

**Historic building recording at  
Shonks Farm,  
Mill Street, Hastingwood,  
Essex, CM17 9JQ**

**August 2019**



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on behalf of  
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## Contents

1	Summary	1
2	Introduction	1
3	Aims	2
4	Methodology	2
5	Historical background	3
6	Building recording descriptive record	6
7	Discussion	17
8	Acknowledgements	20
9	References	20
10	Abbreviations and glossary	21
11	Archive deposition	22
12	Contents of archive	22

Appendix 1: Full digital photographic record (images on accompanying CD)	23
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Figures after p26

OASIS Data Collection Form

## List of maps

	pg
Map 1 Chapman and André map of Essex, 1777. Location of site highlighted in red. Note the name "Shonks" appears to also relate to the buildings to the south, on the other side of the road.	3
Map 2a Harlow tithe map, 1849. Site highlighted in red, associated fields in blue. Site labelled as "Shonks Farm premises" highlighted in green. ERO D/CT 164B.	3
Map 2b Detail of site on Harlow tithe map, 1849. Barn highlighted in red. ERO D/CT 164B.	3
Map 3 First edition 25-inch OS map, 1875. Barn highlighted in red.	4
Map 4 25-inch OS map, 1895. Barn highlighted in red.	4
Map 5 25-inch OS map, 1915. Barn highlighted in red.	4
Map 6 1:2,500 OS map, 1978. Barn highlighted in red.	5

## List of photographs reproduced in text

	pg
Photograph 1 North-east elevation of barn, showing midstrey and lean-tos. Photograph taken facing south-west.	6
Photograph 2 South-west elevation of the barn. Photograph taken facing north-east.	7
Photograph 3 South-east elevation of the barn, with modern garage. Photograph taken facing north-east.	7
Photograph 4 Detail of truss between bays 3 and 4. Photograph taken facing west.	8
Photograph 5 Detail of southern elevation of bay 1, showing girding-beam and nailed together lower-register. Photograph taken facing south-west.	8
Photograph 6 Western elevation of barn (in bay 1). Re-used sill beam with empty mortices visible. Wind-braces visible in roof above. Photograph taken facing north-west.	9
Photograph 7 Detail of underside of tie-beam between bays 1 and 2, showing empty mortices. Photograph taken facing south-west.	9
Photograph 8 Detail of underside of collar between bays 1 and 2, showing empty mortices at each end, adjacent to queen-struts. Photograph taken facing east.	9
Photograph 9 Detail of northern principal-post between bays 1 and 2, showing frames on either side. Photograph taken facing north-east.	10

Photograph 10	Detail of studs in bay 2, showing grooves. Photograph taken from western lean-to, facing west.	10
Photograph 11	Detail of carpenter's mark "IV" on northern principal-post between bays 2 and 3. Photograph taken facing east.	11
Photograph 12	Detail of partially sprung scarf joint in southern wall-plate of bay 2. Photograph taken facing south.	11
Photograph 13	Southern elevation of bay 3, showing arched brace. Photograph taken facing south-west.	12
Photograph 14	Detail of barn doors in southern elevation of bay 4. Photograph taken facing south-west.	12
Photograph 15	Southern elevation of bays 5 and 6, showing rebuilding using modern machine-cut timber. Photograph taken facing south-west.	13
Photograph 16	Northern elevation of bay 5. Photograph taken facing north-east.	14
Photograph 17	Detail of scarf joint on northern wall-plate of bay 5. Photograph taken facing north.	14
Photograph 18	Eastern end of barn (in bay 6), with re-used timber. Photograph taken facing south-east.	14
Photograph 19	Detail of midstrey, showing barn doors. Photograph taken from bay 4, facing north-east.	15
Photograph 20	Detail of re-used beam in eastern lean-to, showing empty mortices. Photograph taken facing east.	15
Photograph 21	Western elevation of midstrey, showing western lean-to the left of frame. Photograph taken facing north-west.	16

#### **List of figures**

- Fig 1 Site location.
- Fig 2 Detailed plan of barn showing stages of construction.
- Fig 3 Floor plan of barn, with phasing and locations of photographs reproduced in text shown.
- Fig 4 North-east and south-west elevations of the barn with phasing.
- Fig 5 North-west and south-east elevations of the barn with phasing.
- Fig 6 Trusses of the barn with phasing.

## 1 Summary

*A programme of historic building recording was carried out by Colchester Archaeological Trust at Shonks Farm, Mill Street, Hastingwood, Essex in August 2019.*

*The building detailed in this report is a six-bay timber-framed threshing barn. The barn has been significantly altered since its construction, with large sections having been rebuilt and two lean-tos constructed on its northern elevation. The earliest section of the barn appears to be the western three bays, which based on the surviving datable architectural elements suggest that the barn was constructed sometime in the late 17th or early 18th century, re-using several timbers from an even earlier 15th or 16th century building, probably a house.*

## 2 Introduction (Fig 1)

This is the archive report on a historic building recording of a barn at Shonks Farm in advance of its conversion into residential use. The recording work was commissioned by Alun Design and carried out by Colchester Archaeological Trust (CAT) in August 2019. Shonks Farm is located in the village of Hastingwood, to the south-east of Harlow, on the junction between Hastingwood Road and Mill Street at NGR TL 48846 07891 (Fig 1).

A planning application (planning ref. PL/EPF2594/16) was submitted to Epping Forest District Council in November 2016 proposing the conversion of the barn into a residential unit.

In response to this application, the Place Services Historic Environment Advisor (HEA) recommended to the council that a Historic England Level 3 building survey be made of the barn prior to any conversion or alteration taking place (ECC 2018). This recommendation was given due to the potential impact on historic structures known to survive on the site, and was made based on the National Planning Policy Framework (MHCLG 2018).

A Written Scheme of Investigation (WSI) for the building recording was prepared by Colchester Archaeological Trust (CAT 2019) and agreed with the HEA. All work was carried out in accordance with this WSI.

All work was carried out according to standards and practices contained in the Chartered Institute for Archaeologists' *Standard and guidance for the collection, documentation, conservation and research of archaeological materials* (2014a), *Standard and guidance for archaeological investigation and recording of standing buildings or structures* (2014b), *Management of research projects in the historic environment* (Historic England 2015), *Standards for field archaeology in the East of England* (EAA 14) and *Research and Archaeology Revised: A Revised Framework for the East of England* (EAA 24). In addition, the guidelines contained in *Understanding Historic Buildings: A guide to good recording practice* (Historic England 2016) were followed.

### 3 Aims

The aim of the building recording was to provide a detailed record and assessment of the barn prior to the conversion taking place. The building recording was carried out to Level 3 (Historic England 2016) which is defined as:

*“Level 3 is an analytical record, and will comprise an introductory description followed by a systematic account of the building’s origins, development and use. The record will include an account of the evidence on which the analysis has been based, allowing the validity of the record to be re-examined in detail. It will also include all drawn and photographic records that may be required to illustrate the building’s appearance and structure and to support an historical analysis.*

*The information contained in the record will for the most part have been obtained through an examination of the building itself. The documentary sources used are likely to be those which are most readily accessible, such as historic Ordnance Survey maps, trade directories and other published sources. The record may contain some discussion the building’s broader stylistic or historical context and importance. It may form part of a wider survey of a number of buildings which will aim at an overall synthesis, such as a thematic or regional publication, when the use of additional source material may be necessary as well as a broader historical and architectural discussion of the buildings as a group.”*

In particular the record considered:

- Plan and form of the site.
- Materials and method of construction.
- Date(s) of the structure(s).
- Original function and layout.
- Original and later fixtures and fittings.
- The significance of the site in its immediate local context.

### 4 Methodology

The following are included in this report:

- A documentary, cartographic and pictorial survey of the evidence pertaining to the history and evolution of Shonks Farm.
- A large-scale block plan of the site.
- Annotated and phased floor-plans of the buildings at a scale of 1:100.
- A description of the buildings. The description addresses features such as materials, dimensions, method of construction and phasing.
- A photographic record, comprising digital photographs of both general shots and individual features. Selected examples of the photographic record are clearly tied into the drawn record and reproduced as fully annotated photographic plates supporting the text. The photographic record is accompanied by a photographic register detailing location and direction of shot (Appendix 1).

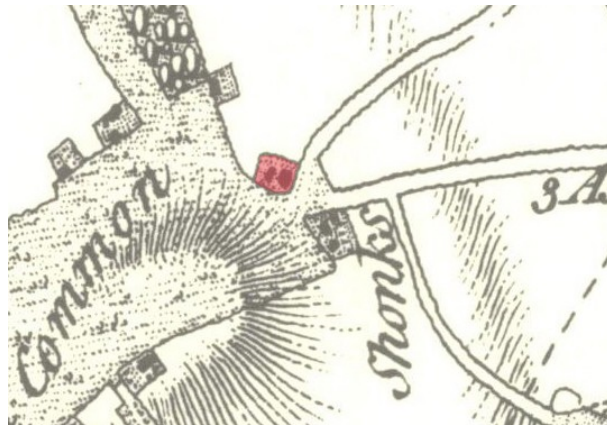
## 5 Historical background (Figs 1-2)

The following historical background draws on cartographic sources, the Essex Records Office (ERO) and the Essex Historic Environment Record (EHER) accessed via Heritage Gateway ([www.heritagegateway.org.uk](http://www.heritagegateway.org.uk)).

The structure detailed in this report is a six-bay threshing barn with a midstrey and two lean-tos projecting to the north-east (Fig 2). A modern garage is built against the south-east elevation of the barn.

The barn is located within the historic farm complex of Shonks Farm, to the north of the junction of Mill Street and Hastingwood Road in the village of Hastingwood (Fig 1).

Currently the site contains two buildings; the barn detailed in this report and, to the south, a 17th-century listed farmhouse (NHLE no. 1111395). Based on historic mapping, however, it appears that the structures to the south of Hastingwood Road (Fig 1) were at one time also associated with Shonks Farm (see maps below).



**Map 1** Chapman and André map of Essex, 1777. Location of site highlighted in red. Note the name "Shonks" appears to also relate to the buildings to the south, on the other side of the road.

Shonks Farm is first shown on the 1777 Chapman and André map of Essex (Map 1). Although the map is not very detailed, there are clearly two buildings present on the site. Presumably the building to the east is the 17th-century farmhouse, but whether the other building is the current barn or an earlier structure is uncertain.



**Map 2a** Harlow tithe map, 1849. Site highlighted in red, associated fields in blue. Site labelled as "Shonks Farm premises" highlighted in green. ERO D/CT 164B.



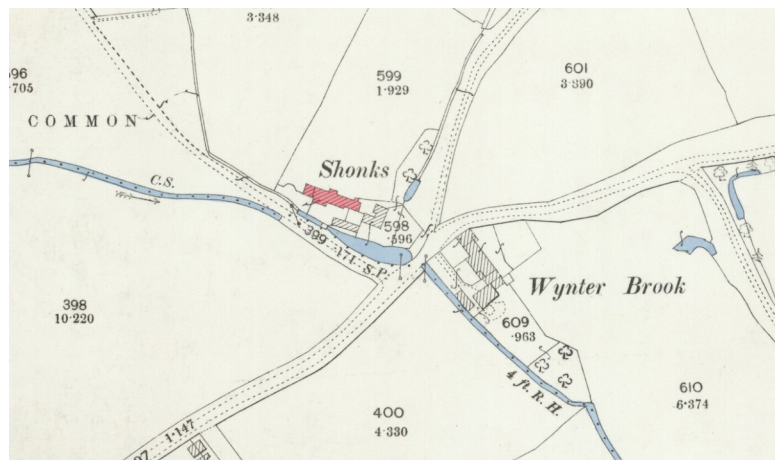
**Map 2b** Detail of site on Harlow tithe map, 1849. Barn highlighted in red. ERO D/CT 164B.

The tithe map of Harlow from 1849 again shows two main buildings on the site (Map 2), now clearly identifiable as the farmhouse and the barn. The barn is shown as a long north-west/south-east aligned structure with midstreys projecting from the north and south elevations. The accompanying tithe apportionment (ERO D/CT 164A) describes the site as "Shonks Farmhouse", owned by a James Thirlwall and occupied by James Squires. The site across the road is described as "Shonks Farm premises", although, interestingly, it is not listed as having the same owner or occupier.

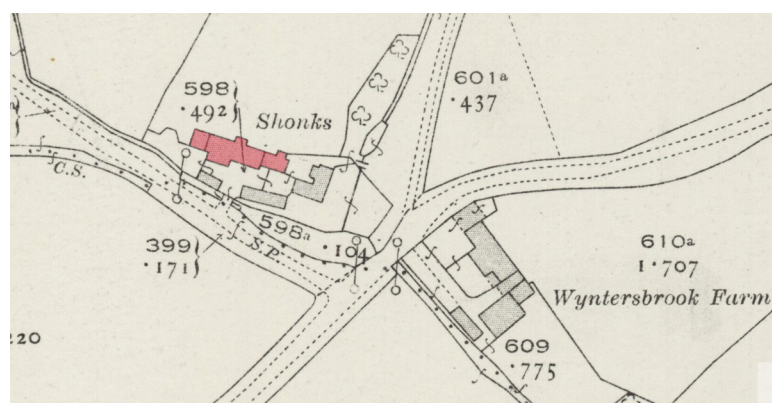


**Map 3** First edition 25-inch OS map, 1875. Barn highlighted in red.

The first edition OS map of 1875 shows the site as fundamentally unchanged (Map 3). The barn still has midstreys projecting to the south and north, along with a smaller northern projection at its eastern end. The increased detail on this map, however, shows apparent divisions within the barn, suggesting it may be formed of three or four separate structures.



**Map 4** 25-inch OS map, 1895. Barn highlighted in red.



**Map 5** 25-inch OS map, 1915. Barn highlighted in red.

The 1895 and 1915 OS maps, again, show little change, with only some small ancillary buildings (no longer standing) added to the site (Map 4 and 5). They do show, however, that the site across the road, for the first time, is no longer associated with Shonks Farm and is called “Wynter Brook” or “Wyntersbrook Farm”.



**Map 6** 1:2,500 OS map, 1978. Barn highlighted in red.

Mapping continues to show the barn in much the same light until the 1978 6-inch OS map (Map 6). On this map the barn appears considerably shortened to the west, and has no southern midstrey. Additionally, an irregular shaped building projects from the north-east of the barn.

A sales catalogue from 1979 lists the site as having a “Large Essex Barn” but contains no associated plan (ERO SALE/D738).

The current plan of the site shows the barn still with its northern midstrey, but without the north-east projection (Fig 1). Additionally, the structure forming the eastern end of the barn has been recently replaced by a modern block-built garage (see description below). Judging from historic planning applications stored on Epping Forest District Council website (<https://www.eppingforestdc.gov.uk/>), the garage was erected in 1979 (planning no. EPF/0034/79), probably by the new owner after the sale of the property earlier in the year.

In summary the cartographic evidence proves that Shonks Farm predates 1777. The map progressions above show the site remaining at much the same size throughout the 19th and 20th centuries, with only a few small ancillary buildings constructed and then subsequently demolished. Initially Shonks Farm also included the buildings on the south side of Hastingwood Road, but sometime between 1875 and 1895 they ceased to be associated with it and became known as “Wynter Brook” or, later, “Wyntersbrook Farm”.

The barn itself has altered in size since the earliest mapping. Shown with internal divisions and a projecting southern midstrey on the earliest OS maps (Maps 3-5), the westernmost and easternmost ends of the building, along with the southern midstrey, appear to have all been demolished in the second half of the 20th century. A modern garage was constructed against the east side of the building in 1978.

Cartographic evidence proves the barn predates 1849, and there appears to be a building in its location in 1777, suggesting it may be even older.



## 6 Building recording descriptive record (Figs 2- 6)

### Exterior

The threshing barn is aligned north-west/south-east, with a midstrey and two lean-tos projecting from its north-east elevation (Fig 3). It measures 18m x 9.3m in size and covers around 129 square metres.

The barn is a 6-bay timber-framed building covered in traditional weatherboarding. The roof is gabled and covered in corrugated metal sheets (Photograph 1). There is a difference in the pitch between the roof above the west side of the barn and the roof above the east side; this appears to be due to a rebuilding of the east end of the barn (see internal description and discussion below).

There is no visible brick plinth supporting the timber-frame of the barn, but around most of the frame the sill-beam of the barn is encased in concrete, which would mask any evidence of a supporting plinth (Photograph 2).

The north-east elevation of the threshing barn contains a centrally-located small midstrey flanked on either side by a lean-to, the east one of which has a catslide roof (Photograph 1). The midstrey has a centrally-located set of double doors (Fig 4).



**Photograph 1** North-east elevation of barn, showing midstrey and lean-tos. Photograph taken facing south-west.

The south-east elevation of the barn is featureless and partially obscured by the modern garage built up against it (Photograph 3, Fig 5).

The south-west elevation of the barn has a pair of full-size vertically-planked barn doors, slightly off-centre to the building (Photograph 2). The principal-posts on either side of this doorway are set into substantial concrete buffers.

The north-west elevation of the barn is featureless (Fig 5).



**Photograph 2** South-west elevation of the barn. Photograph taken facing north-east.



**Photograph 3** South-east elevation of the barn, with modern garage. Photograph taken facing north-east.

### **Interior**

As well as a midstrey, the barn consists of six bays, which for the purposes of this report have been labelled 1-6, from west to east (Fig 3). The bays vary significantly in size and architectural style, and even a cursory examination of the barn's frame makes it obvious that there are several phases of construction. Consequently, the timber-frame of the barn will be described bay-by-bay, after which the discussion (pg 17) will attempt to ascertain the different phases and dates within the structure based on both the architectural and cartographic evidence.

The floor of the entire barn consists of modern concrete.

The roof over the three western bays (bays 1-3) is largely made of original, pegged-together, hand-sawn timber (Photograph 4). The exception to this is the south-west pitch above part of bay 2 and all of bay 3, which has been replaced with modern machine cut rafters. Above the western three bays, each pair of rafters is pegged together at the apex of the roof (there is no ridge-board) and the rafters are supported by a clasped purlin on each roof pitch. At bay intervals there are collars, each

supported by two queen-struts rising from the tie-beams. The tie-beams separating the three eastern bays all differ and are described separately below. The principal-posts supporting the tie-beams in bays 1-3 all have jowled heads (Photograph 4).



**Photograph 4** Detail of truss between bays 3 and 4. Photograph taken facing west.

### **Bay 1**

This bay measures 4m in width, and its timber-frame consists of pegged-together hand-sawn timber. Bay 1 has a girding-beam on each of its elevations (Photograph 5), unlike bays 2 and 3 (see below). These girding-beams are original to the structure and have no mortices on their lower face, with the exception of a central mortice containing an intermediate post (Photograph 5). The studs and bracing now forming the lower register of bay 1 (on the west and south elevations; the northern elevation has had its lower register completely removed) are nailed into place, and not set into mortices. Mortices on the corner, intermediate and principal-posts appear to suggest that the lower register of bay 1 originally consisted of two horizontal rails on each elevation. This would be quite unusual for a barn, and it seems likely the empty mortices may in fact be the result of re-use of timbers, rather than a since removed architectural feature (see discussion pg 17). The sill-beam on the west elevation of bay 1 is one of the few exposed in the barn, and has evidence of re-use in the form of mortices on its face (Photograph 6). No sill-beam survives at all on the northern elevation; the principal-posts on this elevation throughout bays 1-3 are all supported by concrete buffers (Photograph 9).



**Photograph 5** Detail of southern elevation of bay 1, showing girding-beam and nailed together lower-register. Photograph taken facing south-west.



**Photograph 6** Western elevation of barn (in bay 1). Re-used sill beam with empty mortices visible. Wind-braces visible in roof above. Photograph taken facing north-west.

The roof above bay 1 is as described above, but with the addition of a wind brace on the western end of each pitch to further support the rafters (Photograph 6).



**Photograph 7** Detail of underside of tie-beam between bays 1 and 2, showing empty mortices. Photograph taken facing south-west.



**Photograph 8** Detail of underside of collar between bays 1 and 2, showing empty mortices at each end, adjacent to queen-struts. Photograph taken facing east.

The truss between bays 1 and 2 is all original and hand-sawn, and contains a substantial amount of empty mortices. This includes: on the underside of the tie-beam (Photograph 7), on the inner faces of north and south principal-posts supporting the tie-beam (Photograph 9) and the collar above has two empty mortices at either end, in addition to the queen struts (Photograph 8). Whether these mortices represent a previously removed division in this location, or are the result of re-use, is examined in the discussion (pg 17).



**Photograph 9** Detail of northern principal-post between bays 1 and 2, showing frames on either side. Photograph taken facing north-east.

### **Bay 2**

This is by far the smallest of the barn's bays, measuring only 1.7m in width (Fig 3). The timber-frame of bay 2 consists of pegged-together, hand-sawn timber, with full height studs. It has a girding-beam and no lower register on its northern elevation, but unlike bay 1 this is the result of later alteration; the girding-beam is a modern insertion and the studs have been cut (Photograph 9). Interestingly, on the sides of the studs and posts in bay 2 (and bay 3, see below), spaced at regular intervals, are a series of grooves and notches (Photograph 10; see discussion pg 17). Also of note is that these grooves appear on the inner faces of the principal-posts between bays 2 and 3. The tie-beam between bays 2 and 3 is a modern machine-cut replacement timber, unbraced and with no mortices. A single carpenter's mark was observed on the west face of the northern principal-post between bays 2 and 3; a "IV" just above the joint that would have housed an arched brace for the original tie-beam (Photograph 11).



**Photograph 10** Detail of studs in bay 2, showing grooves. Photograph taken from western lean-to, facing west.



**Photograph 11** Detail of carpenter's mark "IV" on northern principal-post between bays 2 and 3. Photograph taken facing east.

On the northern and southern wall-plates of bay 2 are two scarf joints, both just to the west of the principal-posts between bays 2 and 3. These scarf joints are partially sprung and difficult to identify. They appear to be straight bridlings in open mortices with vertical abutments and two edge pegs (Photograph 12).



**Photograph 12** Detail of partially sprung scarf joint in southern wall-plate of bay 2. Photograph taken facing south.

### **Bay 3**

This bay measures 2.7m in width. Its timber-frame consists of pegged-together hand-sawn timber with full height studs, supported by an arched internal wall brace on each elevation (Photograph 13). Like bay 2, this bay has a girding-beam and no lower register on its northern elevation, but again, this is due to modern alterations. Again like bay 2, the studs and posts in this bay have a series of grooves and notches on their sides, suggesting that the timber-panelling continued into this bay. The tie-beam between bays 3 and 4 is an original hand-sawn timber supported by large arched braces rising from each of its corresponding principal-posts (Photograph 4 and Fig 6). There are no empty mortices on the underside of the tie-beam or collar, and the principal-posts have no evidence on their inner faces that would suggest a division was ever present in the location of this truss. Nevertheless, this truss marks the location of a clear change in the barn's architectural style. In particular, the wall-plate (and

correspondingly, the roof) of bays 4-6 is notably higher than bays 1-3: the three eastern bays are clearly a separate, later, phase of the construction than the three western bays.



**Photograph 13** Southern elevation of bay 3, showing arched brace. Photograph taken facing south-west.

Further emphasising this are the wall-plates in bay 3, which project slightly east from the truss, into bay 4, and are then cut (Photograph 4). The east side of the principal-posts between bays 3 and 4 has the same notches and grooves as observed elsewhere within bays 2 and 3.

The roof of bays 4-6 is constructed of hand-sawn timber. Pairs of rafters meet at a ridge-board, and are supported by collars at bay intervals and clasped purlins on each roof pitch. Of note is that this roof is significantly higher than that of bays 1-3 to the west.

#### **Bay 4**

This bay measures 3.2m in width, and is the largest bay in the barn (Fig 3). With the midstrey directly to the north-east and with a full-height set of barn doors on its southern elevation, this bay would have at one time contained a threshing floor, presumably made of brick. Due to the full size of the barn doors and the opening for the midstrey, this bay actually has very little in the way of timber-framing. The posts on either side of the barn doors on the south elevation are substantial and hand-sawn. There are two small arched braces projecting from the posts that are nailed in place and serve to support the wall-plate above the doorway (Photograph 14).



**Photograph 14** Detail of barn doors in southern elevation of bay 4. Photograph taken facing south-west.

Between this bay and the midstrey to the north there is a tie-beam, with no mortices on its underside. It is attached to the earlier truss between bays 3 and 4 (which is much lower, see above) by the use of a post and brace (Fig 6).

The truss between bays 4 and 5 consists of a hand-sawn tie-beam supported by sinuous arched braces jointed into the north and south principal-posts. Unlike in the western bays, there are no queen-struts projecting from the tie-beam to support the collar above.

### **Bays 5 and 6**

These bays are almost completely identical and so are described here together. Both bays measure 2.4m in width. Their timber-frame is constructed of a mix of machine-cut and hand-sawn timber, all the timber is nailed together and the frame contains a large amount of re-used timber. Notably, the entire southern elevation of bays 5 and 6 (aside from the wall-plate) is made of modern machine-cut timber, with a narrow girding-beam and through-bracing, suggesting it has been rebuilt (Photograph 15). The northern elevation of both bays has a hand-sawn girding-beam with studs and through-bracing above, but an empty lower-register (Photograph 16). Unlike in bay 1, however, the underside of both girding-beams have mortices, suggesting that the lower-registers originally contained studs.



**Photograph 15** Southern elevation of bays 5 and 6, showing rebuilding using modern machine-cut timber. Photograph taken facing south-west.

On the northern and southern wall-plates of bay 5 are two scarf joints. The one on the southern wall-plate is quite degraded, but they both appear to be face-halved bladed scarfs with two edge-pegs (Photograph 17).

The east elevation of bay 6 (the eastern end of the barn) is constructed of a mix of hand-sawn and machine-cut timber and has a large amount of re-used timber in its make-up, including the girding-beam, corner-posts, wall-plate and intermediate-post (Photograph 18).

There is no tie-beam between bays 5 and 6, only a collar and the principal-posts. In the middle of both bay 5 and 6, however, are modern machine-cut beams jointed to the north and south wall-plates (Photograph 18).





**Photograph 16** Northern elevation of bay 5. Photograph taken facing north-east.



**Photograph 17** Detail of scarf joint on northern wall-plate of bay 5. Photograph taken facing north.



**Photograph 18** Eastern end of barn (in bay 6), with re-used timber. Photograph taken facing south-east.

### **Midstrey**

The timber-frame of the midstrey is largely constructed of hand-sawn timber, nailed-together and supported with through-bracing (Photograph 19). Like the majority of the barn, the midstrey's sill-beam is encased in concrete. The roof of the midstrey is made of hand-sawn timber rafters that join at a ridge-board and are supported by a centrally placed collar (Photograph 19). The eastern sill-beam of the midstrey abuts the sill-beam of the eastern lean-to (see below), but there is no jointing between the two structures.



**Photograph 19** Detail of midstrey, showing barn doors. Photograph taken from bay 4, facing north-east.

Joining the midstrey's wall-plates with the northern principal-posts on either side of bay 4 are two machine-cut beams (although curiously the roof rafters they support are hand-sawn; see discussion pg 18). Several re-used timbers are present in the midstrey; the most notable is the post on the eastern side of the door, which has a groove on its western face, identical to the ones in bays 2 and 3 of the main barn. The implications of this are examined in the discussion (pg 18).



**Photograph 20** Detail of re-used beam in eastern lean-to, showing empty mortices. Photograph taken facing east.

### ***Eastern lean-to***

The eastern end of this lean-to is occupied by a large fuel tank and as a result the timber-frame is partially obscured, but it was possible to say that the frame comprises hand-sawn timbers, nailed-together and supported with through-bracing. The roof of the lean-to, in contrast, is entirely constructed of modern machine-cut timber and probably dates from when the corrugated metal roof covering was added to the building.

Some of the hand-sawn timbers in the lean-to have evidence of re-use in the form of empty mortices. In particular, a brace between the wall-plate of the lean-to and the northern elevation of the barn has several mortices on its underside (Photograph 20).

The wall-plate of the eastern lean-to has a rudimentary scarf joint in its centre; an edge-halved scarf with square abutments joined by two nails. The same style of scarf joint is replicated on the lean-to's sill beam further to the west.

### ***Western lean-to***

The timber-frame of this lean-to, including the roof, is entirely comprised of straight machine-cut timbers. The only exception to this is three large intermediate and corner-posts, with are hand-sawn, albeit in a very rudimentary fashion (Photograph 21). No scarf joints were observed in the frame of this lean-to.

This lean-to has no relationship at all with the midstrey and is clearly a modern addition to the barn.



**Photograph 21** Western elevation of midstrey, showing western lean-to to the left of frame. Photograph taken facing north-west.

## 7 Discussion

As mentioned previously, even from the most casual observation of the barn at Shonks Farm it is obvious that it contains several different phases, or stages, of construction. The difficulty comes in establishing the exact sequence of this construction, and the dates, both relative and absolute, of the differing phases.

It is made all the more difficult because the earliest detailed map of the farm, the 1849 tithe map, does little to untangle the barn's construction sequence. Disregarding a since demolished southern midstrey and extensions to the east and west (see historical background pg 4), the tithe map shows the barn as having much the same footprint as it has today (Map 2).

As an aside, during this survey of the barn no evidence was found that relates to these demolished elements. It is possible that evidence, in the form of empty mortices or scarf joints, does exist, but it is hidden on the exterior of the frame, behind the weatherboarding.

Given that the cartographic evidence is inconclusive, in order to propose a dating sequence for the different phases of the barn one must look to the structural and architectural evidence.

Architecturally, it seems clear that the western half of the barn (bays 1, 2 and 3) comprises the earliest surviving phase. The through-bracing utilised in these bays does not become common in frame construction until after the end of the 16th century (Stenning 2013, 130 and ECC 1979, 22). Additionally, the clasped-purlin roof truss above these bays is a style first found in Essex from the 16th century onwards (Shackle 2009, 22 and Stenning 2011, 39). As both the principal and common rafters are the same thickness, however, it suggests that this truss is a later example of the type, dating from sometime after the late 17th century (Stenning 2011, 45).

Contrastingly, however, the principal-posts in these bays have jowled heads (pg 8). This feature is far less common after the end of the 16th century, and to find one in a late 17th-century context could suggest that the timbers in question are re-used.

In addition, the scarf joints in the north and south wall-plates of bay 2 are very peculiar in form, comprising a straight bridling in an open mortice. This form of joint would seem to be far more appropriate for use in a sill-beam and appears wholly unsuited for use in wall-plates. Were they not directly supported by the principal-posts between bays 2 and 3 there is little doubt these joints would have failed, and indeed they have already sprung considerably (pg 11). Whether the presence of these unsuitable joints is the result of re-use of timbers or poor knowledge of carpentry techniques on the part of the builders is uncertain.

The empty mortices on the underside of the collars either side of bay 2, and the tie-beam between bays 1 and 2, could perhaps suggest that bay 2 was originally entirely subdivided from the rest of the barn. This is a very unusual arrangement; usually the bays on either side of the barn's threshing floor (bay 4) would all be open, to allow for the storage of straw. For bay 2 to be entirely subdivided seems so incongruous with the building's use as a threshing barn that it seems likely that these mortices are the result of re-use, as opposed to evidence of removed divisions.

The series of grooves and notches on the timbers of bays 2 and 3 would have supported sections of infill within panels between the studs and posts (see pg 10). Although none of this infilling survives, it probably was either a form of wattle and daub or a type of timber panelling. Very similar notches were observed by CAT during a recent building recording of the 15th-century core of the White Hart Hotel in West Mersea (CAT Report 1324, 40), and during the renovation of that property intact sections of timber panelling were observed *in situ*, supported by wooden straps within the grooves. However, if this infilling method does date from the 15th century, it seems unlikely to have been present within the barn.

Such infill would, in general, be unusual within an agricultural building. Timber panelling is something found much more regularly in dwellings, in order to provide increased insulation. Barns and other agricultural buildings are much more commonly covered only in weatherboarding, with no internal infilling of spaces between posts or studs. It would seem, then, that the presence of these notches is also the result of re-use of timbers.

Finally, the presence of a single carpenter's mark on the frame of bays 1-3, with no further ones visible, is more easily explained if it is the result of a re-use of the principal post in question (pg 11).

Bays 1-3, then, were probably raised sometime in the late 17th or early 18th century, re-using substantial amounts timber from an earlier 15th or 16th-century structure (probably a dwelling of some description). The location of this earlier building is uncertain, but given that the adjacent listed farmhouse was constructed at a similar time, this re-used timber may represent the remains of an earlier farmhouse demolished to make way for a new farm complex.

Bays 4, 5 and 6 to the east are the next phase of the barn, with the cut wall-plates projecting from bay 3 suggesting that these later bays are probably the result of a rebuilding of this half of the barn, rather than a wholesale addition. Given this, it seems likely that the re-used timber within these bays probably largely originates from the original eastern bays before their rebuilding.

Again, the clasped-purlin roof above these bays is datable to sometime after the late 17th-century. The two face-halved scarf joints present in the wall-plates of these bays are not recorded until the late 16th century in ecclesiastical and high-status contexts (Hewett 1980, 269), and probably do not appear in secular and lower-status contexts (such as this) until even later. The continued use of hand-sawn timber (disregarding modern repairs) in the make-up of these bays, however, does suggest a construction date prior to the widespread adoption of machine-cutting techniques in the 19th century.

On balance, it seems likely that bays 4-6 were rebuilt into their current form sometime in the mid-late 18th century.

The midstrey also contains a high percentage of re-used timber, and clearly has been the subject of some modern alterations, with machine-cut timbers now joining it with bay 4's wall-plate (pg 15). Unlike bays 4-6, however, the midstrey is entirely nailed together, with little in the way of jointing or carpentry techniques employed in its construction. The midstrey is not the full height of the barn, and (if you were to discount the lean-tos) it projects quite far from the barn's northern elevation. All these factors combined suggest the midstrey has, at some point, been rebuilt, presumably re-using some timber from the original structure. Indeed, a clearly re-used timber in the midstrey contains notches and grooves (pg 15), exactly identical to the examples observed in bays 1-3.

The eastern lean-to is also constructed of hand-sawn timber, nailed together, and with several examples of re-used timber. It's roof, however, is entirely constructed of machine-cut timber.

Given the similarities in construction, it seems likely that the eastern lean-to was constructed and the midstrey rebuilt at a similar time. Although largely containing hand-sawn timber, the lack of carpentry techniques employed and machine-cut additions in the midstrey (and the roof of the lean-to) both suggest that this rebuilding/construction occurred sometime in the 19th, or possibly early 20th, century.

In the mid 19th century, because of developments made during of the Industrial Revolution, the threshing process was becoming increasingly mechanised (Brunskill 1994, 158) and required less time, space and manpower. By the late 19th century, threshing barns were no longer the integral part of the agricultural landscape that they had once been. This rebuilding of a smaller midstrey, then, undoubtedly signifies the end of the building's use as a threshing barn, and, again, broadly corroborates the date of the rebuilding as being sometime on or after the late 19th century.

The regular-sized machine-cut timber forming the frame of the western lean-to easily identifies it as the most modern structure in the phasing sequence (disregarding the 1978 garage), and dates from the 20th-century.

Of note, if bays 1-3 are largely constructed from re-used timbers, as is postulated above, this goes some way to explaining the peculiar layout of the bays, particularly the very narrow bay 2. If the builders were limited by what timbers were available, they may have had to make concessions in construction that may account for some of the more peculiar architectural choices in the barn. It is also possible that an original bay to the east, prior to the rebuilding, may also have been narrower.

This preponderance of re-used timber may also serve to explain the empty mortices in bay 1 that appear to be for rails dividing the lower-register into panels. The presence of panels within a barn would be quite peculiar, particularly if only a single bay contained them. If these apparent features are actually the result of the re-use of timbers it becomes much easier to explain. In general, it appears the raising of the frame of bays 1-3 was carried out with little carpentry knowledge, and what features could not be duplicated from the original building were carried out in an adhoc fashion. This accounts for the nailed together studwork in bay 1 and the entirely unsuitable scarf joints in the wall-plates of bay 2.

As time has progressed the barn has been heavily impacted by rebuilding and additions. The building that stands today is the result of several different phases of construction. Even the earliest standing section, the western three bays, although constructed in the late 17th or early 18th century, contains a significant amount of re-used timber hearkening back to an even older building, one of 15th or 16th-century origin.

## 8 Acknowledgements

Colchester Archaeological Trust would like to thank Alun Design for commissioning and Mr M Rolfe for funding the historic building recording.

The recording was carried out by Mark Baister and Ziya Eksen.

Figures are by Mark Baister, based off original architects drawings by Alun Design Consultancy Ltd.

The project was monitored by Maria Medlycott and Katie Lee-Smith for Essex County Council.

The text was reviewed and edited by Philip Crummy, director of CAT.

## 9 References

Note: all CAT reports, except for DBAs, are available online in .pdf format at

<http://cat.essex.ac.uk>

Brunskill, R.W.	1990	<i>Brick Building In Britain (1st ed)</i>
Brunskill, R.W.	1994	<i>Timber Building In Britain (2nd ed)</i>
CAT	2018	<i>Written Scheme of Investigation (WSI) for historic building recording at Shonks Farm, Mill Street, Hastingwood, Essex, CM17 9JQ</i> by L. Pooley
CAT Report 1324	2020	<i>Historic building recording at the White Hart Hotel, 1 High Street, West Mersea, Essex CO5 8QD</i> by M. Baister
CIfA	2014a	<i>Standard and guidance for the collection, documentation, conservation and research of archaeological materials</i>
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## 10 Abbreviations and glossary

carpenter's marks	symbols scratched, incised or chiselled into timbers to assist in assembly
CAT	Colchester Archaeological Trust
catslide roof	a roof continuing down beyond the main wall-plate to cover an outshot or extension
CIfA	Chartered Institute for Archaeologists
collar	a horizontal timber in a roof spanning between a pair of inclined timbers (such as rafters)
EHER	Essex Historic Environment Record, held by the ECC
ERO	Essex Records Office
girding-beam	a timber beam placed horizontally in a wall frame at a level between the sill and the tie-beam or wall-plate
HE	Historic Environment
modern	period from the 19th century onwards to the present
NGR	National Grid Reference
OASIS	<b>O</b> nline <b>A</b> ccess to the <b>I</b> ndex of <b>A</b> rchaeological <b>I</b> nvestigations, <a href="http://oasis.ac.uk/pages/wiki/Main">http://oasis.ac.uk/pages/wiki/Main</a>
post	in wall frames vertical members which rise the full height of the frame, being either principal posts at the bay divisions or intermediate posts within the bay
purlin	a longitudinal timber giving support to the common rafters of a roof and normally set at right-angles to the slope of the rafters
sill-beam	the beam at the foot of a timber-framed wall from which rise all the studs (and usually the posts)
stud	in wall frames the upright smaller section timbers between the main posts of the frame
rafter	an inclined timber following the slope of the roof
ridge-board	a plank-like timber running below the apex of the roof and receiving the ends of the rafters
tie-beam	beam tying together the post-heads of a timber-framed wall or the upper surfaces of a solid wall
truss	a frame consisting of several pieces of timber, jointed and triangulated in order to retain its shape under load
wall-plate	a timber running horizontally along the top of a wall to receive the ends of common rafters
wind-brace	diagonal roof braces designed to connect the rafters together and prevent racking



## 11 Archive deposition

The paper and digital archive is currently held by the Colchester Archaeological Trust at Roman Circus House, Roman Circus Walk, Colchester, Essex CO2 7GZ. The paper archive will be permanently deposited with Epping Forest Museum under accession code 2018.20. The digital archive will be permanently deposited with the Archaeological Data Service (<https://archaeologydataservice.ac.uk/>) under EHER code WFHF19.

## 12 Contents of archive

### Paper record

One A4 document wallet containing:  
The report (CAT Report 1680)  
Original site record (plans, elevations and notes)  
Site digital photos and log, attendance register, risk assessment

### Digital record

The HEA brief and CAT WSI  
The report (CAT Report 1680)  
Digital plans  
Site digital photos and log

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checked by: Philip Crummy  
date: 15/06/2021

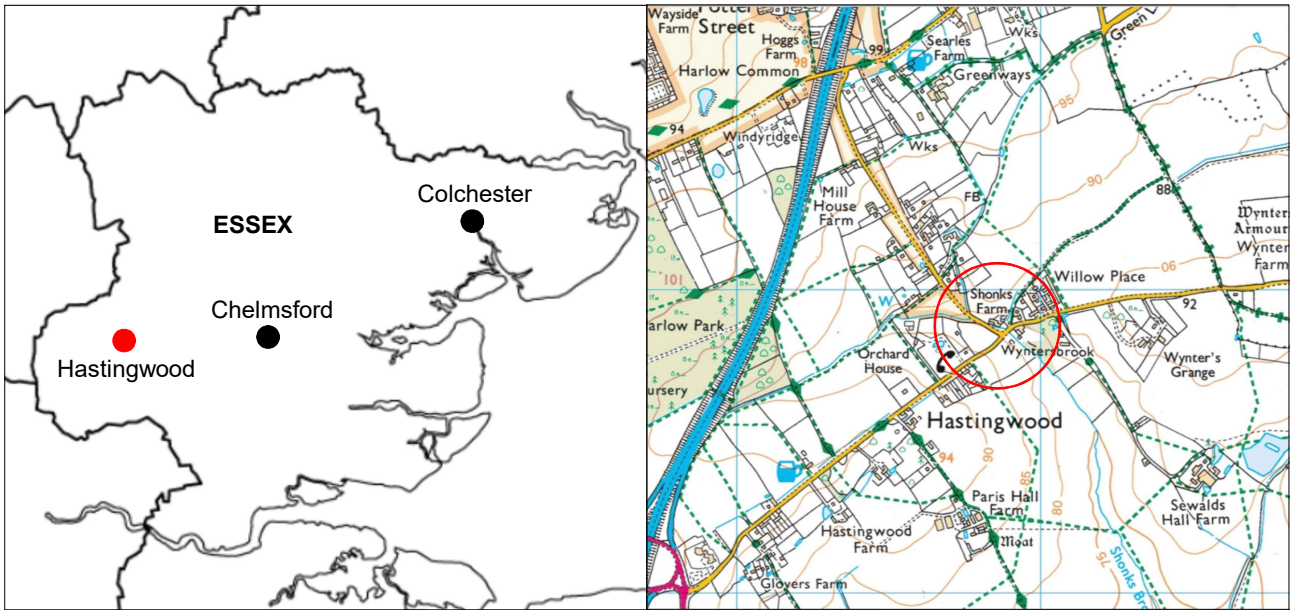
**Appendix 1:**  
**Full digital photographic record**  
**(images on accompanying CD)**

NWBSF18_Photo	South-west elevation of barn. Photograph taken facing north-east.
NWBSF18_Photo	Detail of barn doors on south-west elevation of barn. Photograph taken facing north-east.
NWBSF18_Photo	Detail of concreted over plinth on south-west elevation of barn. Photograph taken facing north-west.
NWBSF18_Photo	South-west elevation of barn. Photograph taken facing north-west.
NWBSF18_Photo	South-west elevation of modern garage attached to barn. Photograph taken facing north-east.
NWBSF18_Photo	North-east and south-east elevations of barn and garage. Photograph taken facing west.
NWBSF18_Photo	North-east elevation of barn. Photograph taken facing south-west.
NWBSF18_Photo	North-east elevation of barn. Photograph taken facing south-west.
NWBSF18_Photo	North-east elevation of barn, showing western lean-to and catslide roof. Photograph taken facing south-west.
NWBSF18_Photo	North-west elevation of barn. Photograph taken facing east.
NWBSF18_Photo	North-west elevation of barn. Photograph taken facing east.
NWBSF18_Photo	North-west elevation of barn. Photograph taken facing east.
NWBSF18_Photo	Detail of varying pitches on north-west elevation of barn. Photograph taken facing south-east.
NWBSF18_Photo	Detail of truss between bays 3 and 4. Photograph taken facing north-west.
NWBSF18_Photo	Detail of truss between bays 2 and 3, with modern replacement tie-beam. Photograph taken facing south-east.
NWBSF18_Photo	North-west elevation of barn (in bay 1). Photograph taken facing north-west.
NWBSF18_Photo	North-west elevation of barn (in bay 1), showing gable. Photograph taken facing north-west.
NWBSF18_Photo	South-west elevation of bay 1. Photograph taken facing south-west.
NWBSF18_Photo	South-west elevation of bays 2 and 3. Photograph taken facing south-west.
NWBSF18_Photo	South-west elevation of bay 4, showing barn doors. Photograph taken facing south-west.
NWBSF18_Photo	South-west elevation of bays 5 and 6, showing modern timber. Photograph taken facing south-west.
NWBSF18_Photo	South-east elevation of barn (in bay 6). Photograph taken facing south-east.
NWBSF18_Photo	Detail of trusses and tie-beams above bays 5 and 6. Photograph taken facing south-east.
NWBSF18_Photo	North-east elevation of bay 6. Photograph taken facing north-east.
NWBSF18_Photo	North-east elevation of bay 5. Photograph taken facing north-east.
NWBSF18_Photo	North-east elevation of bay 4, showing midstrey. Photograph taken facing north-east.
NWBSF18_Photo	Detail of roof truss above midstrey. Photograph taken facing north-west.
NWBSF18_Photo	South-east elevation of midstrey, showing entrance into eastern lean-to. Photograph taken facing east.
NWBSF18_Photo	Detail of sill-beam and concrete plinth on north-west elevation of midstrey. Photograph taken facing north.
NWBSF18_Photo	Detail of sill-beam and concrete plinth on south-east elevation of midstrey. Photograph taken facing east.
NWBSF18_Photo	North-west elevation of midstrey, showing entrance into western lean-to/ Photograph taken facing north.
NWBSF18_Photo	North-east elevation of bay 3. Photograph taken facing north-east.
NWBSF18_Photo	North-east elevation of bays 1 and 2. Photograph taken facing north-east.
NWBSF18_Photo	North-east elevation of bay 1. Photograph taken facing north-east.
NWBSF18_Photo	Detail of truss between bays 1 and 2, showing queen-struts. Photograph taken facing south-east.
NWBSF18_Photo	Detail of truss between bays 3 and 4, showing arched braces and queen-struts. Photograph taken facing west.
NWBSF18_Photo	Detail of truss between bays 4 and 5, showing arched braces. Photograph taken facing south-east.

NWBSF18_Photo	Detail of south-west corner-post in bay 1, showing varied level of girding beams. Photograph taken facing west.
NWBSF18_Photo	Detail of south-west corner-post in bay 1, showing varied level of girding beams. Photograph taken facing west.
NWBSF18_Photo	Detail of underside of girding-beam on north-west elevation (in bay 1). Photograph taken facing north.
NWBSF18_Photo	Detail of north-west corner-post in bay 1, showing varied level of girding beams. Photograph taken facing north.
NWBSF18_Photo	Detail of intermediate and principal-posts on north-east elevation of bay 1, showing mortices on sides. Photograph taken facing east.
NWBSF18_Photo	Detail of principal-post on north-east elevation between bays 1 and 2, showing notches for infilling on sides. Photograph taken facing north-west.
NWBSF18_Photo	Detail of studs on north-east elevation of bay 2, showing notches for infilling on sides. Photograph taken facing west.
NWBSF18_Photo	Detail of principle-post on north-east elevation between bays 2 and 3, showing notches for infilling on sides. Photograph taken facing west.
NWBSF18_Photo	Detail of carpenter's mark 'IV' on northern principal-post between bays 2 and 3. Photograph taken facing east.
NWBSF18_Photo	Detail of modern timber joining western wall-plate of midstrey to bay 4. Photograph taken facing west.
NWBSF18_Photo	Long shot of western lean-to and bays 1-3. Photograph taken facing north-west.
NWBSF18_Photo	Detail of northern principal-post between bays 4 and 5. Photograph taken facing south-east.
NWBSF18_Photo	Long shot of eastern lean-to. Photograph taken facing south-east.
NWBSF18_Photo	Detail of northern principal-post between bays 4 and 5. Photograph taken facing north-west.
NWBSF18_Photo	Detail of scarf joint on northern wall-plate of bay 5. Photograph taken facing north-east
NWBSF18_Photo	Detail of girding-beam on northern elevation of bays 4 and 5. Photograph taken facing east.
NWBSF18_Photo	Detail of re-used girding-beam on south-east elevation of bay 6, showing empty mortices. Photograph taken facing south-east.
NWBSF18_Photo	Detail of wall-plate on south-east elevation of bay 6, showing empty mortices. Photograph taken facing south-east.
NWBSF18_Photo	Detail of intermediate-post on south-east elevation of bay 6. Photograph taken facing south.
NWBSF18_Photo	Detail of intermediate-post on south-east elevation of bay 6. Photograph taken facing south-east.
NWBSF18_Photo	Detail of north-east corner-post in bay 6. Photograph taken facing east.
NWBSF18_Photo	Detail of south-east corner-post in bay 6. Photograph taken facing south.
NWBSF18_Photo	Detail of degraded scarf joint on southern wall-plate of bay 6. Photograph taken facing south-west.
NWBSF18_Photo	Detail of principal-post on southern elevation between bays 4 and 5. Photograph taken facing west.
NWBSF18_Photo	Detail of wall-plate on southern elevation of bay 4, above barn doors. Photograph taken facing south-west.
NWBSF18_Photo	Detail of principal-post on southern elevation between bays 3 and 4, showing change in barn's frame. Photograph taken facing south-west.
NWBSF18_Photo	Detail of projecting wall-plate from bay 3 into bay 4 on southern elevation. Photograph taken facing south-west.
NWBSF18_Photo	Detail of projecting wall-plate from bay 3 into bay 4 on northern elevation. Photograph taken facing north-west.
NWBSF18_Photo	Detail of tie-beam between bays 3 and 4. Photograph taken facing north-west.
NWBSF18_Photo	Detail of wall brace on southern elevation of bay 3. Photograph taken facing west.
NWBSF18_Photo	Detail of principal-post between bays 2 and 3 on southern elevation. Photograph taken facing west.
NWBSF18_Photo	Detail of principal-post between bays 2 and 3 on northern elevation. Photograph taken facing north-west.

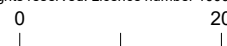
NWBSF18_Photograph_070.JPG	Detail of principal-post between bays 2 and 3 on southern elevation. Photograph taken facing south-east.
NWBSF18_Photograph_071.JPG	Detail of partially sprung scarf joint on southern wall-plate of bay 2. Photograph taken facing south.
NWBSF18_Photograph_072.JPG	Detail of studwork on southern elevation of bay 1, showing empty mortices on sides of principal-post. Photograph taken facing south-east.
NWBSF18_Photograph_073.JPG	Detail of studwork on southern elevation of bay 1, showing empty mortices on sides of corner-post. Photograph taken facing west.
NWBSF18_Photograph_074.JPG	Detail of re-used sill-beam on western elevation of bay 1, with empty mortices visible. Photograph taken facing north-west.
NWBSF18_Photograph_075.JPG	Detail of gable at north-western end of barn in bay 1. Photograph taken facing north-west.
NWBSF18_Photograph_076.JPG	Detail of western elevation of western lean-to. Photograph taken facing north.
NWBSF18_Photograph_077.JPG	Detail of northern wall-plate of bay 1. Photograph taken facing north.
NWBSF18_Photograph_078.JPG	Detail of scarf joint on northern wall-plate of bay 2. Photograph taken facing north-east.
NWBSF18_Photograph_079.JPG	Detail of underside of re-used tie-beam between bays 1 and 2, showing empty mortices. Photograph taken facing west.
NWBSF18_Photograph_080.JPG	Detail of sill-beam on north-west end of barn, in bay 1. Photograph taken facing west.
NWBSF18_Photograph_081.JPG	Detail of southern roof pitch above bay 1. Photograph taken facing west.
NWBSF18_Photograph_082.JPG	Detail of northern roof pitch above bay 1. Photograph taken facing north.
NWBSF18_Photograph_083.JPG	Detail of north-west gable in bay 1. Photograph taken facing north-west.
NWBSF18_Photograph_084.JPG	Detail of truss between bays 1 and 2. Photograph taken facing south-east.
NWBSF18_Photograph_085.JPG	Detail of truss between bays 3 and 4. Photograph taken facing south-east.
NWBSF18_Photograph_086.JPG	Detail of underside of collar between bays 2 and 3, showing empty mortices. Photograph taken facing north-west.
NWBSF18_Photograph_087.JPG	Detail of underside of collar between bays 1 and 2, showing empty mortices. Photograph taken facing north-west.
NWBSF18_Photograph_088.JPG	Detail of underside of girding-beam on northern elevation of bay 6, showing empty mortices. Photograph taken facing east.
NWBSF18_Photograph_089.JPG	Detail of re-used beam in eastern lean-to. Photograph taken facing south-east.
NWBSF18_Photograph_090.JPG	Interior of eastern lean-to. Photograph taken facing south-east.
NWBSF18_Photograph_091.JPG	Detail of access into modern garage on south-east elevation of barn, in bay 6. Photograph taken facing south-east.
NWBSF18_Photograph_092.JPG	Interior of modern garage. Photograph taken facing north-west.
NWBSF18_Photograph_093.JPG	Detail of rudimentary scarf joint in wall-plate of eastern lean-to. Photograph taken facing north-east.
NWBSF18_Photograph_094.JPG	Detail of rudimentary scarf joint in sill-beam of eastern lean-to. Photograph taken facing north-east.
NWBSF18_Photograph_095.JPG	Detail of notch in re-used timber adjacent to door on north-west elevation of midstrey. Photograph taken facing north-east.
NWBSF18_Photograph_096.JPG	Western elevation of midstrey, showing access into western lean-to and bays 1-3. Photograph taken facing west.
NWBSF18_Photograph_097.JPG	Eastern elevation of midstrey, showing entrance into eastern lean-to and bays 4 and 5. Photograph taken facing south.
NWBSF18_Photograph_098.JPG	Detail of western elevation of midstrey, showing studs and entrance into western lean-to. Photograph taken facing north.
NWBSF18_Photograph_099.JPG	Detail of stud on western elevation of midstrey. Photograph taken facing north-east.
NWBSF18_Photograph_100.JPG	Detail of southern roof pitch above bay 1. Photograph taken facing west.
NWBSF18_Photograph_101.JPG	Detail of northern pitch of roof above bay 1. Photograph taken facing north.
NWBSF18_Photograph_102.JPG	Detail of rudimentary scarf joint on the south-east elevation's sill-beam. Photograph taken facing south-east.
NWBSF18_Photograph_103.JPG	Detail of trusses above bays 5 and 6. Photograph taken facing south-east.

- NWBSF18\_PhotoGraph\_104.JPG Detail of southern roof pitch above bays 5 and 6. Photograph taken facing west.
- NWBSF18\_PhotoGraph\_105.JPG South-east gable of barn, in bay 6. Photograph taken facing south-east.
- NWBSF18\_PhotoGraph\_106.JPG Detail of truss above bay 5. Photograph taken facing north-west.



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Fig 1 Site location.





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Fig 2 Detailed plan of barn showing stages of construction.

0 5 m

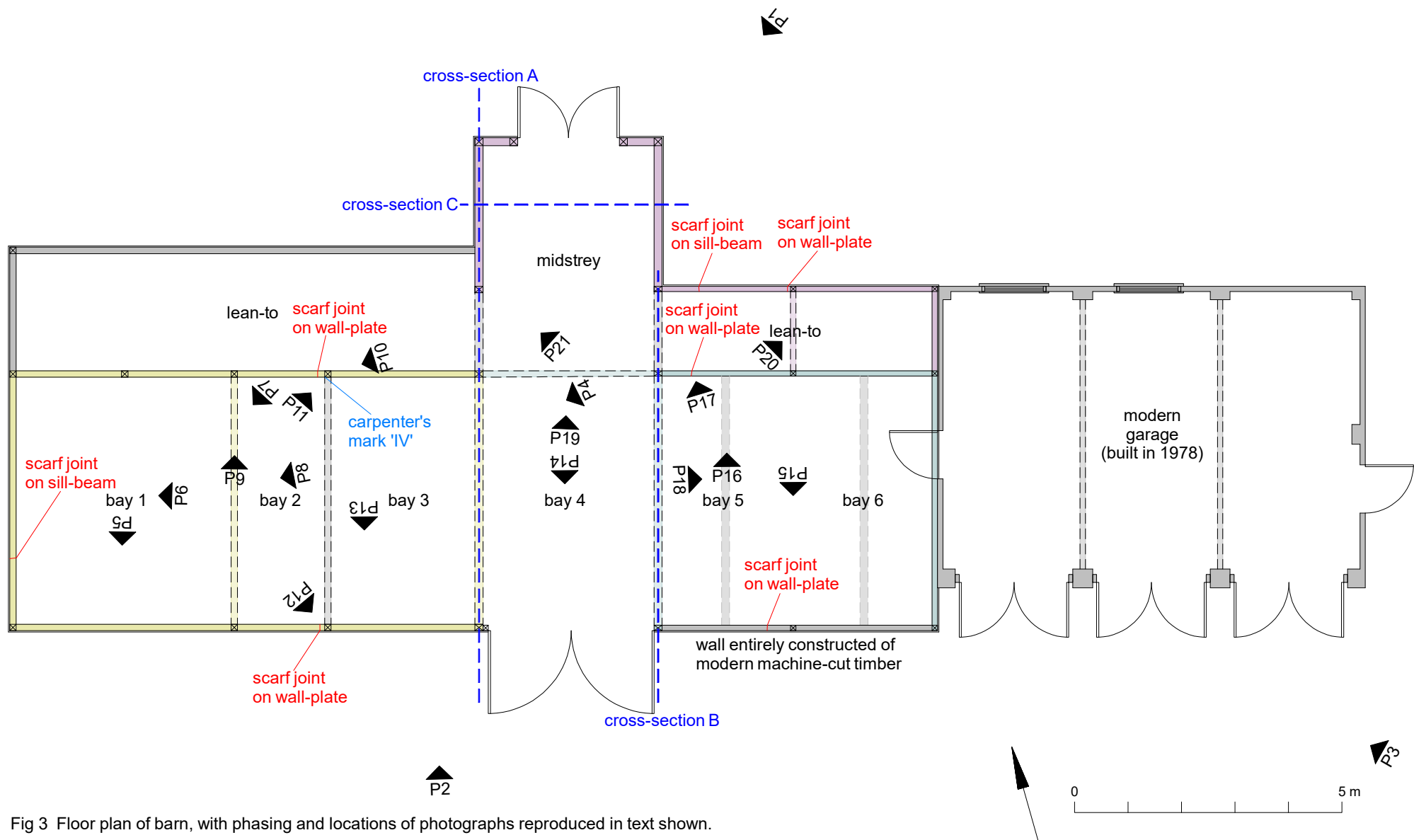


Fig 3 Floor plan of barn, with phasing and locations of photographs reproduced in text shown.

key

<div style="display: inline-block; width: 20px; height: 20px; background-color: #d9ead3; border: 1px solid black; margin-right: 5px;"></div> late 17th/early 18th century	<div style="display: inline-block; width: 20px; height: 20px; background-color: #cfe2f3; border: 1px solid black; margin-right: 5px;"></div> mid-late 18th century
<div style="display: inline-block; width: 20px; height: 20px; background-color: #e1d5e7; border: 1px solid black; margin-right: 5px;"></div> 19th/early 20th century	<div style="display: inline-block; width: 20px; height: 20px; background-color: #f5f5f5; border: 1px solid black; margin-right: 5px;"></div> 20th century



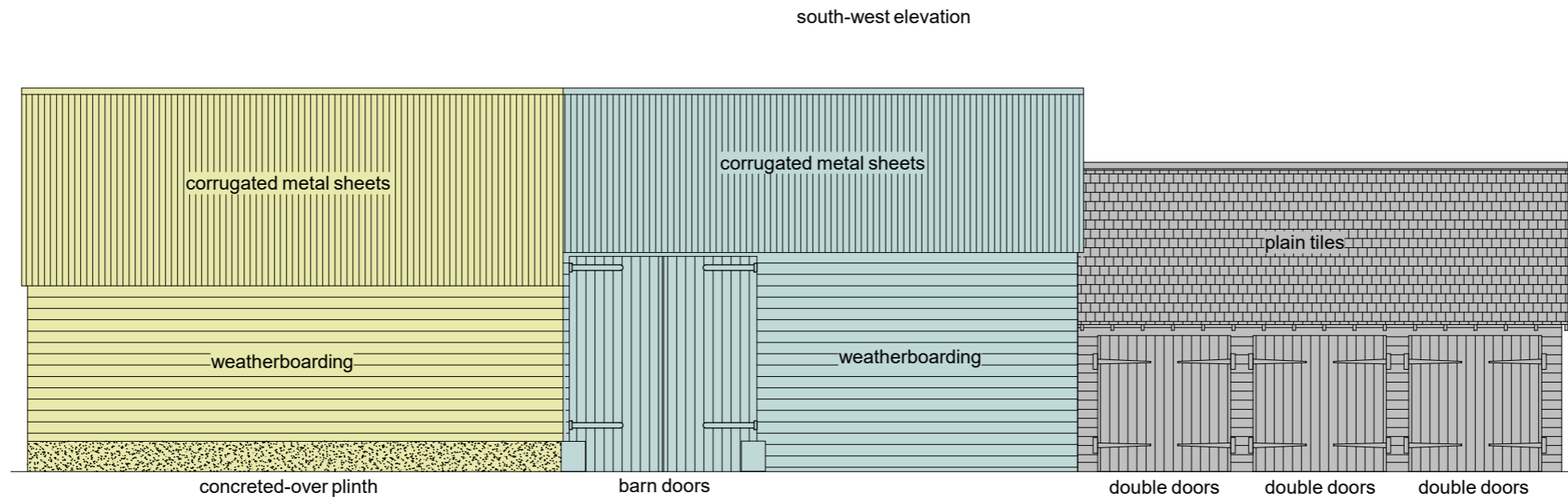
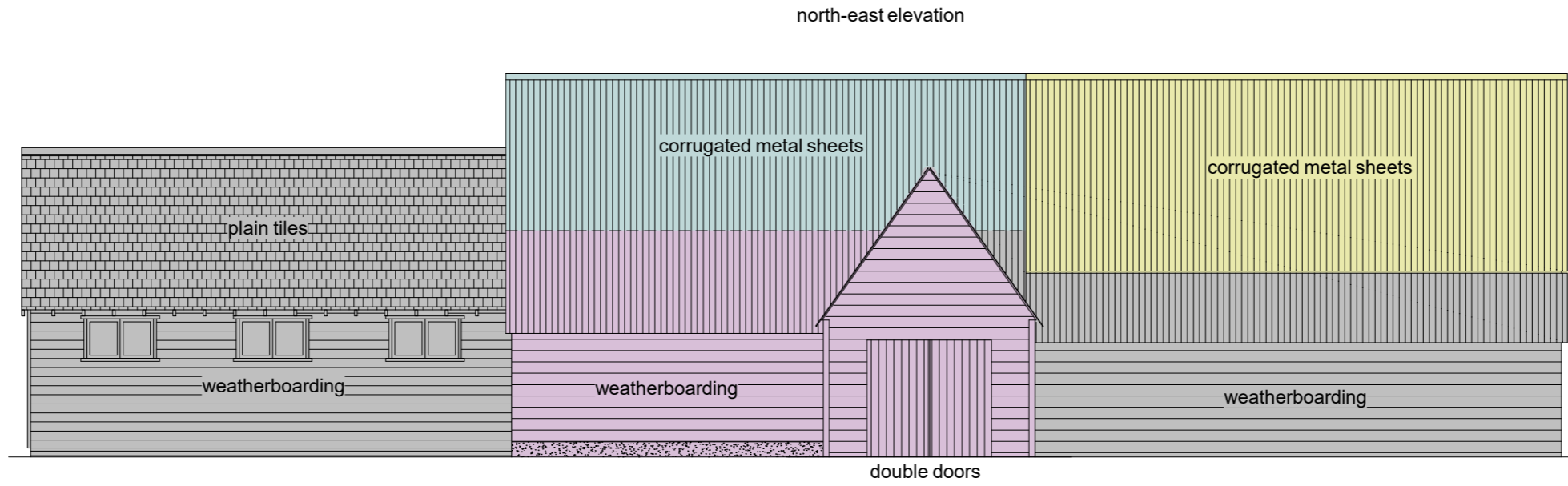
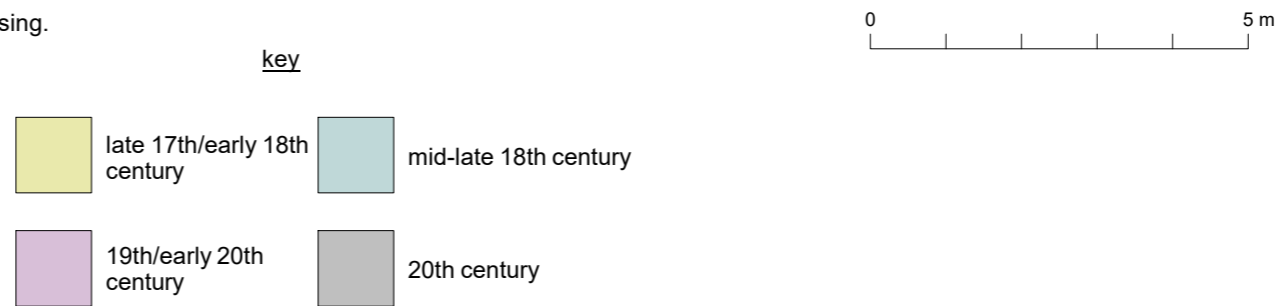


Fig 4 North-east and south-west elevations of the barn with phasing.



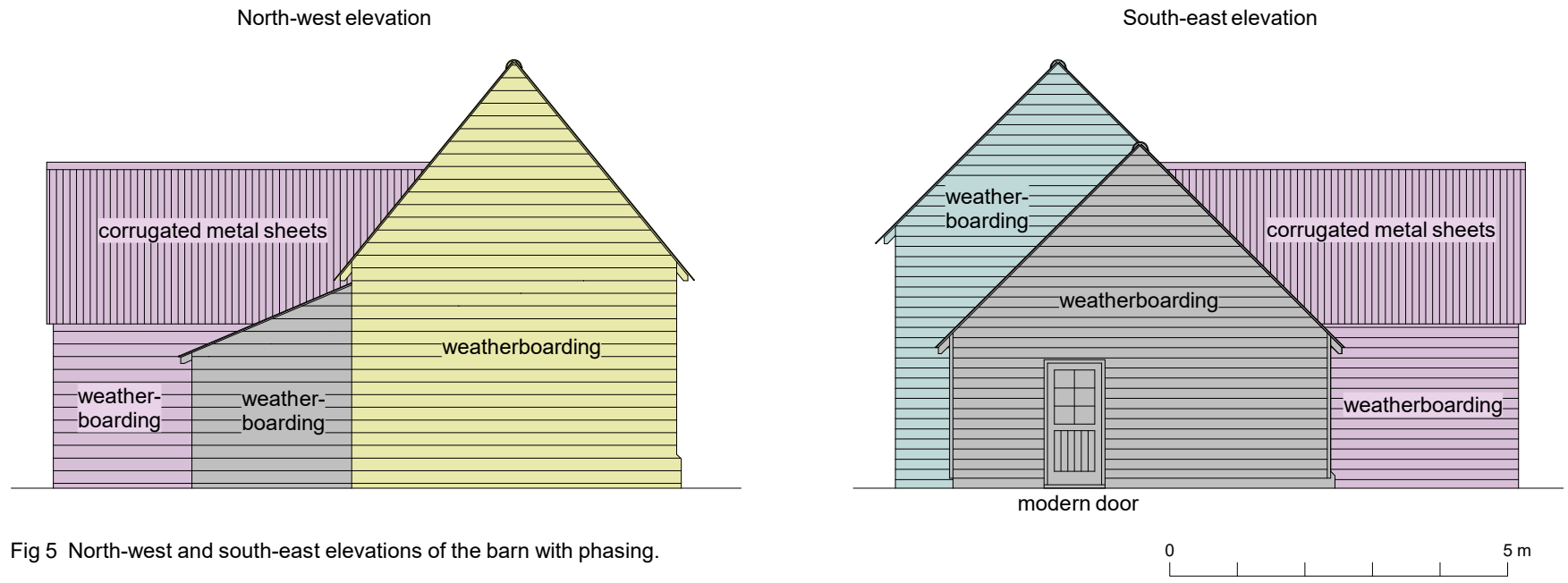


Fig 5 North-west and south-east elevations of the barn with phasing.

key

- late 17th/early 18th century
- mid-late 18th century
- 19th/early 20th century
- 20th century

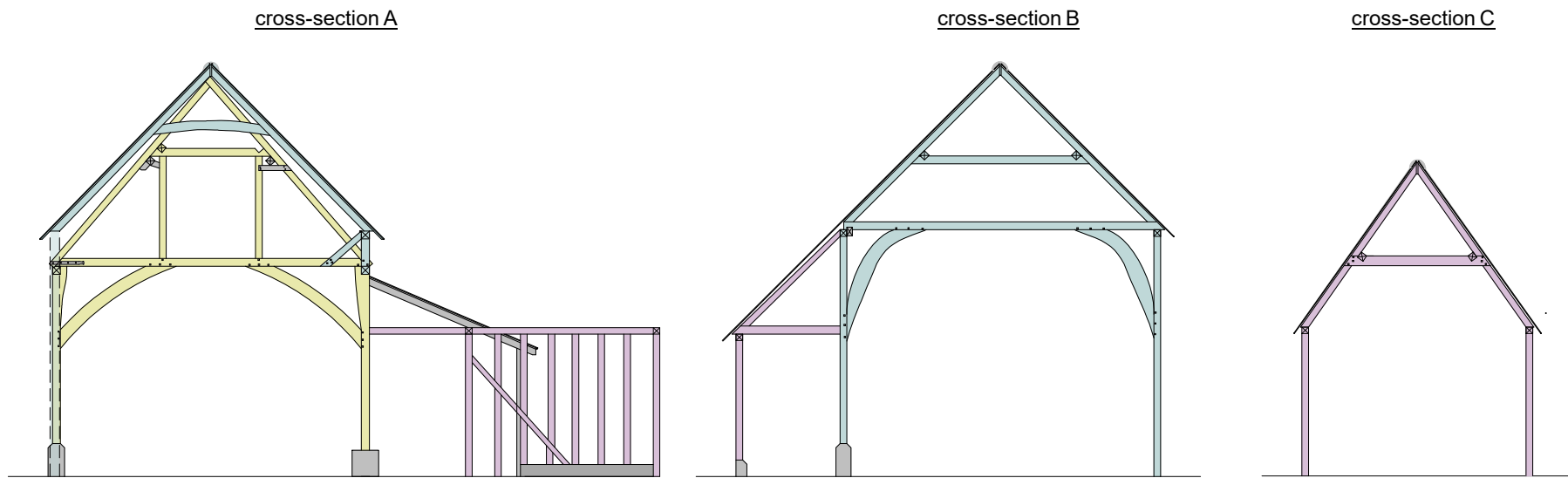


Fig 6 Trusses of the barn with phasing.

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- |   |  |
|---|--|
| <div style="display: inline-block; width: 20px; height: 20px; background-color: #d9ead3; border: 1px solid black; margin-right: 5px;"></div> late 17th/early 18th century | <div style="display: inline-block; width: 20px; height: 20px; background-color: #a6c9ec; border: 1px solid black; margin-right: 5px;"></div> mid-late 18th century |
| <div style="display: inline-block; width: 20px; height: 20px; background-color: #e1d5e7; border: 1px solid black; margin-right: 5px;"></div> 19th/early 20th century      | <div style="display: inline-block; width: 20px; height: 20px; background-color: #808080; border: 1px solid black; margin-right: 5px;"></div> 20th century          |



# OASIS DATA COLLECTION FORM: England

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## Printable version

**OASIS ID: colchest3-327591**

### Project details

Project name	Historic Building Recording at Shonks Farm, Mill Street, Hastingwood, Essex, CM17 9JQ
Short description of the project	A programme of historic building recording was carried out by Colchester Archaeological Trust at Shonks Farm, Mill Street, Hastingwood, Essex in August 2019. The building detailed in this report is a six-bay timber-framed threshing barn. The barn has been significantly altered since its construction, with large sections having been rebuilt and two lean-tos constructed on its northern elevation. The earliest section of the barn appears to be the western three bays, which based on the surviving datable architectural elements suggest that the barn was constructed sometime in the late 17th or early 18th century, re-using several timbers from an even earlier 15th or 16th century building, probably a house.
Project dates	Start: 01-08-2019 End: 15-06-2021
Previous/future work	No / Not known
Any associated project reference codes	18/09b - Contracting Unit No.
Any associated project reference codes	PL/EPF/2594/16 - Planning Application No.
Any associated project reference codes	NWBSF18 - Related HER No.
Any associated project reference codes	2018.20 - Museum accession ID
Type of project	Building Recording
Site status	None
Current Land use	Other 2 - In use as a building
Monument type	THRESHING BARN Post Medieval
Significant Finds	JOWL Medieval
Significant Finds	TRUSS Post Medieval
Methods & techniques	"Photographic Survey", "Survey/Recording Of Fabric/Structure"
Prompt	Planning condition

### Project location

Country	England
Site location	ESSEX EPPING FOREST NORTH WEALD BASSETT Shonks Farm, Mill Street, Hastingwood
Postcode	CM17 9JQ
Study area	129 Square metres
Site coordinates	TL 48846 07891 51.749432477626 0.156479446898 51 44 57 N 000 09 23 E Point

### Project creators

Name of Organisation	Colchester Archaeological Trust
Project brief originator	HEM Team Officer, ECC
Project design originator	Laura Pooley
Project director/manager	Chris Lister
Project supervisor	Mark Baister

Type of sponsor/funding body  
Landowner

### Project archives

Physical Archive Exists? No

Digital Archive recipient Epping Forest Museum

Digital Archive ID 2018.20

Digital Contents "Survey"

Digital Media available "Survey","Text"

Paper Archive recipient Epping Forest Museum

Paper Archive ID 2018.20

Paper Contents "none"

Paper Media available "Photograph","Plan","Report","Survey "

### Project bibliography 1

Publication type Grey literature (unpublished document/manuscript)

Title Historic building recording at Shonks Farm, Mill Street, Hastingwood, Essex, CM17 9JQ

Author(s)/Editor(s) Baister, M

Other bibliographic details CAT Report 1680

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Entered by Mark Baister (mb@catuk.org)

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**OASIS:**

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