

**LAND AT STATION HILL, BURY ST
EDMUNDS, SUFFOLK:**

**AN ARCHAEOLOGICAL
EVALUATION**

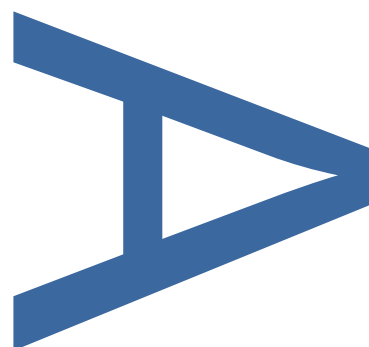
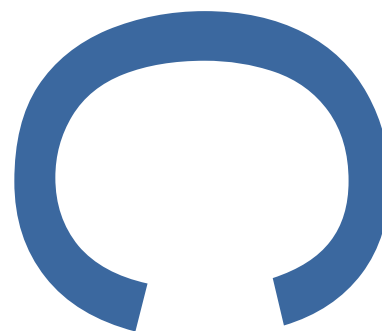
SITE CODE: BSE 569

**PLANNING AUTHORITY: ST
EDMUNDSBURY BOROUGH COUNCIL**

**PLANNING REFERENCE:
DC/13/0906/FUL**

PCA REPORT NO: R13318

JULY 2018



PRE-CONSTRUCT ARCHAEOLOGY

Land at Station Hill, Bury St Edmunds, Suffolk: An Archaeological Evaluation

Local Planning Authority: St Edmundsbury Borough Council

Planning Reference: DC/13/0906/FUL

Central National Grid Reference: NGR TL 85268 65104

Site Code: BSE 569

Report No. R13318

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July 2018

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CONTENTS

CONTENTS	2
ABSTRACT	3
1 INTRODUCTION	4
2 GEOLOGY AND TOPOGRAPHY	6
3 ARCHAEOLOGICAL BACKGROUND	8
4 METHODOLOGY	10
5 QUANTIFICATION OF ARCHIVE	13
6 ARCHAEOLOGICAL SEQUENCE	15
7 ARCHAEOLOGICAL RESULTS	20
8 CONCLUSIONS	23
9 ACKNOWLEDGEMENTS	24
10 BIBLIOGRAPHY	25
11 APPENDIX 1: PLATES	32
12 APPENDIX 2: CONTEXT INDEX	44
13 APPENDIX 3: OASIS FORM	46
FIGURE 1 SITE LOCATION	26
FIGURE 2 TRENCH LOCATION	27
FIGURE 3 TRENCHES OVERLAIN ON 1886 ORDNANCE SURVEY MAP	28
FIGURE 4 TRENCHES OVERLAIN ON 1965 ORDNANCE SURVEY MAP	29
FIGURE 5 TRENCH 1 AND 2 PLAN AND SECTIONS	30
FIGURE 6 TRENCH 6 AND 7 PLAN AND SECTIONS	31

ABSTRACT

Between 18th and 22nd June 2018, Pre-Construct Archaeology carried out an archaeological evaluation on land west of Station Hill, Bury St Edmunds, Suffolk, in advance of residential redevelopment of the site.

The evaluation consisted of nine trial trenches distributed across the c. 1ha site. Two trenches in the south of the site exposed mid- to late-19th-century foundations associated with railway buildings shown on the 1886 and later Ordnance Survey maps. No features or finds of archaeological interest were revealed in the remaining trenches, modern deposits and disturbed ground being encountered down to the level of the underlying sand and gravel geological deposits. Evidence was found for the terracing of the northern and southern slopes of the hill during the period of railway construction, while the hilltop has also been subject to disturbance/ removal of any soil horizons predating the mid-19th century.

1 INTRODUCTION

- 1.1 Pre-Construct Archaeology (PCA) was commissioned by Duncan Hawkins of CgMs Consulting, on behalf of Weston Homes Plc., to undertake an archaeological trial trench evaluation on land at Station Hill, Bury St Edmunds, Suffolk, IP32 6AD (central National Grid Reference (NGR) TL 85268 65104; Figure 1), in advance of redevelopment.
- 1.2 The evaluation was carried out on vacant land on the west side of Station Hill, to the south of the main railway station (Figure 1; Plate 1).
- 1.3 The archaeological work was commissioned in response to an archaeological planning condition (Condition 4) attached to consent for mixed residential development (Planning Reference: DC/13/0906/FUL). The condition was due to the perceived high archaeological potential of the development area and required a programme of archaeological investigation and mitigation be carried out at the site prior to development.
- 1.4 The evaluation was carried out in accordance with a Written Scheme of Investigation (WSI) prepared by Tom Woolhouse of PCA (Woolhouse 2018a) and approved by Dr Abby Antrobus of Suffolk County Council Archaeological Service (SCCAS).
- 1.5 The aim of the trial trench 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 on a local, regional or national level, as appropriate, to assess the potential impact of the proposed development on the site's archaeology, and to enable the formulation of an appropriate archaeological mitigation strategy.
- 1.6 A total of 8 x 30m and 1 x 20m 1.8m-wide evaluation trenches were excavated and recorded. The 260m (468m²) of trenches provided an approximate 5% sample of the c. 1ha site (Figure 2).
- 1.7 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 Suffolk County Council archaeological store.

2 GEOLOGY AND TOPOGRAPHY

2.1 Geology

- 2.1.1 The mapped geology of the Station Hill area is Lewes Nodular, Seaford, Newhaven and Culver Chalk Formations (undifferentiated), sedimentary bedrock of biogenic and detrital origin formed in the Cretaceous Period in an environment dominated by warm shallow seas.
- 2.1.2 The overlying superficial deposits are Croxton Sand and Gravel, detrital and glacial in origin, formed in the Quaternary Period in an environment dominated by Ice Age conditions (BGS 2018; Website 1).
- 2.1.3 A borehole and test pit survey conducted on the site has located sand deposits extending to a depth of 30m across much of the site. The underlying chalk bedrock was encountered at depth only at a few localised points on the site. This considerable depth of sand and gravel may indicate that the hill is the remains of a glacial moraine or similar geological feature (Woolhouse 2018b).

2.2 Topography

- 2.2.1 The site is located on the northern edge of Bury St Edmunds town centre, on the rising ground and hilltop to the north of Tay Fen, a spring and area of marshland, once of greater extent. The top of the hill is at c. 38m OD (above Ordnance Datum), with land sloping down to the south and north to 35m OD. The slopes have in the past been subject to quarrying and terracing, with the top of the hill superficially appearing to have been left relatively undisturbed.
- 2.2.2 In the later 19th and early to mid-20th centuries the site was occupied by railway sidings and associated buildings. In more recent history, the southern and central parts of the site had been occupied by modern buildings including warehouses, a nightclub and food outlets, all these having recently been demolished and the site cleared; the northern part of the site was a carpark.
- 2.2.3 The area under investigation is split into two sections. The southern area is some 2m lower than the northern area due to past terracing of the southern

slope. The northern area incorporates the apex of the hill and the slope down towards Bury Station and the River Lark to the north. The latter has been subject to some past terracing, with an approximate difference in height of 2.5m between the central area and far northern corner of the site. The station building itself is some 4m below the top of the hill, probably reflecting both the natural downward slope towards the River Lark, to the north-east, and the effects of 19th-century terracing.

3 ARCHAEOLOGICAL BACKGROUND

- 3.1 There is little evidence of prehistoric or Roman activity in the immediate area around the site recorded in Suffolk Historic Environment Record (SHER). A single Palaeolithic rolled Levallois flint flake was found to the north-west on Thingoe Hill (SHER BSE Misc). To the north of the station, an Iron Age bronze cauldron ring was found (SHER BSE 033), and Roman artefacts were found in the mid-19th century (SHER BSE 006).
- 3.2 The site is located outside the medieval town wall (SHER BSE 241). The medieval defences in the area of the site were probably formed by a bank and ditch, with the latter likely to have been the part-canalized course of a natural stream, Tayfen Water (SHER BSE 138), with the ditch and bank possibly extending north-eastwards between the north end of St Andrew's Street and the North Gate (SHER BSE 069). A sherd of medieval pottery was found in the lower ditch deposits on the south side of Tayfen Road (SHER BSE 137). Approximately 200m to the north of the site is 'Thingoe Hill', a name possibly retaining the meaning of an assembly place or 'moot', and deriving from Old English and early medieval Scandinavian languages.
- 3.3 To the north of the station are the remains of the medieval chapel of St Thomas, consisting of a flint wall incorporated into a later building (SHER BSE 006). Nearby, to the north-east, is the site of the Scheduled medieval hospital/ almshouse of St Saviour. Founded in AD 1186, previous excavations on its site have revealed a large complex of buildings including kilns, a malthouse, a granary and metalworking areas (SHER BSE 013).
- 3.4 The earliest available maps of Bury St Edmunds are focused mainly on the town centre, to the south of the site. The area of the site itself appears to have been agricultural land and enclosed fields prior to the arrival of the railway in the mid-19th century.
- 3.5 The railway station (SHER BSE 506) was constructed in 1847 on the line to Ipswich. An associated complex of goods yards, engine sheds, coaling areas and tracks was established around the station building (SHER BSE

228). Rail buildings, including a goods shed and coaling depot, are shown occupying the current site on the 1886 1st Edition 25": 1 mile Ordnance Survey map. The redundant rail buildings were largely demolished in the later 20th century, prior to construction of commercial premises on the site.

- 3.6 Archaeological investigation to the east of the site, on the opposite side of Station Hill, in 2006, found evidence for extensive quarrying of sand and gravel, with reinstatement of the ground in the mid-19th century to allow sidings and buildings to be constructed in connection with the railway and a maltings (SHER BSE 271; Duffy 2006).

4 METHODOLOGY

4.1 General

4.1.1 The archaeological evaluation comprised 8 x 30m trial trenches and 1 x 20m trial trench, each 1.8m wide, totalling 260m (468m²). These were distributed evenly across the site (Figure 2) in order to provide a representative sample of approximately 5% of the c. 1ha development area. Trenches 4 and 8 had to be moved slightly east and north of their proposed positions (Woolhouse 2018a, fig. 1) in order to avoid a large spoil heap and a buried service, respectively.

4.2 Excavation methodology

4.2.1 Excavation of trenches during the evaluation was carried out using a 12 ton 360° tracked mechanical excavator (Plate 1), operating under close archaeological supervision. The trenches all contained modern made ground deposits; this overburden was removed in spits down to the level of the undisturbed natural geological deposits where potential archaeological features could be observed and recorded. With the exception of two brick walls and a brick wall or surface in Trench 1, and a demolished wall line in Trench 2, no significant archaeological deposits were present above the level of the surviving natural sand and gravel.

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 or context number 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 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 machine stripping and throughout the excavation process. Archaeological features and spoil heaps were scanned by metal-detector periodically. Only objects and building debris of modern date were found and were not retained for accession.

4.3.4 High-resolution digital photographs were taken of all relevant features and deposits, and were used to keep a record of the excavation process. In addition, monochrome photographs were taken of significant features.

4.4 Sampling Strategy

4.4.1 Discrete features are normally half-sectioned, photographed and recorded by a cross-section scaled drawing at an appropriate scale (either 1:10 or 1:20). Where large or significant finds assemblages are present, features are subsequently 100% excavated for finds recovery.

4.4.2 Linear features are investigated by means of regularly-spaced slots amounting to 25% of their lengths. Where stratigraphic relationships between features cannot be discerned in plan, relationship slots are also excavated and these are recorded as part of the GPS survey and noted on the relevant context sheets.

4.5 Environmental Sampling

4.5.1 Due to the nature of the deposits encountered, all being of modern origin, no

samples were taken from the site.

5 QUANTIFICATION OF ARCHIVE

5.1 Paper Archive

Context register sheets	3
Context sheets	42
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	11
Trench record sheets	9
Photo register sheets	3
Small finds register sheets	0
Environmental register sheets	0

5.2 Digital Archive

Digital photos	99
GPS survey files	1
Digital plans	1
GIS project	0
Access database	1

5.3 Physical Archive

Struck flint	0
Burnt flint	0
Pottery	0
Ceramic building material (CBM)	0
Glass	0
Briquetage	0
Small Finds	0
Slag	0
Animal bone	0
Shell	0
Environmental bulk samples	0
Environmental bulk samples (10 litre buckets)	0
Monolith samples	0

Other samples (specify)	0
Black and white films	0
Colour slides	0

6 ARCHAEOLOGICAL SEQUENCE

6.1 Introduction (Figure 2)

6.1.1 The trenches are described below in numerical order, with technical data tabulated.

6.2 Trench 1

6.2.1 The trench contained mid- to late-19th-century walls and foundations associated with a former railway building.

TRENCH 1	Figure 5	Plates 2, 3 & 4		
Trench Alignment: NW–SE	Length: 30m	Height of natural (m OD): 34.25–34.64		
Deposit	Context No.	Average Depth (m)		
		NW End	Centre	SE End
Modern demolition debris	(001)	0.40m	0.10m	0.11m
Made ground (mixed rubble/ sand)	(045)	1.14m	n/a	0.78m
Brick coursing	(004)	n/a	0.37m	n/a
Foundation (flint and mortar)	(005)	n/a	0.35m	n/a
Made ground (redeposited sand/ gravel)	(006)	n/a	0.25m	n/a
Natural sand (max. machined depth)	(007)	1.54m+	1.07m+	0.89m+
Summary				
Trench 1 was located in the south-west of the southern area of the site.				
The trench contained remains of two parallel red brick wall lines, 10.5m apart, and other foundations relating to a former railway building. A substantial construct consisting of five courses of Suffolk white bricks (04) over a flint and mortar foundation (05), visible in the south-facing section of the trench, indicated a possible base for heavy machinery to rest on. The walls exactly match a building shown on the 1886 1 st Edition Ordnance Survey Map (Fig. 3), which was still extant in 1965 (Fig. 4).				
The parallel brick walls had been constructed over an infilled earlier pit [9], which continued southwards beyond the trench. It had a sterile fill, which contained no finds in the excavated slot; it may have been an infilled quarry pit, or the beginning of the terracing which is still visible at ground level (there is a pronounced drop to the south of the site boundary).				

6.3 Trench 2

6.3.1 The trench contained a 19th-century wall foundation associated with a former railway building.

TRENCH 2	Figure 5		Plate 5	
Trench Alignment: NE–SW	Length: 20m	Height of natural (m OD): 35.43–35.67		
Deposit	Context No.	Average Depth (m)		
		NE End	SW End	
Modern demolition debris	(011)	0.17m	0.16m	
Made ground (redeposited sand/ gravel)	(012)	0.42m	0.42m	
Natural sand (max. machined depth)	(013)	0.59m+	0.58m+	
Summary				
<p>Trench 2 was located in the east of the southern area of the site.</p> <p>The trench contained the cut of a north-west- to south-east-aligned wall foundation [43], backfilled with broken-up concrete, which matches the south wall of a building shown on the 1886 and 1965 Ordnance Survey maps (Figs. 3 and 4). The wall appears to have been less substantial than Walls (002) and (010) in Trench 1.</p>				

6.4 Trench 3

6.4.1 The trench contained no archaeologically significant features or deposits.

TRENCH 3	Figure 2		Plate 6	
Trench Alignment: N–S	Length: 30m	Height of natural (m OD): 37.08–37.67		
Deposit	Context No.	Average Depth (m)		
		N End	S End	
Modern demolition debris	(014)	0.32m	0.36m	
Natural sand (max. machined depth)	(015)	0.32m+	0.36m+	
Summary				
<p>Trench 3 was located in the north-west of the northern area of the site.</p> <p>A 2m wide portion of the trench was left unexcavated due to a live high voltage cable crossing the line of the trench from west to east. The deposits exposed to either side of this break in the trench were identical.</p> <p>The trench contained no archaeologically significant features or deposits.</p>				

6.5 Trench 4

6.5.1 The trench contained no archaeologically significant features or deposits.

TRENCH 4	Figure 2		Plate 7	
Trench Alignment: NE–SW	Length: 30m	Height of natural (m OD): 37.51–37.77		
Deposit	Context No.	Average Depth (m)		
		NE End	SW End	

Asphalt	(037)	0.14m	0.15m
Made ground (concrete rubble/ sand)	(038)	0.31m	0.32m
Natural sand (max. machined depth)	(039)	0.45m+	0.47m+
Summary			
Trench 4 was located in the west of the northern area of the site.			
The trench contained no archaeologically significant features or deposits.			

6.6 Trench 5

6.6.1 The trench contained no archaeologically significant features or deposits.

TRENCH 5	Figure 2	Plate 8	
Trench Alignment: NW–SE	Length: 30m	Height of natural (m OD): 36.60–37.82	
Deposit	Context No.	Average Depth (m)	
		NW End	SE End
Modern demolition debris	(040)	0.34m	0.45m
Made ground (redeposited sand/ gravel)	(041)	0.82m	0.27m
Natural sand (max. machined depth)	(042)	1.16m+	0.72m+
Summary			
Trench 5 was located in the south of the northern area of the site.			
A sondage was excavated at the north-west end of the trench to ascertain the level of the natural sand and gravel. It is possible that the depth of overburden above the undisturbed natural sand here indicates part of an infilled quarry pit located in this area of the site.			
The trench contained no archaeologically significant features or deposits.			

6.7 Trench 6

6.7.1 The trench contained no archaeologically significant features or deposits.

TRENCH 6	Figure 6	Plate 9	
Trench Alignment: NW–SE	Length: 30m	Height of natural (m OD): 37.06–37.46	
Deposit	Context No.	Average Depth (m)	
		NW End	SE End
Asphalt surface	(016)	0.05m	0.05m
Sand levelling layer	(017)	0.05m	0.06m
Coal/ bitumen levelling layer	(018)	0.10m	n/a
Concrete foundation	(019)	0.09m	0.60m
Made ground (redeposited sand/ gravel)	(020)	0.26m	0.22m
Made ground (redeposited sand/ gravel)	(021)	0.30m	n/a

Natural sand (max. machined depth)	(007)	0.85m+	0.93m+
Summary			
Trench 6 was located in the centre of the northern area of the site.			
The trench contained no archaeologically significant features or deposits.			

6.8 Trench 7

6.8.1 The trench contained a backfilled quarry pit.

TRENCH 7	Figure 6	Plates 10 & 11	
Trench Alignment: NW–SE	Length: 30m	Height of natural (m OD): 35.57–36.09	
Deposit	Context No.	Average Depth (m)	
		NW End	SE End
Asphalt surface and gravel make-up	(028)	0.15m	0.11m
Levelling layer (crushed concrete)	(027)	0.18m	0.14m
Made ground (brick rubble, coal etc)	(023)	0.40m	0.20m
Made ground (redeposited sand/ gravel)	(022)	0.15m	0.30m
Natural sand (max. machined depth)	(007)	0.98m+	0.75m+
Summary			
Trench 7 was located in the north of the northern area of the site.			
A quarry pit [24] was revealed at the north-west end of the trench. It contained an upper fill of modern rubbish, including plastic bags (26), overlying a fill of redeposited natural sand and gravel (25). The pit extended to a depth in excess of 1.5m below modern ground level; it was not bottomed for safety reasons.			
The trench contained no other archaeologically significant features or deposits.			

6.9 Trench 8

6.9.1 The trench contained no archaeologically significant features or deposits.

TRENCH 8	Figure 2	Plate 12	
Trench Alignment: N–S	Length: 30m	Height of natural (m OD): 36.28–37.24	
Deposit	Context No.	Average Depth (m)	
		NE End	SW End
Asphalt surface and gravel make-up	(031)	0.15m	0.15m
Made ground (redeposited sand/ gravel)	(030)	0.30m	0.15m
Made ground (redeposited sand/ gravel)	(029)	0.15m	0.15m
Natural sand (max. machined depth)	(007)	0.60m+	0.45m+

Summary

Trench 8 was located in the east of the northern area of the site.
 The trench contained no archaeologically significant features or deposits.

6.10 Trench 9

6.10.1 The trench contained no archaeologically significant features or deposits.

TRENCH 9	Figure 2		Plates 13 & 14	
Trench Alignment: NE–SW	Length: 30m	Height of natural (m OD): 34.55–35.56		
Deposit	Context No.	Average Depth (m)		
		NE End	SW End	
Asphalt surface and gravel make-up	(036)	0.15m	0.15m	
Made ground (rubble layer)	(035)	0.27m	0.33m	
Coal/ bitumen levelling layer	(034)	0.15m	n/a	
Chalk levelling layer	(033)	0.18m	n/a	
Made ground (redeposited sand/ gravel)	(032)	0.13m	n/a	
Natural sand (max. machined depth)	(007)	0.88m+	0.48m+	
Summary				
Trench 9 was located in the north-east of the northern area of the site. The trench contained no archaeologically significant features or deposits.				

7 ARCHAEOLOGICAL RESULTS

7.1 Overview

7.1.1 Trenches 1 and 2, in the southern area of the site, revealed walls and foundations associated with two adjoining former railway buildings. No other features or finds of archaeological interest were observed during the evaluation of the site.

7.2 Southern Area (Trenches 1 and 2)

7.2.1 There is clear evidence visible above ground that the southern slope of Station Hill has been subject to significant past terracing. In the southern area of the site, this involved cutting into the natural downward slope by up to 2.5m in order to create a level space for railway-related buildings. The drop-off in ground level is now marked by a tall retaining wall at the northern edge of the southern area (see Plate 5).

7.2.2 Features revealed in Trench 1 indicate the presence here of a fairly substantial building associated with the former railway works shown on late-19th- and early-20th-century maps. Two red brick wall lines ((2) and (10)), each at least four courses wide, extended on parallel north-east to south-west alignments across the trench, 10.5m apart. Towards the east end of the trench, two large circular constructions were removed by the machine. These consisted of brick rubble and flint nodules set in mortar. Their size (around 1.2m in diameter and 0.70m deep) suggests that they were plinths for pillars. Both were located along the southern edge of the trench.

7.2.3 Towards the west end of the trench, a substantial construction was visible in the south-facing section of the trench. It consisted of five courses of Suffolk white bricks (4) on a solid flint and mortar foundation (5), 0.37m thick. Beneath this was a layer of brown sand and gravel makeup (6), 0.30m deep, forming a levelling layer over the natural yellow sand (7) at the base of the trench.

7.2.4 Walls (2) and (10) correspond exactly with the walls of a building shown on the 1886 1st Edition Ordnance Survey map (Fig. 3) and still extant in 1965,

when this part of the site was used as a builder's yard (Fig. 4).

- 7.2.5 Some local residents viewing the site from the adjacent road offered the information that this building had once been an engine shed or steam workshop of some description. The presence of heavy machinery within such a building would explain the load-bearing surface seen in section and the substantial pillar bases.
- 7.2.6 Wall line (10) had been built over a large pit [9], which extended southwards beyond the limit of the trench. The fill of the pit (8) was similar to the levelling layer (6) in the south-facing trench section. It is suggested that this pit is either a remnant of sand/ gravel quarrying on the southern slope of the hill, which was backfilled at the time of construction of the building, or that it is the edge of another terrace cut into the slope of the hill, which is still visible at ground level in the form of a pronounced drop beyond the southern boundary of the site. The area to the south contained further railway tracks and a coal yard in 1965 (Fig. 4) and it is presumed that the terrace was a cutting for these tracks.
- 7.2.7 Trench 2 contained the remains of another wall, comprising a foundation cut [43] backfilled with broken-up concrete. This wall corresponds with the south wall of another building shown on the 1886 and 1965 Ordnance Survey maps (Figs. 3 and 4), part of the same complex as that exposed in Trench 1.

7.3 Northern Area (Trenches 3–9)

- 7.3.1 With the exception of a probably post-medieval/ modern quarry pit in Trench 7, no archaeological features or finds were present in any of the trenches in the northern area of the site.
- 7.3.2 In trenches located on the top of the hill (the south, west and centre of the northern area of the site), the natural sand/ gravel was directly overlain by disturbed deposits and made ground of recent origin. There was no evidence of any soil horizons predating the mid-19th century. This suggests that widespread ground disturbance occurred at the time of railway construction; further truncation is likely to have been caused by the foundations of the

warehouses/ commercial premises which occupied this part of the site prior to their recent demolition.

- 7.3.3 In the north of the site, the natural north-eastward slope down towards the River Lark has been further enhanced by the digging of a railway cutting leading to the former coal yard (Figs. 3 and 4). Also in this area of the site, in the vicinity of the north end of Trench 8, a 'Sand Drag' is labelled on the 1965 Ordnance Survey map (Fig. 4). A sand drag, also called a 'safety siding' or 'arrestor bed', is part of a track arrangement which is used to safely stop rail vehicles that are travelling at speed, particularly where they are out of control on a steep gradient, or to prevent unauthorized vehicles from leaving sidings and joining the main railway line. It can take the form of a simple mound of sand or gravel, or be a siding where the rails are set within sand-filled troughs (Website 2). Beyond the site boundary, the terracing is even more pronounced, with the current station building and forecourt standing some 2m lower than the northern part of the site, and approximately 4–5m lower than the hilltop. This terracing is very likely to have removed any deposits predating the mid-19th century in these areas.

8 CONCLUSIONS

- 8.1.1 Other than the remains of one or more 19th-century railway-related buildings in the southern area of the site, the evaluation found no features or finds of archaeological interest.
- 8.1.2 The core of the medieval town is some distance to the south of the site. This area to the north of the town defences appears to have been largely undeveloped during the medieval period, with the exception of the 12th-century chapel and hospital site 150m to the north-east. Based on historic maps (see Hawkins 2005, figs. 3–8), land at Station Hill appears to have been agricultural before the arrival of the Ipswich to Bury railway line in 1847 (SHER SUF 069, BSE 506). Had any earlier archaeological remains been present, these would probably have remained relatively undisturbed until then.
- 8.1.3 The building exposed in Trench 1 matches a structure shown on the 1886 1st Edition Ordnance Survey map. Based on the substantial size of its foundations, and information from local residents, it appears to have housed heavy machinery associated with the railway, perhaps originally being an engine shed or steam workshop. It was still standing in 1965, when this part of the site was used as a builder's yard. Traces of an adjoining, though less substantial, building were present in Trench 2, and also match the 1886 and 1965 Ordnance Survey maps.
- 8.1.4 In trenches in the west, south and centre of the northern area, the natural sand and gravel was directly overlain by modern overburden/ made ground. Any pre-19th-century soil deposits would appear to have been removed during construction of the railway complex, and by the construction of the recently-demolished warehouses and commercial buildings in the south of the northern area. The natural downward slope in the northern part of the site has been further enhanced by a deep cutting for railway sidings associated with the former coal yard and 'sand drag' shown on late-19th- and 20th-century Ordnance Survey maps.
- 8.1.5 In consequence, it is suggested that the redevelopment of this part of Station Hill will not impact on any significant archaeological remains.

9 ACKNOWLEDGEMENTS

Pre-Construct Archaeology Ltd would like to thank Duncan Hawkins of CgMs Consulting for commissioning the work on behalf of Weston Homes Plc. PCA are also grateful to Dr Abby Antrobus and James Rolfe of Suffolk County Council Archaeological Service for monitoring the work on behalf of St Edmundsbury Borough Council. The project was managed for PCA by Tom Woolhouse. The project was supervised by Antonio Pavez and the author. PCA gratefully acknowledges the support provided by construction ground worker/ banksman Mick Hewitt and machine driver Lee. The site team consisted of Gary Reid, Antonio Pavez and the author. Figures accompanying this report were prepared by Rosie Scales of PCA's CAD Department.

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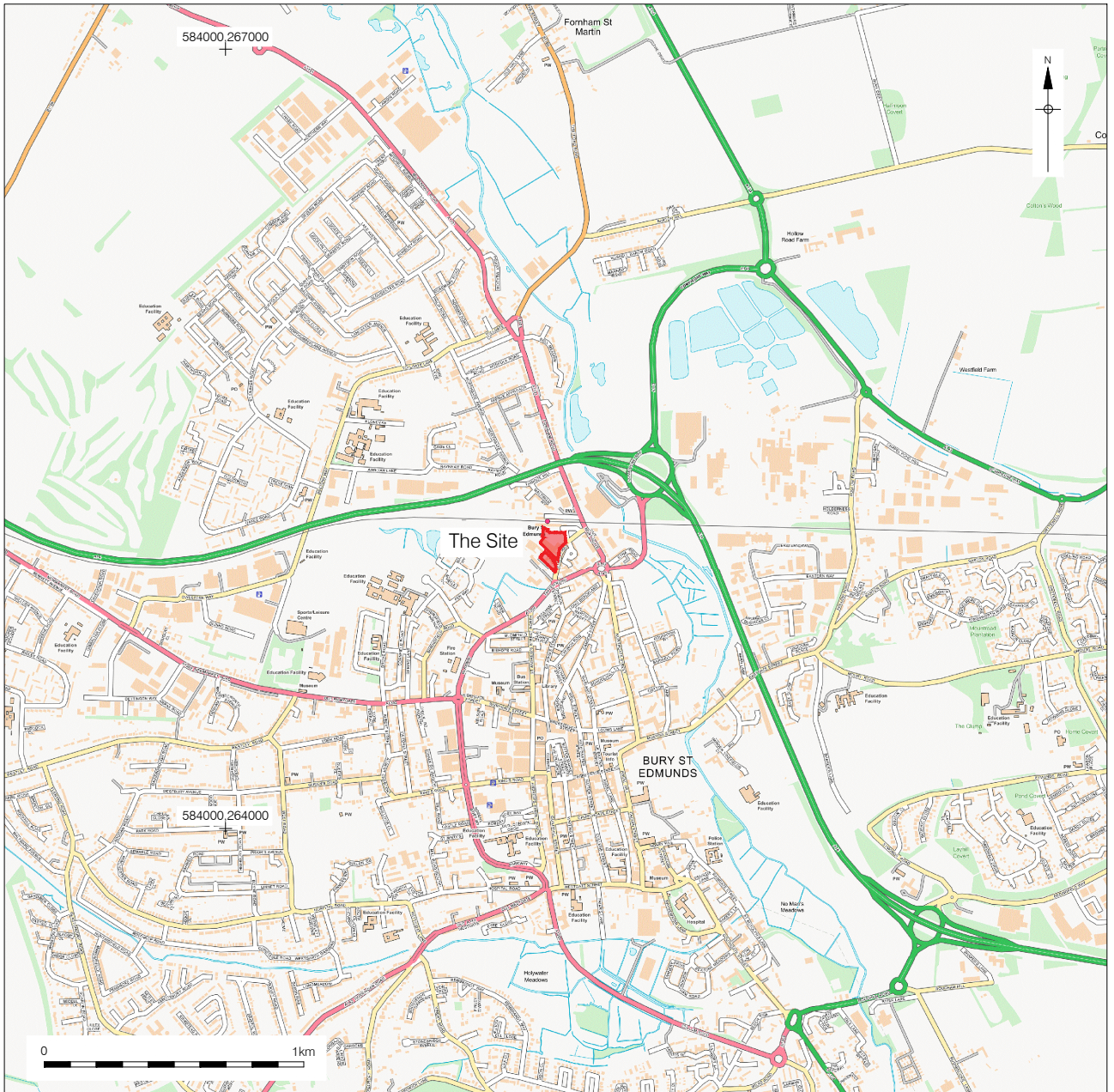
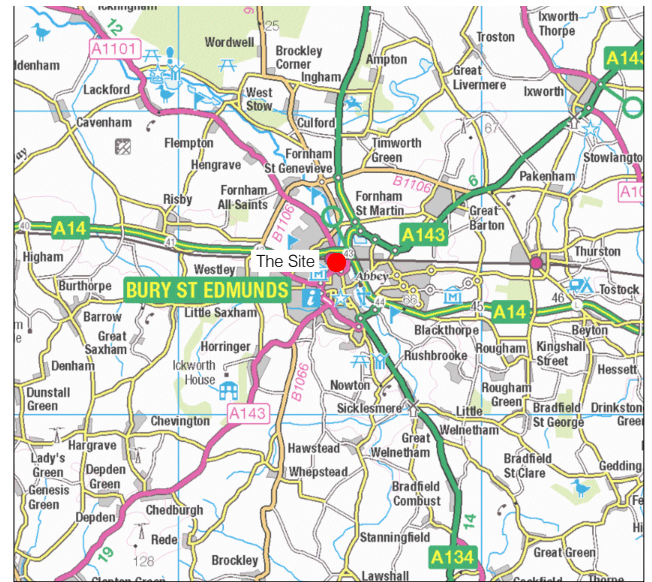
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- 2) https://en.wikipedia.org/wiki/Catch_points. Accessed 20/06/18



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 04/07/18 RS

Figure 1
 Site Location
 1:2,000,000, 1:250,000 & 1:25,000 at A4

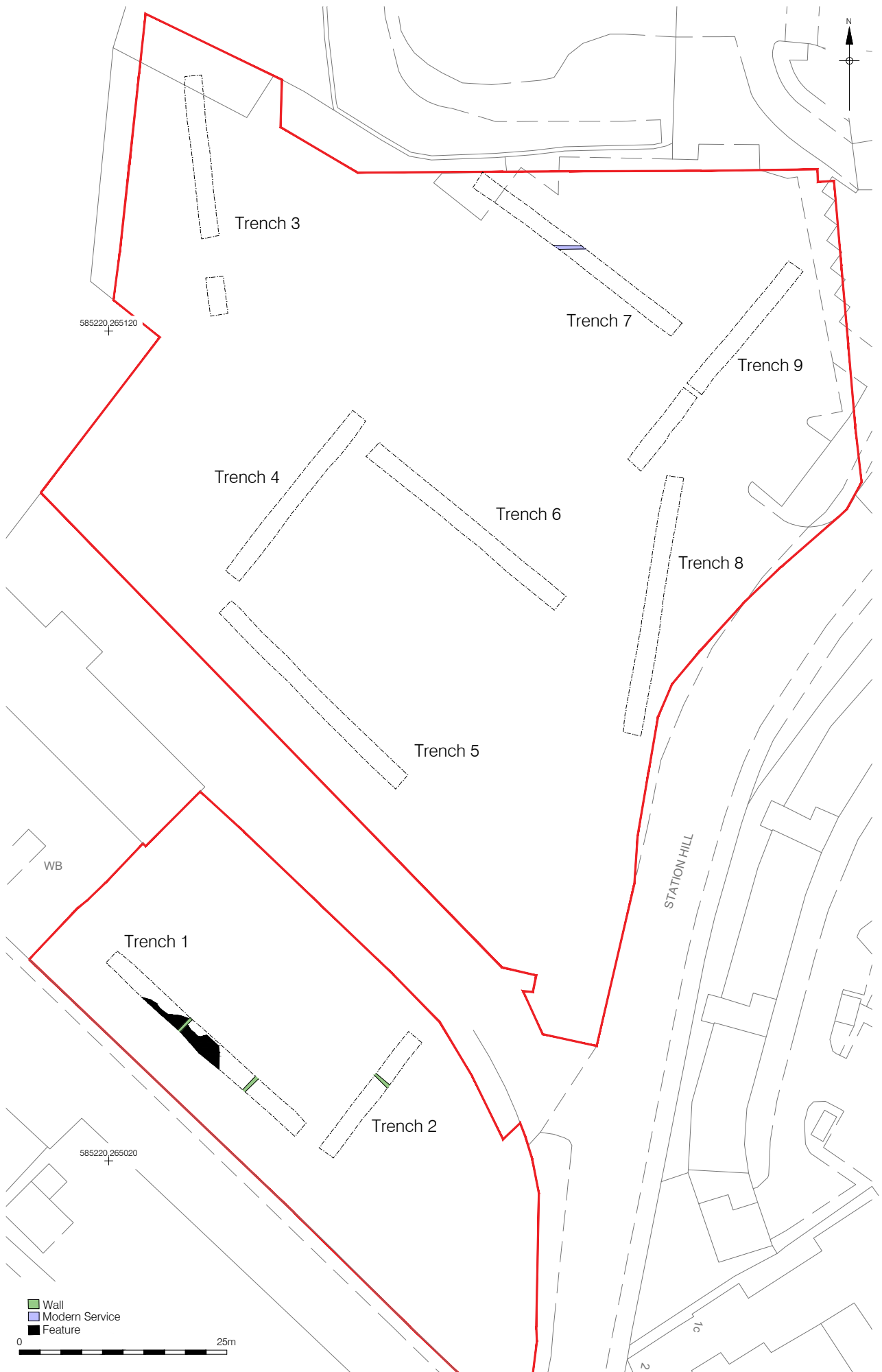
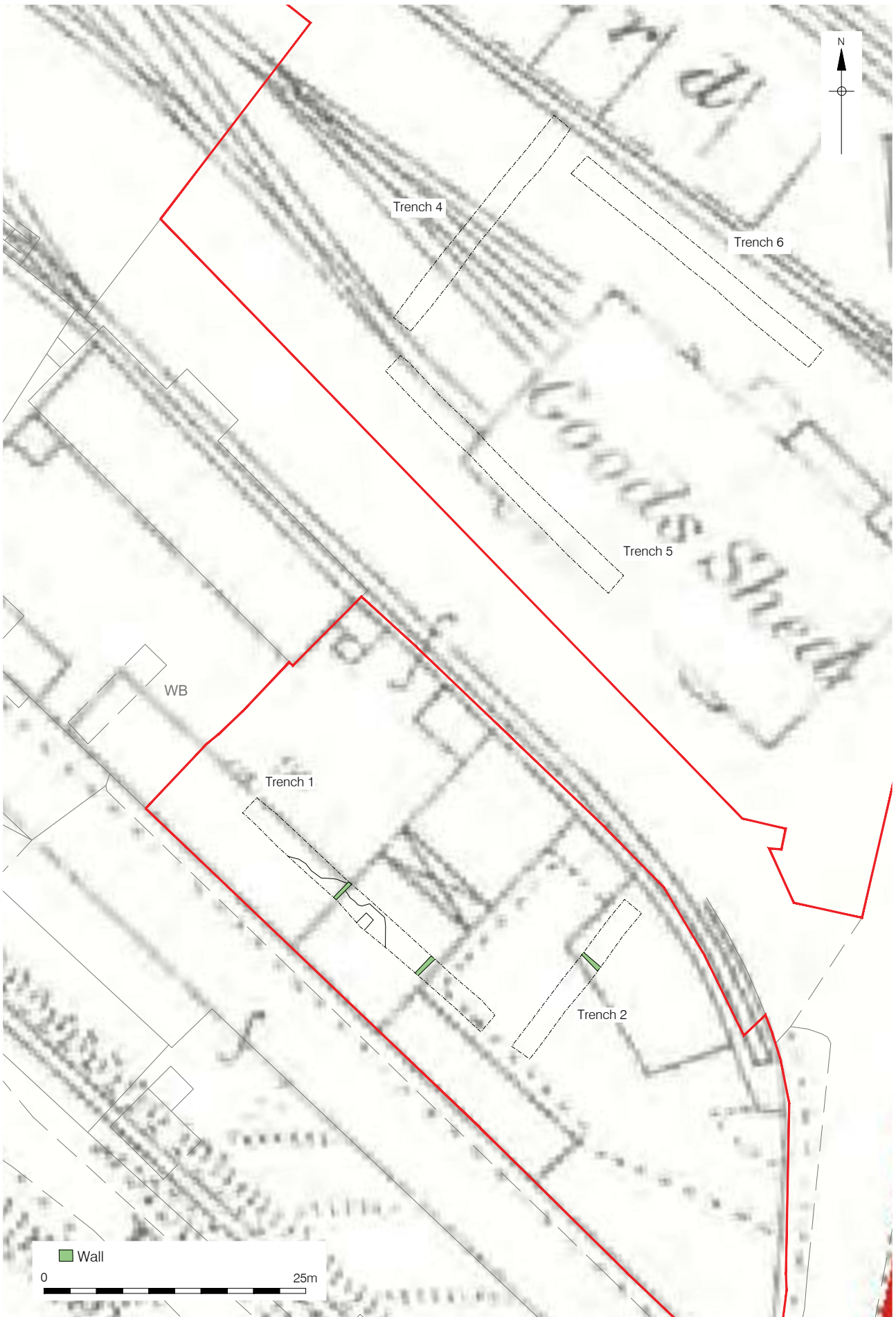


Figure 2
 Trench Location
 1:625 at A4



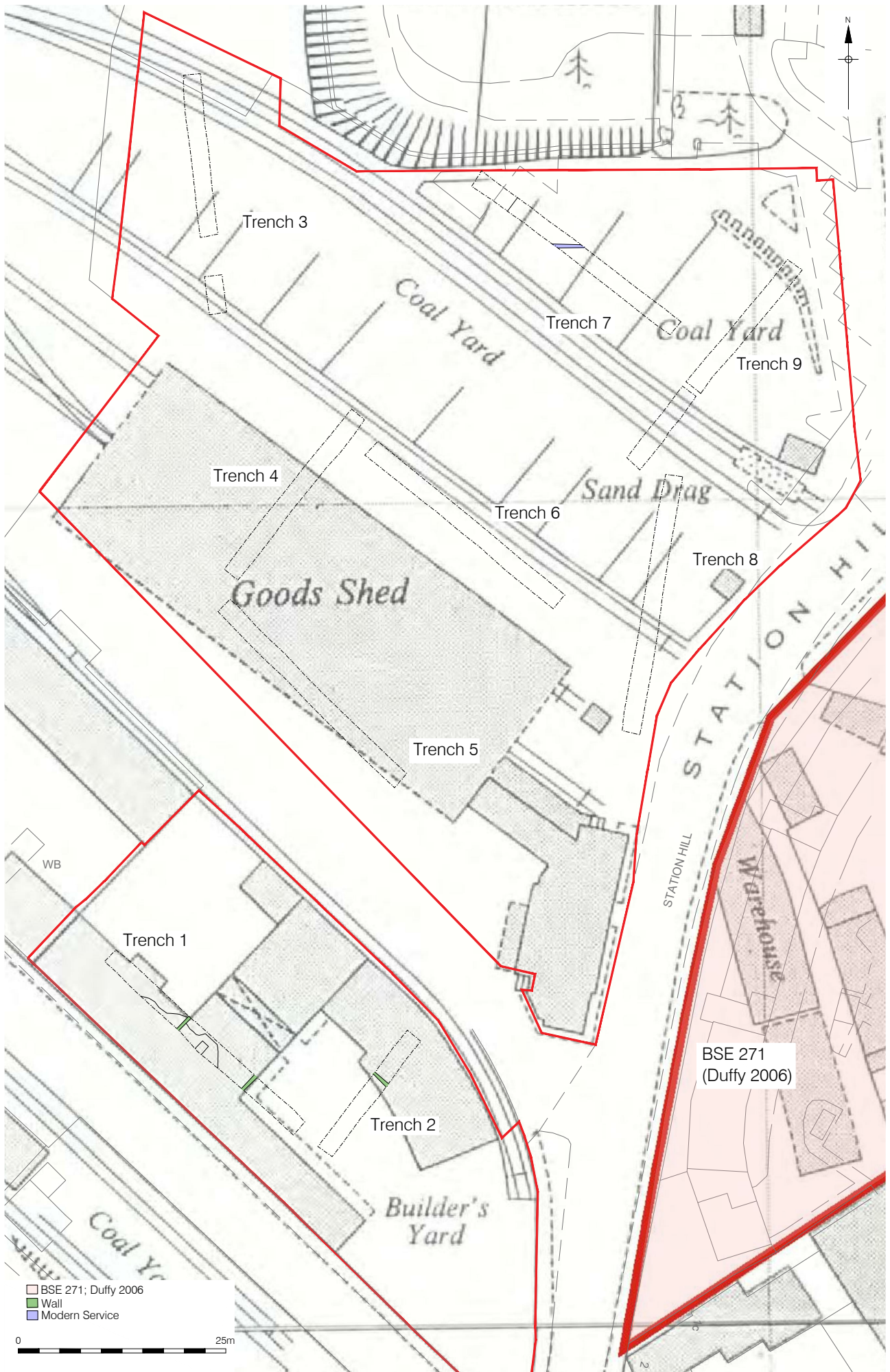
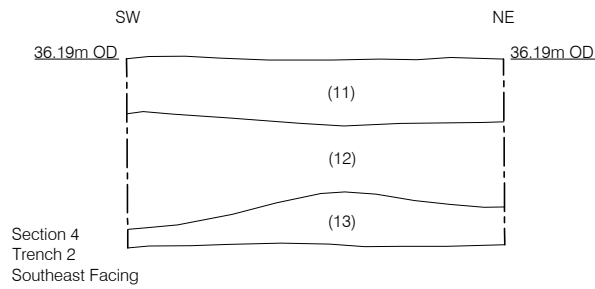
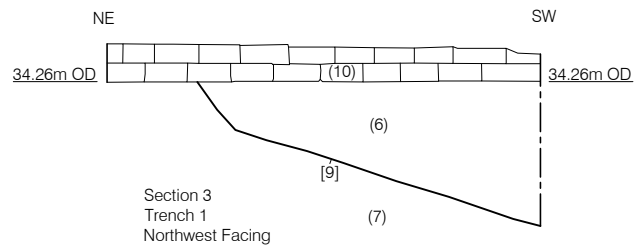
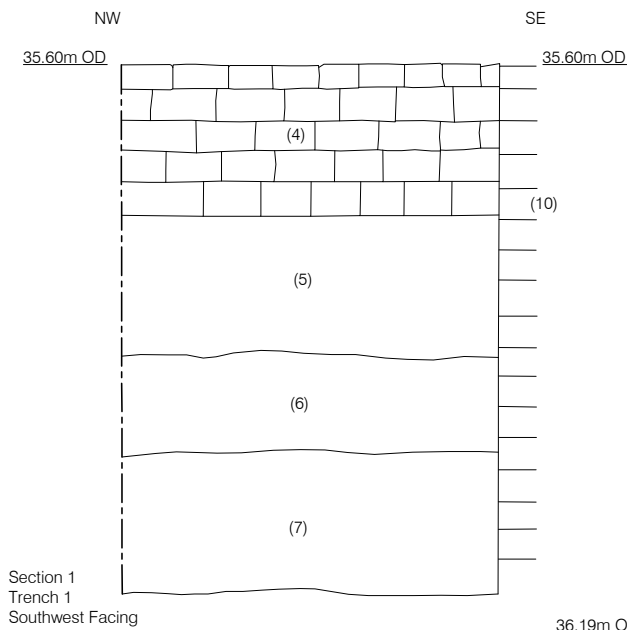
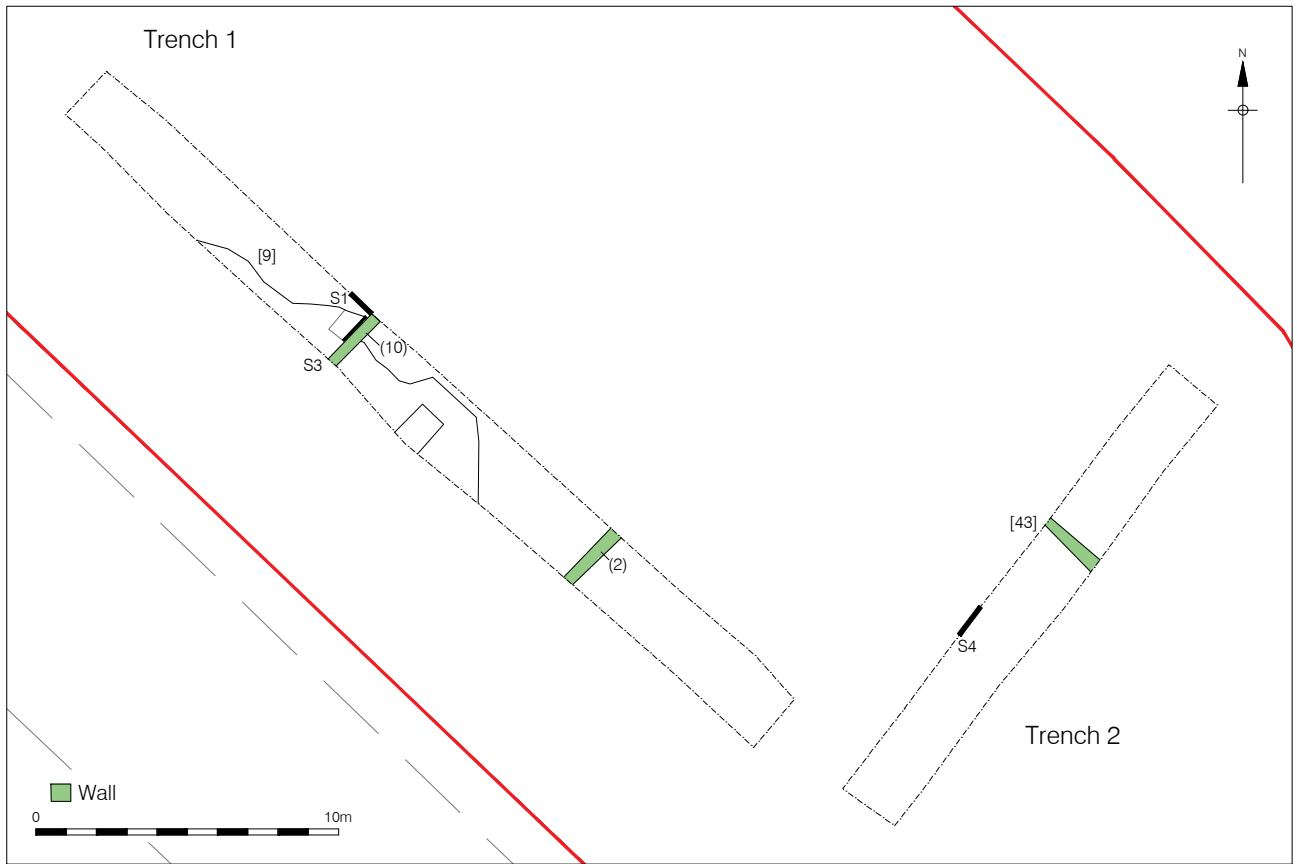


Figure 4
 1965 Ordnance Survey Map
 1:625 at A4



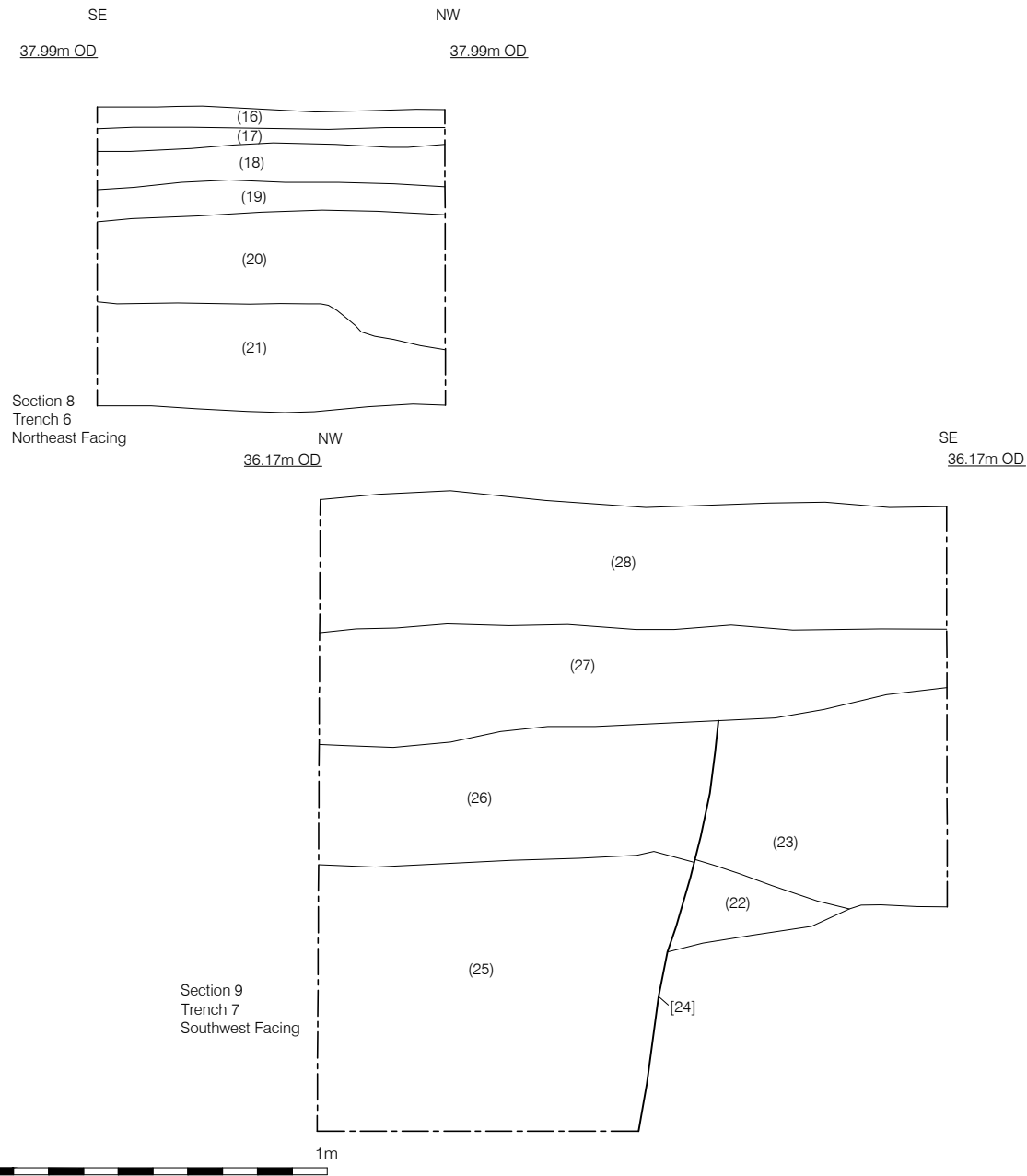
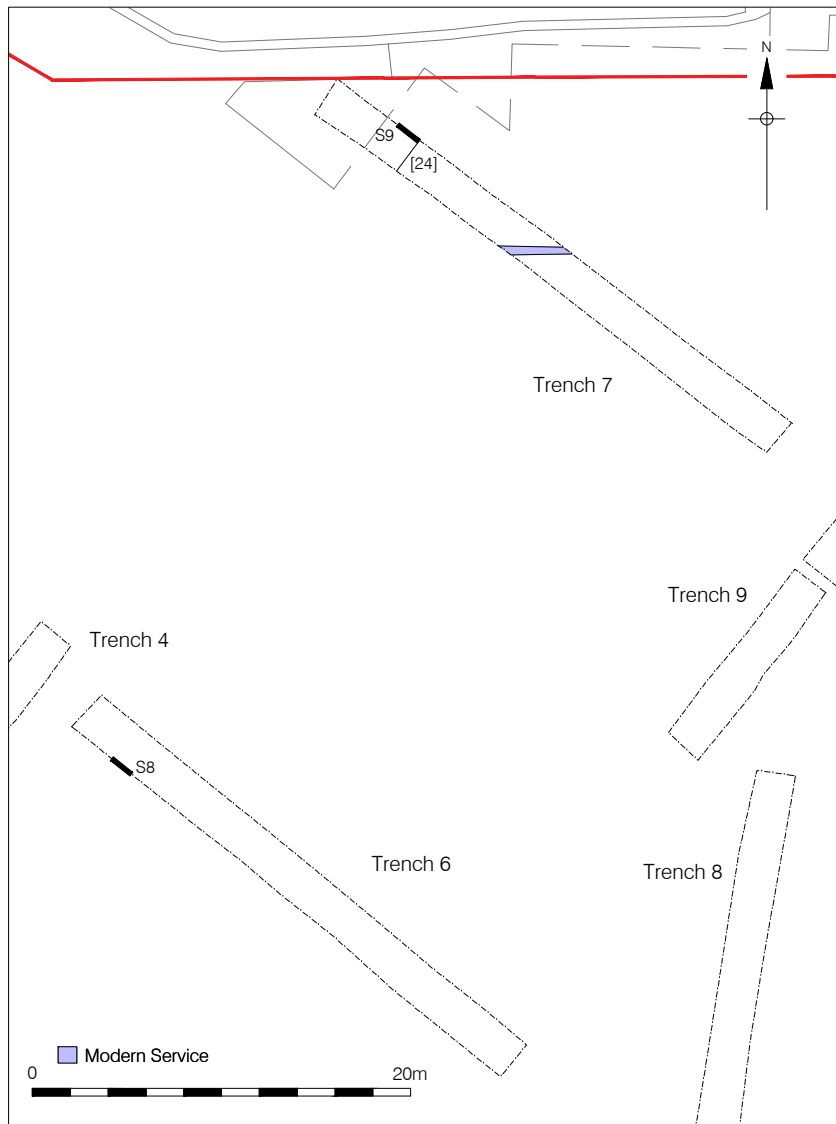


Figure 6
 Trench 6 and 8 plan and sections
 Plan 1:400; Sections 1:20 at A4

11 APPENDIX 1: PLATES



Plate 1: Machining methodology



Plate 2: Trench 1, facing east



Plate 3: Trench 1, south-facing section showing Foundations (4) and (5)



Plate 4: Trench 1; Wall (2) built over backfilled Pit [9], view south-east



Plate 5: Trench 2, view north with backfilled Wall Foundation [43] in middle ground



Plate 6: Trench 3, view south



Plate 7: Trench 4, view south-west



Plate 8: Trench 5, view north-west



Plate 9: Trench 6, view south-east



Plate 10: Trench 7, view north-west from south-east end



Plate 11: Trench 7, north-west end, view north-west



Plate 12: Trench 8, view north



Plate 13: Trench 9, view south-west from north-east end



Plate 14: Trench 9, view north-east from south-west end

12 APPENDIX 2: CONTEXT INDEX

Context	Cut	Type	Category	Interpretation	Trench Number
001	-	Layer	Made ground	Demolition debris	1
002	003	Masonry	Wall	Red brick wall	1
003	-	Cut	Wall	Cut for Wall (002)	1
004	-	Masonry	Wall/ Surface	Brick wall/ surface	1
005	-	Layer	Foundation	Flint and mortar foundation	1
006	-	Layer	Made ground	Redeposited sand/ gravel levelling layer	1
007	-	Layer	Geology	Natural sand/ gravel	1
008	009	Fill	Pit	Fill of Pit [009]	1
009	-	Cut	Pit	Quarry pit/ terracing	1
010	-	Masonry	Wall	Red brick wall	1
011	-	Layer	Made ground	Demolition debris	2
012	-	Layer	Made ground	Disturbed/ redeposited sand and gravel	2
013	-	Layer	Geology	Natural sand/ gravel	2
014	-	Layer	Made ground	Demolition debris	3
015	-	Layer	Geology	Natural sand/ gravel	3
016	-	Layer	Surface	Tarmac	6
017	-	Layer	Made ground	Sand levelling layer	6
018	-	Layer	Made ground	Coal/bitumen levelling layer	6
019	-	Layer	Foundation	Concrete pad	6
020	-	Layer	Made ground	Disturbed/ redeposited sand and gravel	6
021	-	Layer	Made ground	Disturbed/ redeposited sand and gravel	6
022	-	Layer	Made ground	Disturbed/ redeposited sand and gravel	7
023	-	Layer	Made ground	Brick rubble/ coal layer	7
024	-	Cut	Pit	Quarry pit	7
025	024	Fill	Pit	Fill of Pit [024]	7
026	024	Fill	Pit	Fill of Pit [024]	7
027	-	Layer	Made ground	Crushed concrete levelling layer	7
028	-	Layer	Surface	Tarmac	7
029	-	Layer	Made ground	Disturbed/ redeposited sand and gravel	8
030	-	Layer	Made ground	Disturbed/ redeposited sand and gravel	8
031	-	Layer	Surface	Tarmac	8
032	-	Layer	Made ground	Disturbed/ redeposited sand and gravel	9
033	-	Layer	Made ground	Chalk levelling layer	9
034	-	Layer	Made ground	Coal/bitumen levelling layer	9
035	-	Layer	Made ground	Rubble levelling layer	9

036	-	Layer	Surface	Tarmac	9
037	-	Layer	Surface	Tarmac	4
038	-	Layer	Made ground	Concrete rubble and redeposited sand	4
039	-	Layer	Geology	Natural sand/ gravel	4
040	-	Layer	Made ground	Demolition debris	5
041	-	Layer	Made ground	Disturbed/ redeposited sand and gravel	5
042	-	Layer	Geology	Natural sand/ gravel	5
043	-	Cut	Foundation	Cut for Wall Foundation (044)	2
044	43	Fill	Foundation	Fill of [043] (broken concrete)	2
045	-	Layer	Made ground	Mixed brick rubble and redeposited sand	1

13 APPENDIX 3: OASIS FORM

OASIS ID: [preconst1-319661](#)

Project details

Project name	Station Hill, Bury St Edmunds: Evaluation
Short description of the project	A trial trench evaluation was carried out on land at Station Hill, Bury St Edmunds, in advance of proposed residential redevelopment. The evaluation consisted of nine trial trenches distributed across the c. 1ha site. Two trenches in the south of the site exposed mid- to late-19th-century foundations associated with railway buildings shown on the 1886 and later Ordnance Survey maps. No features or finds of archaeological interest were revealed in the remaining trenches, modern deposits and disturbed ground being encountered down to the level of the underlying sand and gravel geological deposits. Evidence was found for the terracing of the northern and southern slopes of the hill during the period of railway construction, while the hilltop has also been subject to disturbance/removal of any soil horizons predating the mid-19th century.
Project dates	Start: 18-06-2018 End: 22-06-2018
Previous/future work	Yes / No
Any associated project reference codes	BSE 569 - Sitecode
Any associated project reference codes	DC/13/0906/FUL - Planning Application No.
Type of project	Field evaluation
Site status	None
Current Land use	Vacant Land 1 - Vacant land previously developed
Monument type	WALL Post Medieval
Monument type	QUARRY Post Medieval
Significant Finds	NONE None

Methods & "Sample Trenches", "Targeted Trenches"
techniques

Development type Housing estate

Prompt Planning condition

Position in the After full determination (eg. As a condition)
planning process

Project location

Country England

Site location SUFFOLK ST EDMUNDSBURY BURY ST EDMUNDS Station Hill, Bury St
Edmunds

Postcode IP32 6AD

Study area 1 Hectares

Site coordinates TL 8525 6500 52.251478800431 0.714201763023 52 15 05 N 000 42 51 E Point

Height OD / Depth Min: 34m Max: 38m

Project creators

Name of Pre-Construct Archaeology Limited
Organisation

Project brief SCC Archaeological Service
originator

Project design Tom Woolhouse
originator

Project Tom Woolhouse
director/manager

Project supervisor Ben Philip Hobbs

Type of Housing Developer
sponsor/funding
body

Name of Weston Homes Plc.
sponsor/funding
body

Project archives

Physical Archive No
Exists?

Physical Archive No finds
notes

Digital Archive Suffolk County Council
recipient

Digital Archive ID BSE 569

Digital Contents "Stratigraphic","Survey"

Digital Media "Images raster / digital photography","Spreadsheets","Survey","Text"
available

Digital Archive Digital photos GPS survey (.csv files) Word Document report text
notes

Paper Archive Suffolk County Council
recipient

Paper Archive ID BSE 569

Paper Contents "Stratigraphic","Survey"

Paper Media "Context sheet","Drawing","Photograph","Plan","Report","Section","Survey"
available ","Unpublished Text"

Paper Archive Archive quantified in report
notes

Project bibliography 1

Grey literature (unpublished document/manuscript)
Publication type
Title Land at Station Hill, Bury St Edmunds, Suffolk: An Archaeological Evaluation
Author(s)/Editor(s) Hobbs, B.P. and Woolhouse, T.
Other Pre-Construct Archaeology report no. R13318
bibliographic
details
Date 2018

Issuer or publisher Pre-Construct Archaeology

Place of issue or pampisford
publication

Description Approximately 50 page bound A4 report with text, 6 figures and 14 colour photos

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