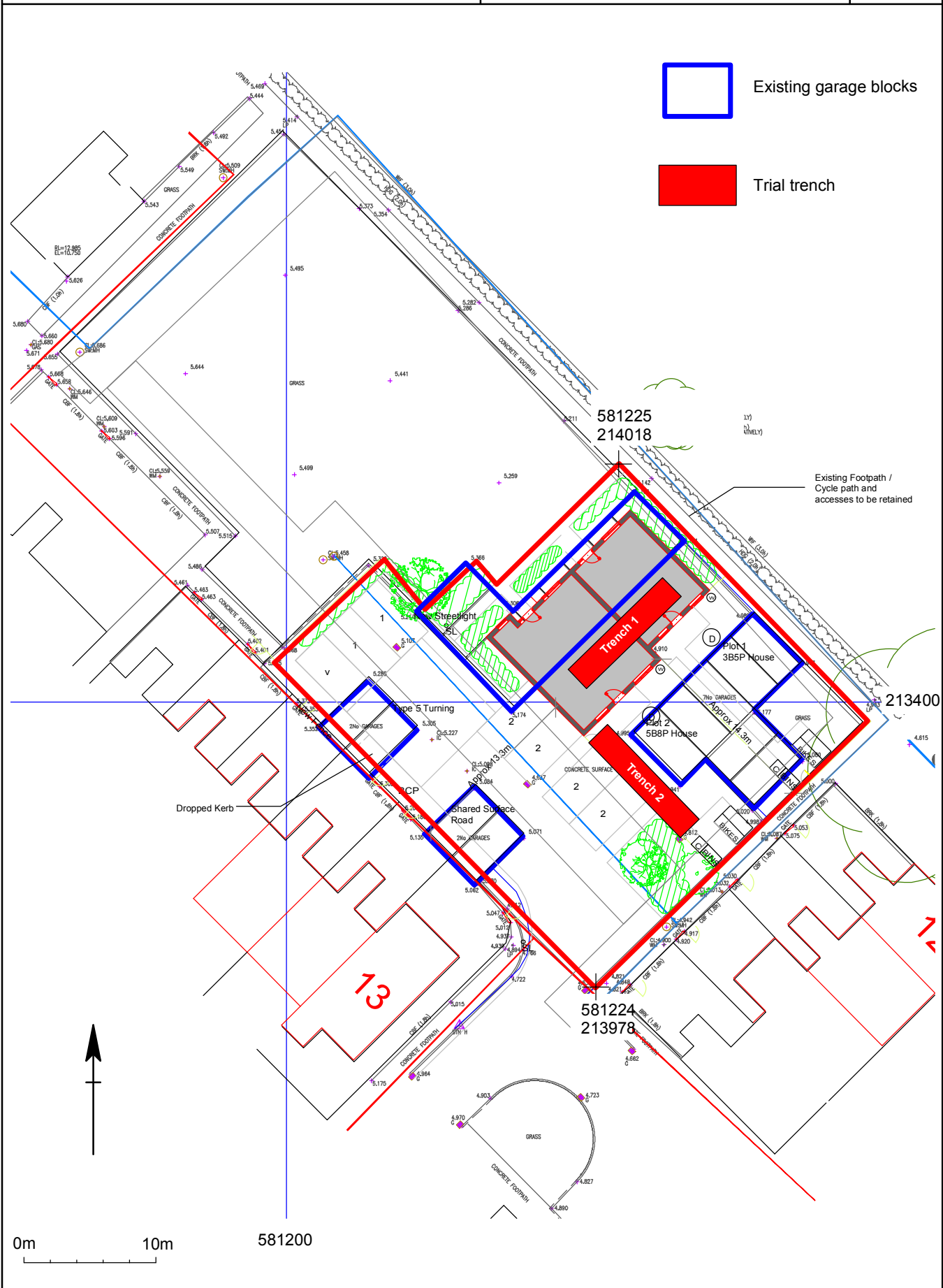


Deford Road: trench layout
by courtesy Ingleton Wood

Scale 1:400

Figure 4





Turstan Road: trench layout
by courtesy Ingleton Wood

Scale 1:400

Figure 6



Plate 01 - Siward Road, Tr1, looking N



Plate 02 - Siward Road, Tr2, looking E

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Plate 03 - Siward Road, Tr3, looking N



Plate 04 - Deford Road, Tr1, looking S



Plate 05 - Deford Road, Tr2, looking E



Plate 06 - Deford Road, Tr3, looking W

HN1029: Hatfield Road Estate, Witham



Plate 07 - Philip Road, Tr1, looking N



Plate 08 - Philip Road, Tr2, looking E

HN1029: Hatfield Road Estate, Witham



Plate 09 - Philip Road, Tr3, looking S



Plate 10 - Turstan Road, Tr1, looking NE

HN1029: Hatfield Road Estate, Witham



Plate 11 - Turstan Road, Tr2, looking S