



**Grafton Way, Ipswich, Suffolk  
Archaeological Desk-Based Assessment**

**NGR: TM 1600 4395**

**SCCAS Code: IPS 597**

**IPSMG Accn Code: R 2008-7**

**Planning Application No.: Pre-Planning enquiry**

**Report for  
Martin Robeson Planning Practice  
on behalf of  
Spenhill**

**by  
G. Tann**

**LAS Report No. 1057**

**September 2008**



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**Summary**

*A planning application is to be submitted for the regeneration of land between Commercial Road/Grafton Way and the River Orwell, Ipswich, Suffolk. Part of the site previously formed the store area and car park of a now vacant B&Q store, alongside an extensive area of redundant railway sidings. The proposals envisage an enhanced flood defence, a food store, residential development and two hotels.*

*Prehistoric and Roman archaeological remains are known in the area but none have been reported from the application site. Alluvium deposited in the later prehistoric period may have masked any remains on this river-edge site. Throughout the formation and growth of the Anglo-Saxon town of Ipswich, the application site remained part of the extensive town marsh to the west of Ipswich. Several lesser channels of the River Orwell crossed the marsh within or beside the application site and it is thought that some of these had been managed to act as leats providing a controlled flow to the watermills beside Stoke Bridge. A possible reservoir has been identified on a late eighteenth-century map.*

*The introduction of the railway to the south of the river in 1846 led to the construction of Station Bridge, the creation of Commercial Road, and the use of the land to the south of that road, firstly for a dock tramway track, and by the late 1860s as the Ipswich goods station and Lower Goods Yard with multiple railway sidings. These remained in use for about a century, after which the station was replaced in 1986 by the B&Q store and similar adjacent retail outlets. The remainder of the railway sidings became redundant and are now overgrown. The store was replaced by a different location in about 2006, since when it has been vacant. The Fabric Warehouse premises to the west are also vacant, but the former B&Q car park remains in use.*

*Piling for the proposed redevelopment would affect any buried early archaeological remains and surface groundworks would remove any remaining foundations of the goods station. Piling techniques do not offer good conditions for identifying and recording archaeological remains. Despite the recognised limited potential for archaeological remains here, it is considered unlikely that any nationally significant archaeological remains will be disturbed if the site is redeveloped.*

## **Introduction**

Lindsey Archaeological Services (LAS) was commissioned in April 2008 by Martin Robeson Planning Practice (on behalf of Spenhill) to prepare an archaeological desk-based assessment and site walk over of land at to the south of Grafton Way, Ipswich, Suffolk (Figs. 1-3).

A desk-based assessment of the application site, within a 0.5km surrounding area, was undertaken in order to identify and assess all archaeological constraints. This was supplemented by a site walk over on 7th May 2008. Research for the assessment was conducted by G. Tann between April 28th and September 22nd 2008.

## **The Application Site (Fig. 3)**

The area assessed is owned by Spenhill and comprises land to the south of Grafton Way, Ipswich, extending to about 3.19ha. This assessment covers all the area controlled by Spenhill, notwithstanding that the application site forms a slightly smaller area. The remainder of the area may come forward for development in the future so assessing the entire area ensures there is no prejudice for future development. The area assessed currently contains a vacant Fabric Warehouse retail outlet close to Grafton Way, a vacant B&Q DIY retail store to its east, and a surfaced store car park to the east which remains in use. It also contains former Network Rail sidings in the Ipswich Lower Goods Yard.

## **Planning Proposals**

The proposal is for a retail foodstore with around 80,000ft<sup>2</sup> sales area, with about 100 wrap-around residential units and two hotels. One of the key aspects of the scheme will be a new riverside walkway along the top of revised flood defences. It is proposed that the walkway is fronted by a number of retail units to develop new, lively and safe pedestrian linkages between the train station site (to the south of the river), the town centre, and new development in the docks (to the east).

In addition, the applicants control former Network Rail sidings to the west (east of Station Bridge) for which no development proposals have been notified at this stage. The proposed new flood defences along this stretch of river will be included within the current application but the rest of the site will not be redeveloped at this stage. This report has nevertheless considered this area in order to establish whether there are any archaeological constraints to it coming forward in the future.

This report will accompany the planning application.

## **Topography**

The application site lies on the north bank of the River Orwell. Numerous local sources make a distinction between the estuary of the river (called the Orwell) and the river upstream of Stoke

Bridge (known as the River Gipping). Prior to the nineteenth century the river had several channels, some of which were reclaimed and others were culverted. A substantial channel entered the present river at Stoke Bridge, and formed the eastern edge of the marsh to the west of the town. The 1886 Ordnance Survey map has been annotated with the positions of former tributary streams and channels crossing the application site and adjacent land (OS 1886). Throughout this report, the River Orwell has been used to refer to the watercourses both sides of Stoke Bridge, except where cited sources use different nomenclature.

### **Geology**

The solid geology of the Ipswich area is chalk, covered by greensand (which incorporates a layer of silica-cemented sandstone) and river terrace deposits. The sands and gravels are overlain by London Clay deposits in places and by alluvial deposits elsewhere.

Much of the application site is at about 3m OD. The use of the site as railway sidings probably explains why the site is almost level with no appreciable slope towards the river or in the positions of former watercourses.

### ***Boreholes and Site Investigations***

No boreholes or other geotechnical investigations are known to have been undertaken on the site.

During investigations at the junction of Quadling Street and Wolsey Street, 120m north-west of the application site, naturally deposited sands and gravels were recorded 0.8m below ground level. All the overlying material was described as dumping and made ground, and the archaeologist identified no soils which were thought to represent marshland or early land surfaces (Marsden 1997). At Russell Road, about 300m to the north-west of the application site, 0.6m of made ground was recorded during an archaeological watching brief in 2005 (Gardner 2005). This covered 0.4m of yellow/brown sand with flint shingle, above 0.5m of clayey sand. Gravels from a terrace of the Orwell were encountered at a depth of 1.5m below present ground level and coarse sands were recorded 0.35m lower. Further to the west off Princes Street, boreholes penetrated made ground of between 0.6m - 1m in depth, above a brown clayey sand mixed with black clay and brick fragments. Beneath this was a blue/grey alluvial clay silt with thin bands of peat. At varying depths between 1.7m and 2.4m deep, yellow sand and gravels of a terrace were present (Sommers 2005a).

A yellow sand subsoil has been noted close to the southern bank of the river (Sommers 2005b). Downstream of Stoke Bridge, especially in the vicinity of the former Halifax ship yard, a layer of organic remains comprising brushwood, hazelnuts and tree stumps was recorded during the deepening of the River Orwell in the early nineteenth century (White 1844, 62).

### **Archaeological and Historical Background** (Fig. 2)

Previously recorded sites and findspots from the vicinity are listed in the Suffolk Historic Environment Record. These have been allocated Primary Record Numbers (PRNs) and these are used (in bold type) in the text. A summary list of entries in the vicinity is provided in Appendix 1.

#### **Prehistoric**

Several Palaeolithic and Mesolithic worked flints (including **9604** and **9304**) have been found in the gravels close to the River Gipping in the Ipswich area. These are not *in situ* but were washed into the river bed at different stages of the river's development. Concentrations of Palaeolithic finds have been collected at sites at Bramford Road and Foxhall Road.

The distribution of Neolithic pottery and worked flints in Suffolk implies that settlement was greatest on light soils and close to watercourses. A cluster of Neolithic features, including round barrows and hengi-form monuments have been identified in the Ipswich area (Martin 1999). Some Neolithic flint artefacts **4752**, **4838** and occupation features **9504** have been found within about 500m from the application site. Fewer Bronze Age sites are known in the area, and none in the immediate vicinity.

An Iron Age antler weaving comb **4856** was found 2.4m below ground level during the excavation of foundations beside Princes Street c.1959, about 150m north-west of the application site. The find was within a layer of peat and might be associated with activity related to an unrecorded land surface buried below alluvium. No other finds have been reported from this part of the town.

#### **Roman**

Ipswich was not the site of a regionally important Roman settlement (the nearest was the Roman small town of Coddendam) and is not known to have been served by a significant road. Roman occupation has been identified in the area of the medieval town and in the vicinity of Gippeswyck Hall to the south-west **9502**, **9503**, **9511**, but not close to the application site. However, Roman material might be masked by alluvium close to the river valley.

#### **Saxon and Medieval** (Fig. 4)

The development of Ipswich is believed to have begun in the late sixth or early seventh century AD. Earlier Anglo-Saxon activity occurred along the Rivers Orwell and Gipping but this may have served as a route into the north-west of the later county. The town was established on the north bank of the Orwell and spread northwards and across the river to the site of Stoke in the early eighth century. An important pottery producing centre was active at that period, exporting 'Ipswich' ware vessels throughout East Anglia as well as to Yorkshire and Kent. The industry continued in use into the middle twelfth century, producing 'Thetford' wares, with a temporary

decline in the tenth century. Pottery kilns **3501** for both wares have been found beside Carr Street.

The town had a castle during the Norman period, which was demolished in 1176; its site has not been confirmed. During the medieval period numerous churches and several religious institutions were active throughout Ipswich. It has been suggested that the dedications of St Peter's Church (immediately north of the river) and St Mary's **4931, 7101** in Stoke parish might be particularly early and that St Peter's may have been the site of a minster church (Wade 1999). The application site is within St Peter's parish but was marshland outside of the developed Saxon town. 'Portmen' from the town traditionally had rights of grazing their horses on the marsh.

A bridge across the river at Stoke Bridge **15442** is recorded in the late thirteenth century and a fording place is known a short distance downstream.

### ***Post-medieval***

A 1610 map of Ipswich by John Speed shows a watermill on the eastern side of Stoke Bridge, apparently fed by water flowing under the northern of three bridge arches on the main river channel (Speed 1610, Fig. 5). A narrower channel joins the river from the north-west immediately downstream from the bridge. Along the north bank of the main channel a broad open corridor of land runs parallel to the river, defined by a line which may mark a wall, fence, drainage ditch or bank. To the north side of this zone, as far north as the minor river channel, a series of structures with four, five and six sub-divisions are shown which could represent tenter frames (for stretching cloth) or fish-drying racks. The depiction of these unidentified structures indicates that this land was in active use during the early seventeenth century.

John Ogilby's plan of Ipswich (surveyed by Gregory King and Robert Felgate in 1674 and produced in 1698) shows the minor river channel broadening out as it reaches the bridge, with a conjoined narrow watercourse parallel to the main river channel (Fig. 6). This arrangement may actually represent a more clearly presented illustration of Speed's topographical features. If this interpretation is correct, it seems probable that the lesser channel also served a watermill, and that the pool behind the bridge represents a mill pond. The narrow watercourse appears to have been managed, diverting the southerly flow of a tributary of the main channel along a direct course to the 'mill pond' – these are the characteristics of a mill leat. Ogilby's plan also shows the minor river channel as following a straighter and more uniform course than on Speed's map and this probably indicates some management although it predates recorded canalisation of either channel of the River Orwell.

The nature of the narrow strip of land separating the main river channel from the possible mill leat remains unclear. It extends either side of Stoke Bridge and seems to have been used as

firm ground between the bridges over the two channels. This scenario would indicate that the 'leat' had been excavated, creating or enhancing an adjacent flood bank. There remains a slight possibility that the intervening strip of land had been reclaimed from the river edge. Another possible flood bank is depicted to the south of the lesser channel. Ogilby marked the area between the 'leat' and the main river channel as 'marsh'. No structures are shown, but there seems to have been a causeway or path across the marsh.

The marsh was labelled on Joseph Pennington's 1778 map of the Port of Ipswich as 'lands belonging to the Corporation' (Fig. 7). It labels the minor channel (narrowed at the bridge approach) as the River Gipping. The mill pool immediately west of Stoke Bridge had been complemented by a short length of another north-south watercourse to its west, probably a second leat. Trees were growing on the resulting island. The map shows two paths crossing the large block of marsh, one crossing a bridge over the earlier 'leat'. Upstream of that crossing was an irregular-shaped reservoir, presumably storing water for the Stoke Mill tidemill which was sited to the north of the bridge and provided power for flour mills beside the quay until 1840 (Ipswich Waterfront webpage). To the south of the bridge, three buildings stood to the west on the strip of land north of the main river channel.

No tithe map for St Peter's parish was available for study. A plan produced in 1852 in advance of a sale of land (not the application site) shows a dramatically altered scene (Fig. 8). Much of the marsh had been developed, with Railway Station Road (later renamed Princes Street), Commercial Road and various unnamed side roads (Quadling Street, New Cardinal Street and Wolsey Street) laid out. Railway Station Road crossed the River Orwell at Station Bridge, leading to the original Eastern Union Railway station which opened in 1846 south of Stoke Hill. The construction of the bridge, together with Commercial Road linking it with Stoke Bridge, occurred after September 1845 and produced the land block containing the present application site (Clegg 1989, 55). It was bordered to the south by a 'towing path' beside the Gipping Navigation/Ipswich and Stowmarket Navigation which was completed in 1793. The track of a 'dock tramway' crossed the otherwise undeveloped area south of Commercial Road.

By 1867 the dock tramway had been removed and the Great Eastern Railway had constructed a goods station to the south of Commercial Road. Edward White's plan of 1867 marks a goods shed beside the Commercial Road site entrance, a smaller shed to the west set back from the road, and a longer goods station building near the centre of the site (Fig. 9). At the eastern end, a large square building occupied the southern corner alongside Bridge Street, with a smaller mill against the towpath to its west. This is probably the tidemill constructed by Joseph Fison in 1842 to replace the mill that had stood north of the bridge. The plan shows that the lesser river channel had been culverted between the bridge and the northern side of Commercial Road; it is unclear whether the mill was fed by one of the two earlier putative leats or by the lesser channel itself.

The copy of the 1886 Ordnance Survey 1:2,500 map available at the Suffolk Record Office has had the positions of earlier watercourses added in ink, partly obscuring the printed detail (Fig. 10). It is possible to discern the same buildings shown on the 1867 plan (probably more accurately plotted), including the 'Eastern Union Mills (Corn etc)' immediately upstream of Stoke Bridge. These included Fison's original tidemill, (which had been moved again in 1877) and an extension.

The map marks a single railway line extending beyond Station Bridge and Stoke Bridge but a complex of lines and turntables served the goods station, the goods shed and railway sidings. Coal yards occupied the southern edge of the site and structures including a crane, weighing machine and a signalbox are marked. The later annotator has determined the position of the earlier reservoir to coincide with the western side of the goods station, with the seventeenth century or earlier 'leat' immediately south of the sidings.

### **Modern**

An increase in railway activity across the site is evident by 1902 (Fig. 11; OS 1904). Another building had been constructed on the Commercial Road frontage, the mill area had been enlarged and the coal yards had been replaced with buildings. Additional tracks had been laid under Station Bridge and most of the site was occupied by sidings. Further development occurred on the Commercial Road frontage of the site before 1925, and this is known to have included offices and staff facilities for the goods yard (Fig. 12; OS 1927; Randall 1986). Eastern Union Mills became a yeast factory during the 1930s.

Map revisions of 1966-1971 record that the goods station and goods shed remained in the 'Lower Goods Yard', although the station had become a National Carriers Depot between 1966 and 1971 and an extensive new Transport Depot had been built in the angle between Commercial Road and Princes Street outside of the railway sidings (Fig. 13; Pls. 1 and 2; OS 1967, OS 1970; OS 1971). A long narrow building close to Station Bridge replaced a small signal box but may have served the same function.

During the next fifteen years the nature of the site began to change, with redevelopment of the Commercial Road frontage as a trading estate. Phase 1 replaced the Transport Depot with a MFI retail store; the removal of railway tracks at the western end of the former goods station building cleared the space for Phase 2, a Harris Carpets outlet. In 1986 plans for a B&Q DIY store were approved for Phase 3, extending across the site of the goods station (then used as workshops). A search of the National Monuments Record buildings collection has not found any records relating to the station which may have been demolished unrecorded. The store remained open until about 2006 when B&Q moved to a different Ipswich site.



## Site Visit

The site was visited by G. Tann on May 7th 2008 (Pl. 3). The former B&Q store car park to the east of the store remains in use, although the store is vacant. An external store area to the west, beside Grafton Way, is secured with a steel fence. To the west of the former B&Q premises is Fabric Warehouse, a separate but similar unit with a shared access road to its west and south.

These premises are separated from the River Orwell flood wall to the south by an expanse of flat ground retaining some west-east aligned railway tracks and some surfaced paths leading towards a gated site entrance off Bridge Street (Pls. 4-6). This is the remains of the Ipswich Lower Goods Yard which extended as far west as Station Bridge. Some areas have been cleared of tracks and have rough vegetation including self-sown trees, densest close to Station Bridge but with other clumps growing around demolished structures and demolition rubble near to the eastern end where the site is narrower.

The flood wall rises beside a path along the riverbank, which broadens close to Bridge Street (Pl. 7). Here a compound contains a skateboard park owned and provided by the Borough Council. Two groups of sarsen stones have been placed on ground adjacent to the riverside path and the skatepark (Pl. 8). The boulders were removed from the sandstone seam below the river bed in 1975 when they obstructed the insertion of sheet piling for flood defence works (GeoSuffolk webpage).

Adjacent to the skatepark is a utility compound, to the south of the gated access to the former sidings. The north-eastern corner of the block of land is unfenced rough ground crossed by railway tracks. East of this, the fenced sidings are overgrown with dense vegetation extending westwards to the car park.

## Planning Policies

Extracts of policies from the *Ipswich Local Plan 1997* and the *Ipswich Local Plan First Deposit Draft* (November 2001) and the *Local Development Framework (LDF) Preferred Options* (February 2008) relating to archaeology are provided below (Appendices 2, 3 and 4). The Local Plan provides the appropriate planning policy basis here. The First Deposit Draft closely repeats the policies of the Local Plan but was abandoned and so carries no weight. The LDF is still emerging and subject to objection, and so carries limited weight.

## **Scheduled Ancient Monuments and Listed Buildings**

There are no listed buildings within or adjacent to the application site, although there are numerous listed buildings and several scheduled monuments within a 500m radius. The proposed development is not considered likely to have a significant impact on the setting of those structures. Views relating to relevant structures are also considered in the Design and Access Statement submitted as part of the application. The *Ipswich Local Plan Review - First*



*Deposit Draft* (November 2001) Plan No. 2 marks an Area of Archaeological Importance. As mentioned above, this is not an adopted policy which carries authority, but, this assessment considered the reason that it was proposed. It is understood to have included the known Saxon town, with the Area limit following in places the line of a Saxon defining ditch and rampart. The Area of Archaeological Importance crosses the site about 100m west of Bridge Street and follows the northern river edge to about 160m west of Stoke Bridge. This is understood to include the river crossing point and the area of St Mary Stoke close to the church. No archaeological remains of Saxon date are known within the area west of the bridge, between the river and Grafton Way.

#### ***Hedgerows, Historic Parks and Gardens, Ancient Woodland***

The application site does not contain any significant hedgerow and does not affect any registered historic park or garden.

#### ***Conservation Areas and Tree Preservation Orders***

The application site does not lie in a Conservation Area. Parts of Conservation Areas 1 (Central), 11 (Wet Dock) and 9 (Stoke) are close to the eastern end of the site. Two trees on the northern boundary of the site are protected by TPOs.

#### ***Archaeological Potential of the Application Site***

Although the application site lies outside of the Saxon and medieval town, it has raised archaeological potential associated with its proximity to the bridge linking the town with Stoke, and its position between two channels of the River Orwell. The site lies very close to the lowest known river fording and bridging points. During periods of lower sea level in the prehistoric period, this may have represented a favourable location for activity or even occupation, although contemporary ground surfaces may lie buried below several metres of later alluvium. Environmental preservation could be particularly good so close to the river.

From the Saxon period the site formed part of the town marsh and only ephemeral traces of activity can be expected. These will have been contaminated with later tipping as land was reclaimed, and disturbed or removed by the excavation of managed watercourses providing water storage and a regular flow to the Stoke Bridge watermills. There is potential for additional unrecorded watermill sites, especially at the eastern end.

The arrival of the dock tramway, and subsequently the Ipswich Goods Station with adjacent sidings, will have required further consolidation, reclamation and levelling of the marshy riverside. There is no evidence as to whether these processes protected earlier deposits or removed them. A century of use of the goods yard has probably left the ground contaminated with various waste fuels.

The Goods Station was removed by the 1980s redevelopment of the Commercial Road frontage, but some foundations may remain buried below modern material. Within the former sidings, laid track and the remains of some above-ground features may be recognisable to railway historians. This could include undocumented material.

### **Potential Archaeological Impact**

Shallow groundworks on this site are unlikely to affect significant archaeological remains apart from any surviving foundations of the goods station and other associated buildings. The greatest impact is anticipated to be in the proposed store footprint where the density of piling will cause the most disturbance to any potential buried deposits which might contain Roman or prehistoric remains (Ward Cole dwg. 22/1329/200a, Preliminary Foundation Layout). The proposed enhanced flood defences may result in the complete removal of any archaeological remains along the river edge, although the existing defences may already have had this impact.

### **Mitigation Measures and Recommendations**

No full mitigation strategy can be prepared until the extent and nature of any archaeological survival on the site has been determined. As this is suspected to be impaired at shallow levels, it may be appropriate for archaeological monitoring and recording of initial groundworks to be arranged as a post-determination condition on any planning consent, with contingency for fuller archaeological recording if deemed necessary.

Following the clearance of vegetation in advance of redevelopment, the opportunity should be taken to record remaining railway features – and check whether any trace of the dock tramway survives.

A palaeoenvironmental sampling strategy, involving the taking and analysis of cores through the Holocene sediments on this site could provide information relating to the nature of prehistoric and later human activity close to the site.

Examination of deeply buried deposits on this site will be hampered by the proximity of the tidal River Orwell.

### **Conclusion**

The application site was marshland outside of the core of urban Ipswich from its inception in the eighth century until the construction of the railway on the south side of the river in the mid-nineteenth century. As a result, the site has received no previous archaeological attention and no archaeological remains are known.

Investigations on development sites in the vicinity suggest that the prehistoric ground surface lies buried below later alluvium deposits laid down during periods of raised sea level. That

ground surface could be at a depth of 2.5m or more from the present surface. These deposits would not be affected by most trenching but would be affected by piling for store foundations and new flood defences.

The application site is a short distance upstream of the lowest bridging point of the River Orwell in the medieval period. A number of channels merged at this point and there is some cartographic evidence that they were managed to provide a water supply to watermills built beside Stoke Bridge. The mills may also have used tidal flow, and a reservoir appears to have been excavated within the marsh to retain water from either or both sources. The reservoir is suspected to have been at the western side of the application site.

The earliest certain development of the application site was the laying of a dock tramway from west of Station Bridge to east of Stoke Bridge, before 1852. By the late 1860s Commercial Road had been laid and a goods station built, with railway sidings across the area south of the road. This arrangement lasted for about a century before the railway tracks were gradually removed and the Commercial Road frontage redeveloped. The goods station was replaced by a B&Q DIY store in 1986 but the date of the station's demolition has not been found.

The proposed redevelopment of the site is expected to result in the removal of the remaining railway tracks and other surface features, and may remove any surviving foundations of the goods station. It will have an impact on any medieval or post-medieval managed watercourses and reservoirs associated with mills on or beside the site, but may not entirely remove them. The potential impact on Saxon and earlier remains cannot be predicted with the present information.

Under current proposals for redevelopment of the site, the total pile-cap area – up to 1.65m below ground level - is expected to be about 4.5% of the proposed building footprint. The piling - and possibly also the pile cap disturbance - will affect any prehistoric deposits buried below subsequent alluvium, but the depths and location of any such remains will produce difficult conditions for access and recording in advance of the works. Although archaeological recording of shallower, more recent, deposits is more straightforward, no significant remains are known to have survived the use of the site as a goods yard.

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Record Office [Ipswich]; Ipswich Borough Council; County Library, Ipswich; National Monuments Record. Figures were prepared by Gavin Glover and Naomi Field.

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September 29th 2008

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- SRO (I) K490/67/3 Photograph: Commercial Road, Ipswich, 1/7/1962. Suffolk Record Office, Ipswich.
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<http://www.ctipswichwaterfront.co.uk/HistoryoftheWaterfront-PartThree.htm>

### **Contents of Site Archive**

Correspondence

Photographs: LAS digital film no. 08/40

**APPENDIX 1**

**Reported Archaeological Sites and Findspots, and  
Listed Buildings near the Application Site**

(Source: Suffolk Historic Environment Record)

<b>MSF No.</b>	<b>PRN</b>	<b>NGR</b>	<b>(all TM)</b>	<b>Description</b>
3501				Thetford type ware pot kiln, Carr Street.
4752	IPS 021	15850	43950	Polished flint axe dredged from river Orwell adjacent to Princes Street Bridge.
4838	IPS 061	1655	4438	Neolithic polished flint axe found at Orwell Place.
4856	IPS 073	15845	44085	Iron Age weaving comb of red deer antler, found in a peat bed at depth of 8 feet during construction work.
4931	IPS 139	1624	4381	Church of St Mary, Stoke. Medieval fabric.
4934	IPS 141	1642	4384	Excavation in part of Middle Saxon town.
4935	IPS 141	1642	4384	Excavation in part of medieval town.
4936	IPS 141	1642	4384	Excavation in part of post-medieval town.
4937	IPS 142	1646	4385	Watching brief: Saxon remains.
4938	IPS 142	1646	4385	Watching brief: medieval remains.
6401	IPS 055	1643	4406	Late Saxon bone skates and skeleton found 11ft deep in old river bed, 1920. Bronze vessel, fibula and chain found 1857.
6402	IPS 054	1659	4005	?Roman lamp found 1883 in foundation trenches for brewery.
7101		1624	4381	Church, St Mary Stoke.
7301		1629	4384	19th C pits.
7402		1642	4384	Archaeological excavation off Vernon Street, 1975, of Middle Saxon ditch and pits, and late medieval extraction pits.
7403	IPS 142	1646	4385	Ipswich ware and Thetford type wares
8811		1684	4428	Early medieval pot sherd.
9304		158	435	Mesolithic flint blade, found c. 1934.
9502		1527	4373	Roman pottery, Gippeswyck Hall.
9503		1517	4381	Roman coin, Trajan.
9504		1540	4354	Three Neolithic hearths, one possibly used for pottery manufacture, found 1946. Also saddle quern and ?Thetford type ware pottery.
9511		15	43	Roman pottery, Gippeswyck Park.
9514		1550	4369	Archaeological recording, 2000. No archaeological remains but very wet ground.

<b>MSF No.</b>	<b>PRN</b>	<b>NGR</b>	<b>(all TM)</b>	<b>Description</b>
<b>9563</b>	<i>IPS 205</i>	16175	44285	St Nicholas' Church. Probably church of early foundation, in N aisle are C11 carvings. C14 nave and aisles. C14, C15, C17 & C18 additions and alterations. Tower rebuilt in 1888. Recorded in cartulary of St Peters and Pauls Priory (Stoke Bridge, Ipswich) in 1190. Also recorded in documents of 1254 & 1291 Also Sax & Un.
<b>9564</b>	<i>IPS 205</i>	16175	44285	During repairs to St Nicholas Church in 1827, five large urns were found embedded in a wall, which did not contain bones or ashes.
<b>9602</b>		1548	4422	Mammoth tooth and rhino tooth found 11ft deep.
<b>9603</b>		1550	4412	Mammoth tooth found 11ft deep.
<b>9604</b>		1547	4427	Palaeolithic Solutrian flint blade found in gravel, 1918; flint knife found 1903.
<b>9607</b>		1584	4408	Iron Age antler bone weaving comb, found 8 ft deep in peat.
<b>9611</b>		1599	4435	Archaeological recording, 1987: made ground to 2.3m, dark organic material 2.3m - 2.8m, over gravel.
<b>9702</b>		1629	4387	Archaeological recording at 16-20 Stoke Street identified that early levels had been truncated by post medieval/modern activity.
<b>10271</b>	<i>IPS 215</i>	16255	44135	An area of Sax/Med occupation, now a car park, Greyfriar's Road 1986: Excavations by SAU prior to development. 1989: Further area of 200 square metres excavated prior to redevelopment:- two pits of C7, pre-Ipswich ware phase. Series of MSax pits and a ditch and further pits from C9 to PMed period plus numerous undated and incoherent stake holes
<b>10272</b>	<i>IPS 215</i>	16255	44135	An area of Sax/Med occupation, now a car park 1986: Excavations by SAU prior to development. 1989: Further 200 sq metres excavated prior to redevelopment:- `Later occupation (then Sax) consisted of pits ranging in date from the C9 to the PMed period. One LMed feature was 12m across & may have been a large extraction pit or pond. In one area numerous small post holes and stake holes were found, however, these could not be easily dated and they did not make any coherent plan'
<b>10807</b>	<i>IPS 360</i>	16238	44295	"Roman urn found in Old Cattle Mart during excavations for Hippodrome Theatre, 1905. Given to Ipswich Borough Museum (IM 1905.14). Dubious classification. Theatre demolished in 1985. New building replacing it piled, natural at 1.8m - no finds.



<b>MSF No.</b>	<b>PRN</b>	<b>NGR</b>	<b>(all TM)</b>	<b>Description</b>
<b>11443</b>	<i>IPS 232</i>	16205	44265	Sax pottery and other material recovered during watching brief from mechanically excavated stanchion holes in circa 2m depth of made ground. Numerous pits/wells encountered, most archaeological deposits removed prior to development. Pottery included 300g Ipswich ware, 420g Thetford type ware (includes two half pots). Also St Neots ware Also one stave built well lining mechanically recovered from a deep hole (circa 4m from modern ground level) - definitely a re-used barrel, date probably M/LSax.
<b>11444</b>	<i>IPS 232</i>	16205	44265	Med pottery and other material recovered during watching brief from mechanically excavated stanchion holes in circa 2m depth of made ground. Numerous pits/wells encountered, most archaeological deposits removed prior to development. Pottery includes 200g St Neots ware, 720g Med coarseware, 750g LMed wares
<b>11445</b>	<i>IPS 232</i>	16205	44265	Pottery and other material (little PMed collected) recovered during watching brief from mechanically excavated stanchion holes in circa 2m depth of made ground. Numerous pits/wells encountered. Most archaeological deposits removed prior to development
<b>15118</b>	<i>IPS 255</i>	16335	43955	Stoke Mill & bridge across the Orwell/Gipping shown on Bowen's, Hodkinson's, Saxton's & Speede's maps. Construction dates unknown although Stoke Bridge is one of two (also Handford) earliest documented bridges in Suffolk, being recorded in circa 970. In mid C17 use was only permitted when ford was impassable. 1559: Re-built (timber)
<b>15305</b>	<i>IPS 260</i>	15885	44375	Site of 'Friars Bridge': Name shown each side of River Gipping on Hodkinson's map but no actual bridge shown - presumably name of earlier structure. Bridge shown on Saxton's 1575, Speede's 1610 and Bowen's 1755 maps
<b>15442</b>	<i>IPS 255</i>	16335	43955	Stoke Bridge across the Orwell/Gipping as shown on Bowen's and Hodkinson's maps Certainly Med in origin. Also shown on Saxton's & Speede's maps of 1575 & 1610 1559: Re-built (timber?)
<b>16912</b>	<i>IPS 269</i>	1642	4402	Narrow slipway shown on 1837 drawings of Ipswich Dock area.
<b>16927</b>	<i>IPS 275</i>	16350	44250	Site of Wolsey's College.
<b>18568</b>	<i>IPS 305</i>	16322	44154	Small excavation at the junction of St. Peters Street and Star Lane in advance of building works located several articulated burials.
<b>20398</b>	<i>IPS 205</i>	16177	44278	One sherd of Ipswich ware from flower bed along S wall of nave, 16 March 1976.



MSF No.	PRN	NGR	(all TM)	Description
20399	IPS 361	16207	44312	C11/C12 pit, 2.5m deep, containing Ipswich, Thetford & St Neots type wares, Early & late Med pottery, observed in 1m square hole dug for office development in August 1978.
22059	IPS 442	16188	44281	A test pit evaluation was carried out in the Churchyard of St Nicholas Church. Five c.1m test pits confirmed that heavy truncation to a depth of up to 1.5m by post-medieval buildings had taken place to the east of the Churchyard. The uppermost 0.9m of the churchyard itself largely was occupied by a heavily disturbed c19th cemetery soil in which few grave cuts were observed although it was found to contain potentially numerous (three were identified in test pits 3 and 5) brick built tombs. Solid bonded remains of the southern church wall ceased just 0.66m below the existing ground surface and overlay a sequence of rammed chalk and clay-with-flint foundation layers to at least 0.85m. 2004-5: subsequent evaluation and monitoring of works recorded variety of finds within and outside the church including Late Saxon pit cutting earlier grave, a variety of pottery from E/Mid Saxon to post medieval and a large number of mainly post medieval burials. Apart from the grave markers and the early burial it is possible the Saxon material relates to domestic useage of the site rather than an early church.

## APPENDIX 2

### Extract from the Ipswich Local Plan 1997

#### Chapter 4: The Built Environment

#### ARCHAEOLOGY

The settlement of Ipswich has developed through Saxon, Mediaeval and later periods leaving a legacy of history below ground which tells the complex story of the Town's evolution. To ensure that this invaluable and irreplaceable historical, cultural and educational resource is not lost or damaged, the planning process must ensure that development proposals respect archaeologically important sites. There should therefore always be a presumption in favour of the preservation of archaeological remains. The Council will normally refuse planning permission for proposals which are likely to harm Ancient Monuments and other sites of archaeological interest.

4.91 The remains of the Dominican Friary in Foundation Street are a Scheduled Ancient Monument. In addition there are eight Scheduled sites which cover subsurface remains defining parts of the Middle and Late Saxon Town, several of which also cover parts of the Town's Mediaeval defences.

4.92 The town of Ipswich, founded in the seventh century, is one of England's oldest towns. Because of this, an Area of Archeological Importance defined by the County Council's Archaeological Service is illustrated on Plan No. 4. This Area largely encompasses the Anglo-Saxon deposits which are of international importance. Policies BE46 and BE47 will apply both to this Area and to other known sites of archaeological importance which lie outside of the boundary indicated on Plan No. 4, in addition to further sites which may be discovered as a result of more research. The preservation of archaeological remains of lesser importance will also need to be carefully considered on their individual merits.

4.93 Details about all the archaeological sites in the Borough are held in the County Sites and Monuments Record which is maintained by Suffolk County Council's Archaeological Service.

4.94 The archaeological importance of a site is a material planning consideration which may constrain development. Preservation of features or investigative digs may require considerable funding. Without commitment to this approach and action to safeguard the archaeological significance of the site, the Council will not be able to support proposals for development.

4.95 If necessary, archaeological sites should be preserved intact for future excavation and research with the assistance of new non-destructive technology. In other circumstances, remains should be excavated and recorded. Preliminary discussions with Ipswich Planning Services and early evaluation are encouraged regarding development proposals which may affect sites of archaeological interest to enable and expedite decision making.

**BE46 The Council will seek to preserve Scheduled Ancient Monuments and other remains of national importance and their settings. On other important archaeological sites the Council will seek mitigation of damage through preservation in situ as a preferred solution. When the balance of other factors is in favour of physical destruction of the archaeological site, the Council will wish to be satisfied that adequate provision is made for the excavation and recording of archaeological remains.**

**BE47 Where research indicates that archaeological remains may exist, the Council will require that a developer submits an archaeological field evaluation prior to the determination of a planning application. Planning permission will not be granted without adequate assessment of the nature, extent and significance of the remains present and the extent to which the proposed development is likely to affect them. Where proposals are considered acceptable these conservation/preservation arrangements will normally be secured by a condition of planning permission and/or a planning obligation agreement.**

## APPENDIX 3

### Ipswich Local Plan First Deposit Draft (November 2001)

#### Chapter 4: The Built Environment

##### Archaeology

4.97 The settlement of Ipswich has developed through Saxon, Mediaeval and later periods leaving a legacy of history below ground, which tells the complex story of the town's evolution. To ensure that this invaluable and irreplaceable historical, cultural and educational resource is not lost or damaged, the planning process must ensure that development proposals respect archaeologically important sites. There should therefore always be a presumption in favour of the preservation of archaeological remains. The Council will normally refuse planning permission for proposals that are likely to harm Ancient Monuments and other sites of archaeological interest.

4.98 The remains of the Dominican Friary in Foundation Street are a Scheduled Ancient Monument (SAM). In addition there are eight Scheduled sites which cover sub-surface remains defining parts of the Middle and Late Saxon town, several of which also cover parts of the town's Mediaeval defences.

4.99 Ipswich was founded in the seventh century and is one of England's oldest towns. Because of this, an Area of Archaeological Importance has been defined by the County Council's Archaeological Service. This Area largely encompasses Anglo-Saxon deposits, which are of international importance. Policies BE41 and BE42 will apply both to this Area and to other known sites of archaeological importance which lie outside of the boundary indicated, in addition to further sites which may be discovered as a result of more research. The preservation of archaeological remains of lesser importance will also need to be carefully considered on their individual merits.

4.100 Details about all the archaeological sites in the Borough are held in the County Sites and Monuments Record, which is maintained by Suffolk County Council's Archaeological Service.

4.101 The archaeological importance of a site is a material planning consideration, which may constrain development. Preservation of features or investigative digs may require considerable funding. Without commitment to this approach and action to safeguard the archaeological significance of the site, the Council will not be able to support proposals for development.

4.102 If necessary, archaeological sites should be preserved intact for future excavation and research with the assistance of new non-destructive technology. In other circumstances, remains should be excavated and recorded. Preliminary discussions with Ipswich Planning Services and early evaluation are encouraged regarding development proposals that may affect sites of archaeological interest to enable and expedite decision-making.

**BE41 The Council will seek to preserve Scheduled Ancient Monuments and other remains of national importance and their settings. On important archaeological sites the Council will seek mitigation of damage through physical preservation in situ as the preferred solution. When the balance of other factors is in favour of physical destruction of the archaeological site, the Council will wish to be satisfied that adequate provision is made for the excavation and recording of archaeological remains.**

**BE42 Where research indicates that archaeological remains may exist, the Council will require that a developer submits an archaeological assessment or if necessary a field evaluation prior to the determination of a planning application. Planning permission will not be granted without adequate assessment of the nature, extent and significance of the remains present and the extent to which the proposed development is likely to affect them. Where proposals are considered acceptable these conservation/preservation arrangements will be secured by a condition of planning permission and/or a planning obligation agreement.**

## APPENDIX 4

### Extracts from *The Ipswich Local Development Framework Preferred Options (February 2008)*

**10.161 Proposals affecting scheduled ancient monuments and other archaeological sites:** These are key assets of the town and are therefore protected by Policy Area 31. In addition Planning Policy Guidance 16: Planning and Archaeology (1990) provides strong guidance on the issue. Having considered all these factors it is not considered that a separate policy is necessary.

**10.164 Proposals affecting listed buildings:** The town's listed buildings are key assets and would therefore be covered by Policy Areas 4 and 31. In addition the Planning (Listed Building and Conservation Areas) Act 1990 and Planning Policy Guidance Note 15: Planning and the Historic Environment (1994) provide an appropriate legislative and guidance background. Having considered all these factors it is not considered that a separate policy is necessary.

**10.167 Trees:** Trees protected via Tree Preservation Orders (TPOs) benefit from appropriate protection via relevant legislation and regulation and the Council has the ability to make further TPOs where trees merit protection. The Council also has a degree of control over works to other trees in conservation areas. Policy Area 30 sets out an additional basis for protected key trees. As a result of all these factors, it is not considered that a separate policy is necessary.

# OASIS DATA COLLECTION FORM: England

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## Printable version

**OASIS ID: lindseya1-49031**

### Project details

Project name	Ipswich, Grafton Way
Short description of the project	Archaeological desk based assessment of land to the south of Commercial Road, Ipswich
Project dates	Start: 28-05-2008 End: 22-09-2008
Previous/future work	No / Not known
Any associated project reference codes	IPS 597 - HER event no.
Any associated project reference codes	R 2008-7 - Museum accession ID
Any associated project reference codes	Report 1057 - Contracting Unit No.
Type of project	Desk based assessment
Site status	None
Current Land use	Vacant Land 1 - Vacant land previously developed
Current Land use	Industry and Commerce 4 - Storage and warehousing
Current Land use	Transport and Utilities 2 - Other transport infrastructure
Monument type	NONE None
Monument type	NONE None

Significant Finds	NONE None
Significant Finds	NONE None
Methods & techniques	'Documentary Search','Visual Inspection'
Development type	Urban commercial (e.g. offices, shops, banks, etc.)
Development type	Car park (flat)
Prompt	Direction from Local Planning Authority - Direction 4

### Project location

Country	England
Site location	SUFFOLK IPSWICH IPSWICH Grafton Way
Postcode	IP11AA
Study area	3.19 Hectares
Site coordinates	TM 1600 4395 52.0512327947 1.150666756920 52 03 04 N 001 09 02 E Point

### Project creators

Name of Organisation	LINDSEY ARCHAEOLOGICAL SERVICES
Project brief originator	Contractor (design and execute)
Project design originator	Naomi Field
Project director/manager	Geoff Tann
Project supervisor	Geoff Tann
Type of sponsor/funding body	Landowner
Name of sponsor/funding body	Spenhill

### Project archives

Physical Archive Exists?	No
Digital Archive recipient	Colchester and Ipswich Museum
Digital Archive ID	R 2008-7
Digital Contents	'other'
Digital Media available	'Images raster / digital photography'
Paper Archive recipient	Colchester and Ipswich Museum
Paper Archive ID	R 2008-7
Paper Contents	'other'
Paper Media available	'Correspondence','Drawing','Notebook - Excavation',' Research',' General Notes','Photograph','Plan','Report'

### Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
Title	Grafton Way, Ipswich, Suffolk: Archaeological Desk-Based Assessment
Author(s)/Editor(s)	Tann, G.
Other bibliographic details	LAS Report No. 1057
Date	2008
Issuer or publisher	Lindsey Archaeological Services
Place of issue or publication	Lincoln
Description	A4 spiral bound

Entered by	G. Tann (geoff@linarch.co.uk)
Entered on	30 September 2008

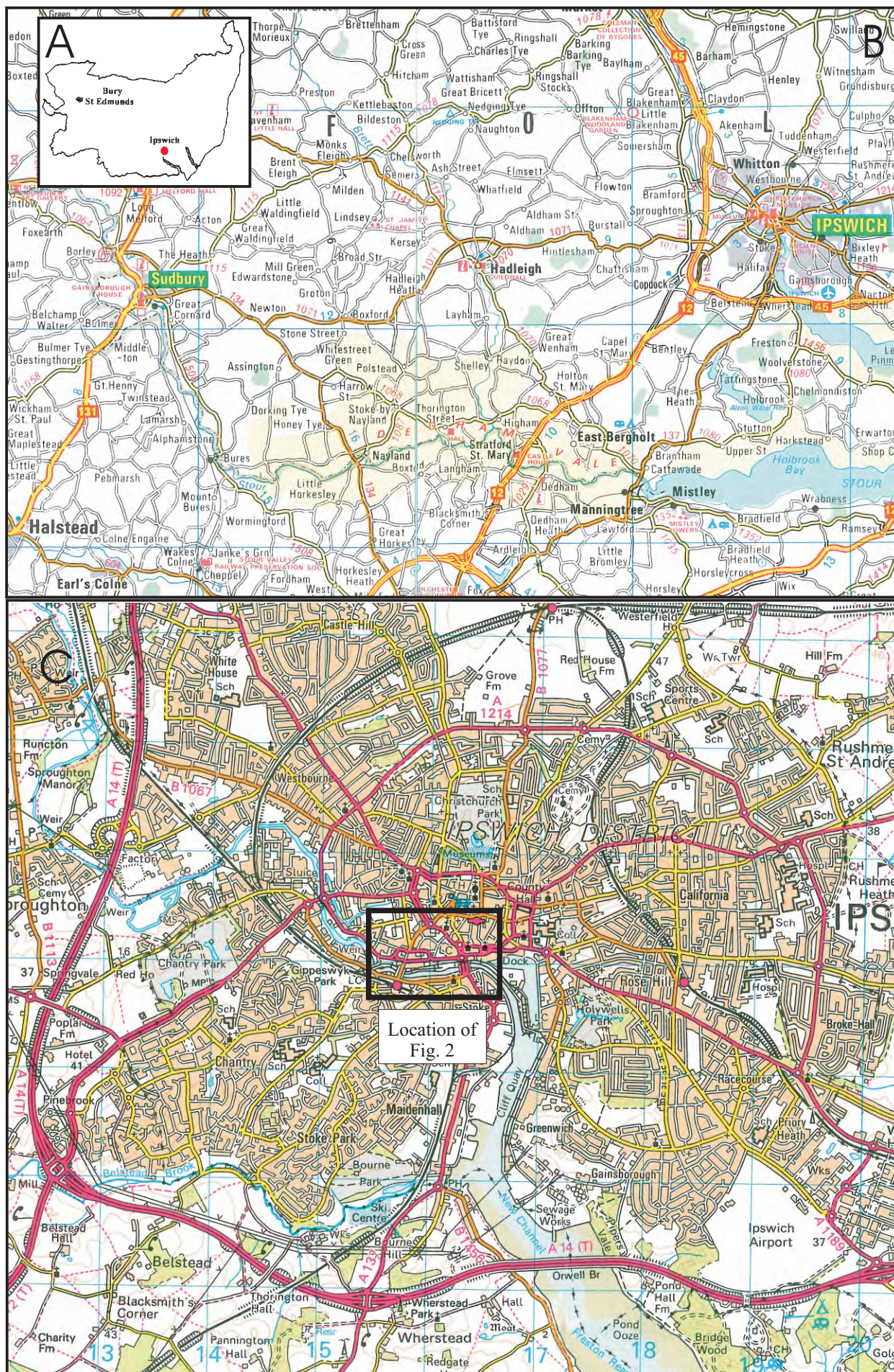
# OASIS:

Please e-mail [English Heritage](#) for OASIS help and advice

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Cite only: `/d1/export/home/web/oasis/form/print.cfm` for this page





**Fig. 1** Location of the application site (C based on the Ordnance Survey 1:50,000 map Sheet 169. © Crown copyright. All rights reserved. LAS Licence No. AL 100002165).



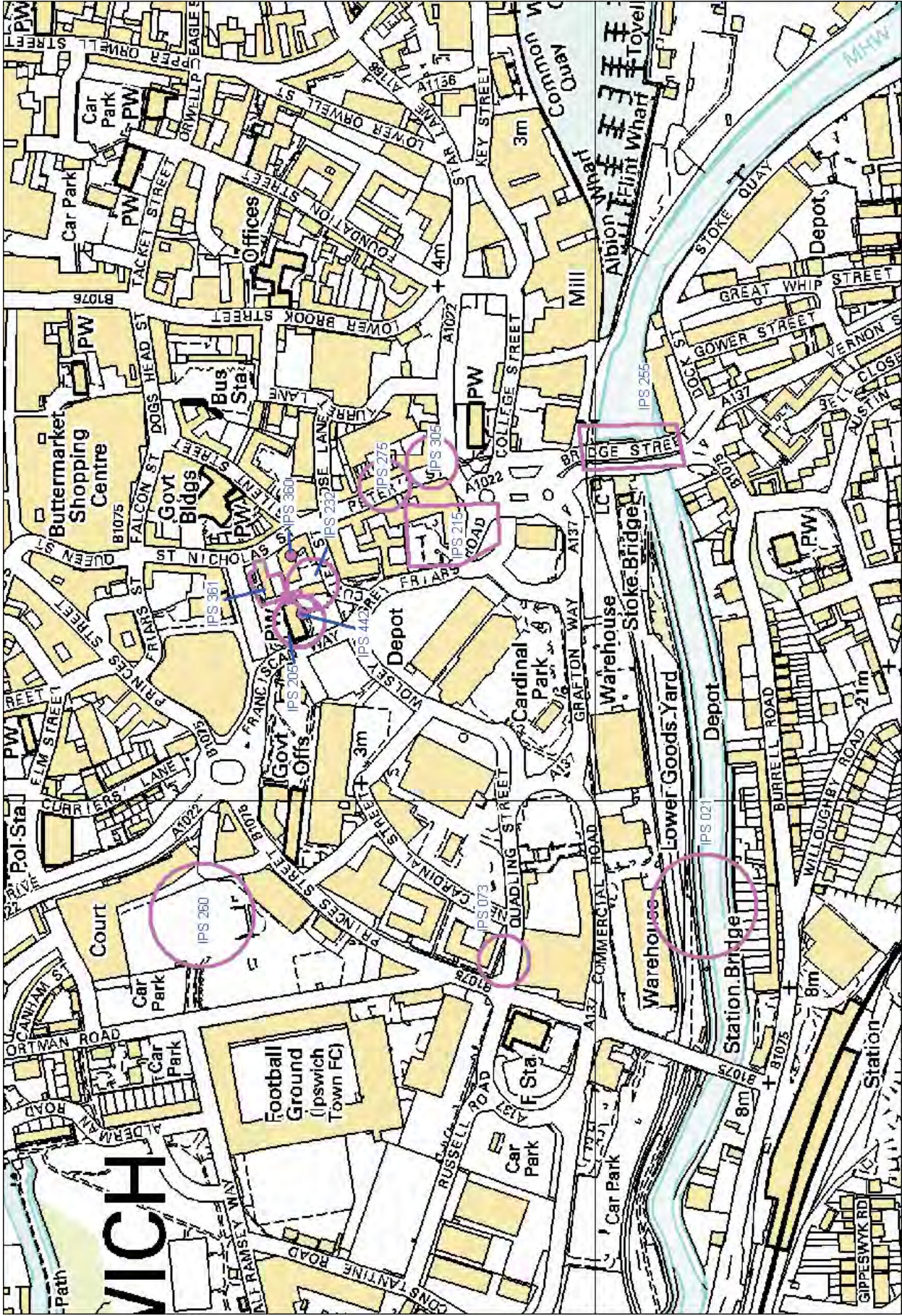


Fig. 2 Location of the application site, showing recorded archaeological sites and finds from the vicinity (information taken from the Suffolk Historic Environment Record. (© Crown copyright. All rights reserved. LAS Licence No. AL 100002165).



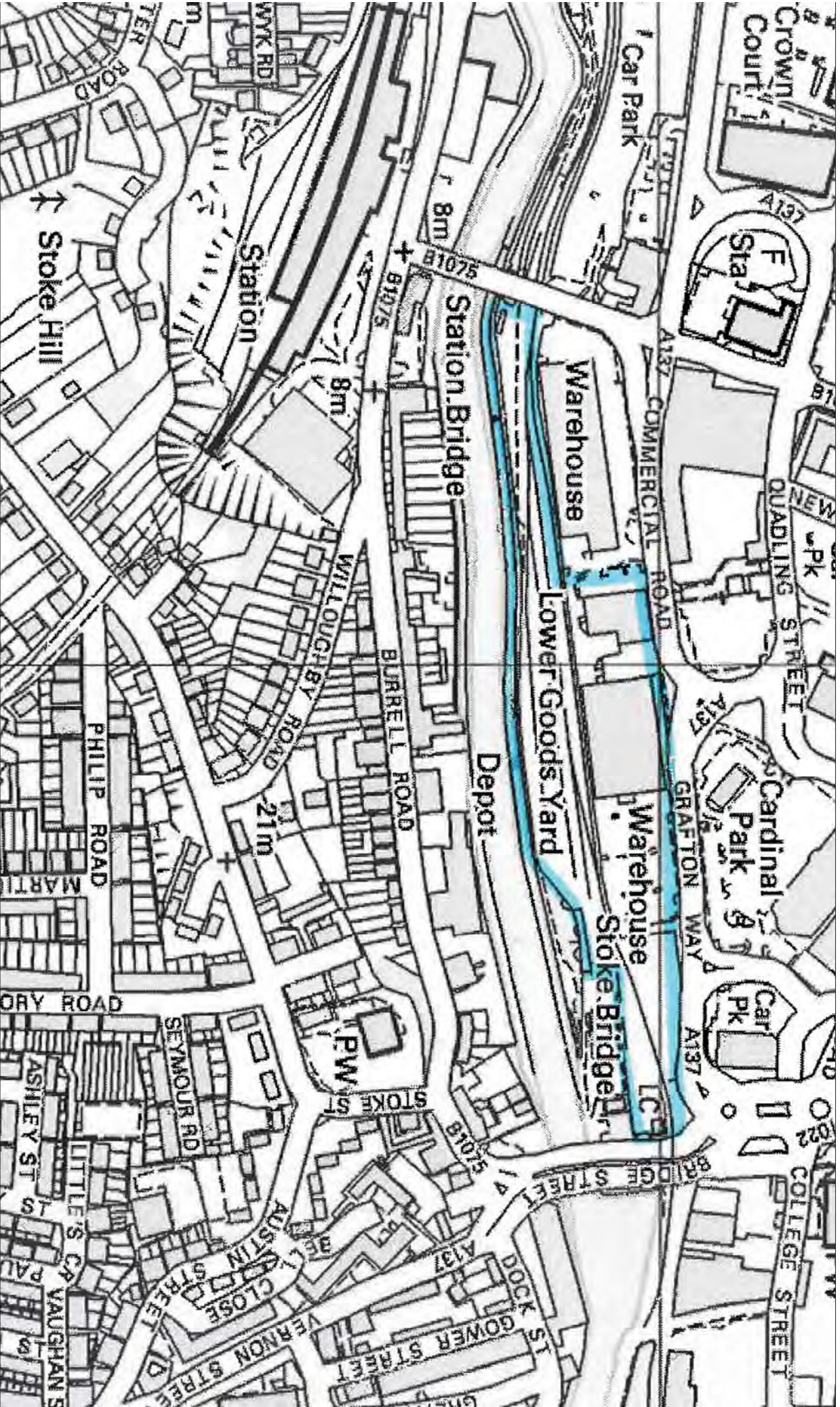


Fig. 3 Plan showing existing landuse of the application site (supplied by client).





Fig. 4 The early development of Ipswich (based on plans reproduced from "Anglo-Saxon and Medieval Ipswich" (Wade, in Dymond and Martin 1999). Copyright reserved.

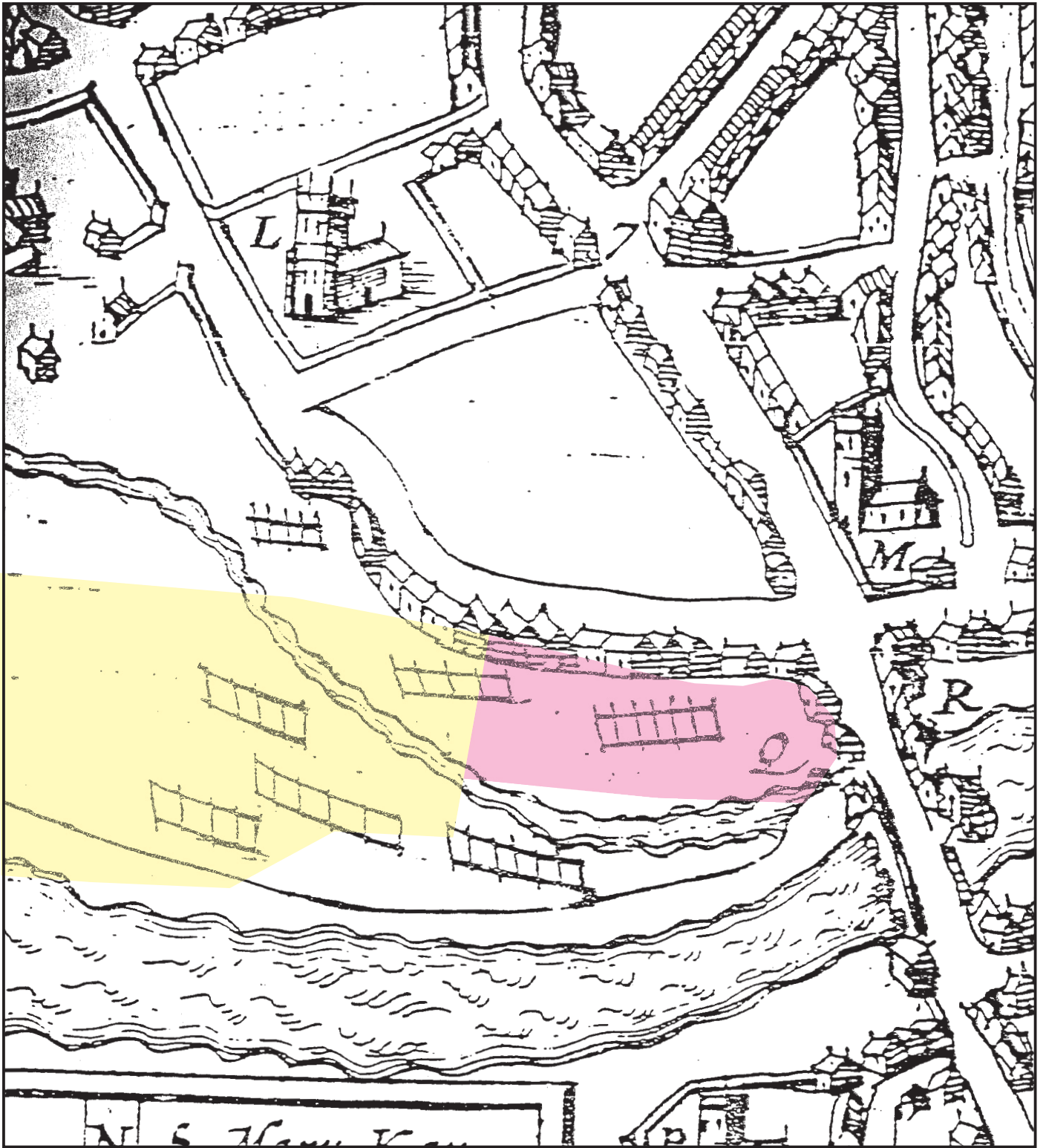
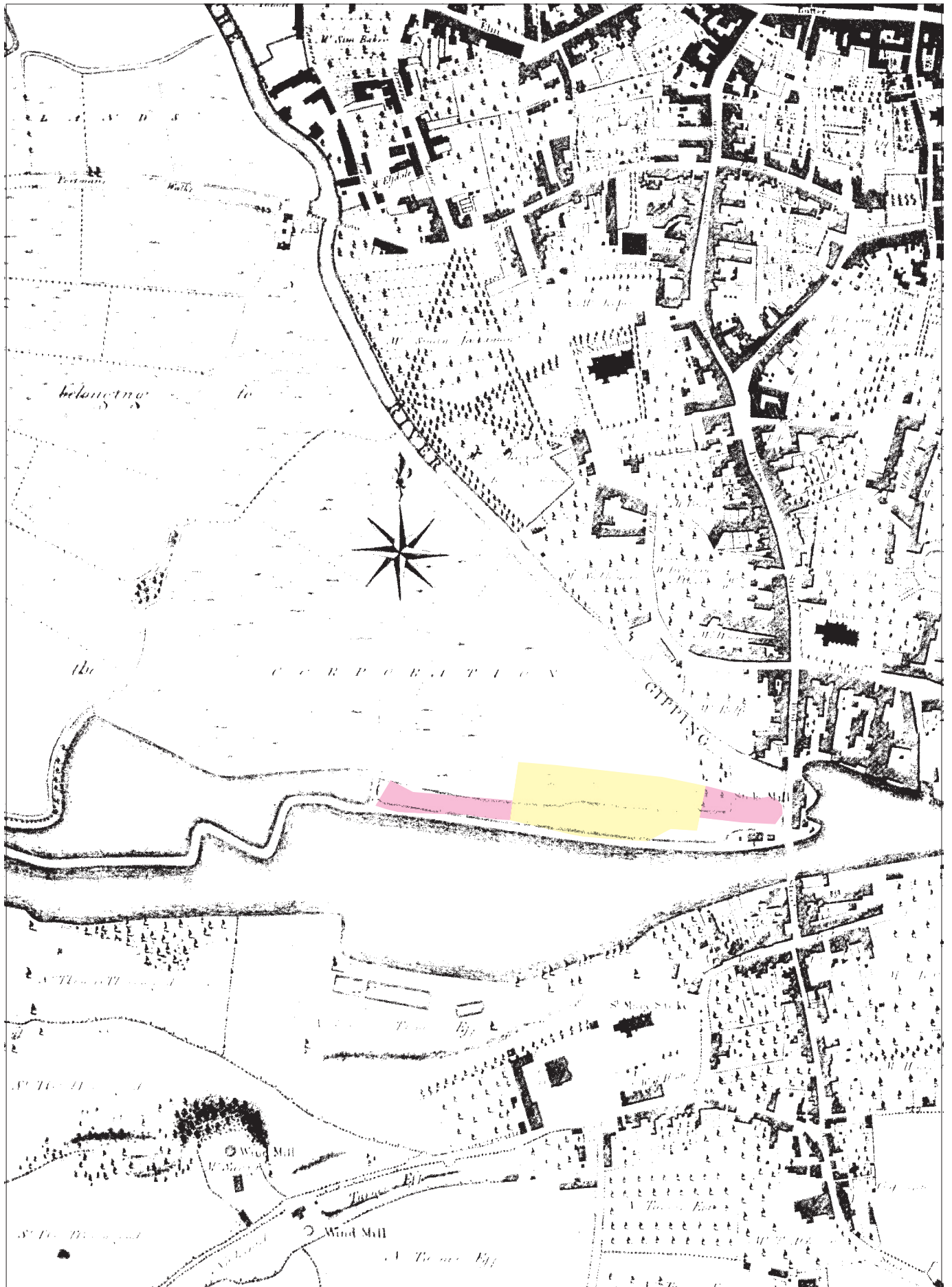


Fig. 5 Extract from a map of Ipswich surveyed by John Speed, 1610, with approximate location of the proposed development superimposed.





**Fig. 6** Extract from a map of Ipswich by John Ogilby, surveyed in 1674, with approximate location of the proposed development superimposed.



**Fig. 7** Extract from a map of the port of Ipswich, 1778, surveyed by J. Pennington, with approximate location of the proposed development superimposed. Suffolk Record Office, Ipswich SRO (I) MC 4/52. Reproduced by kind permission of SRO.

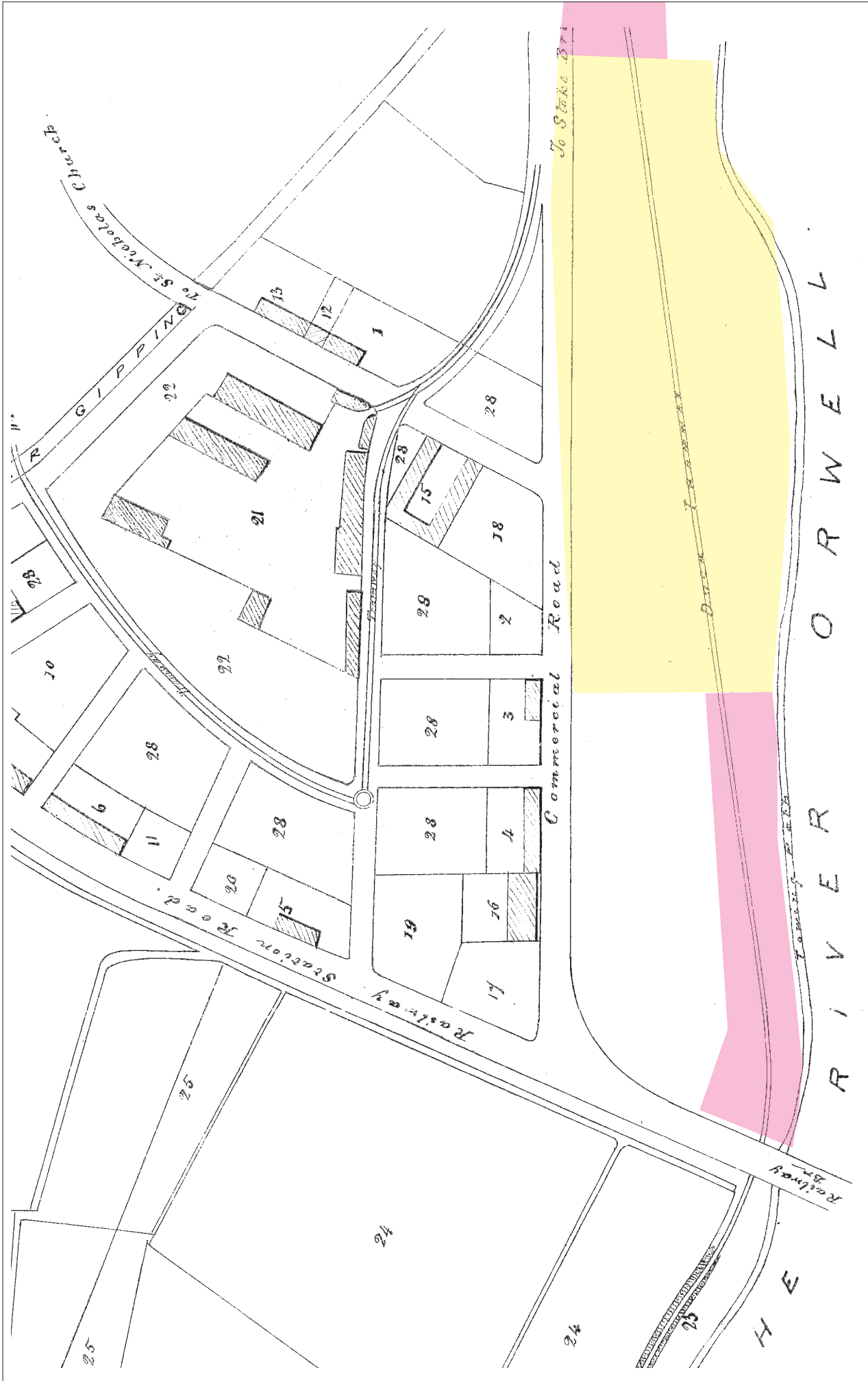


Fig. 8 Plan of leasehold property at Commercial Road, Ipswich 1852... to be sold at auction, with approximate location of the proposed development superimposed. (Held by Suffolk Record Office, Ipswich Branch, Ref. SRO(I)MC 7/12 R21626. Reproduced by kind permission of SRO).



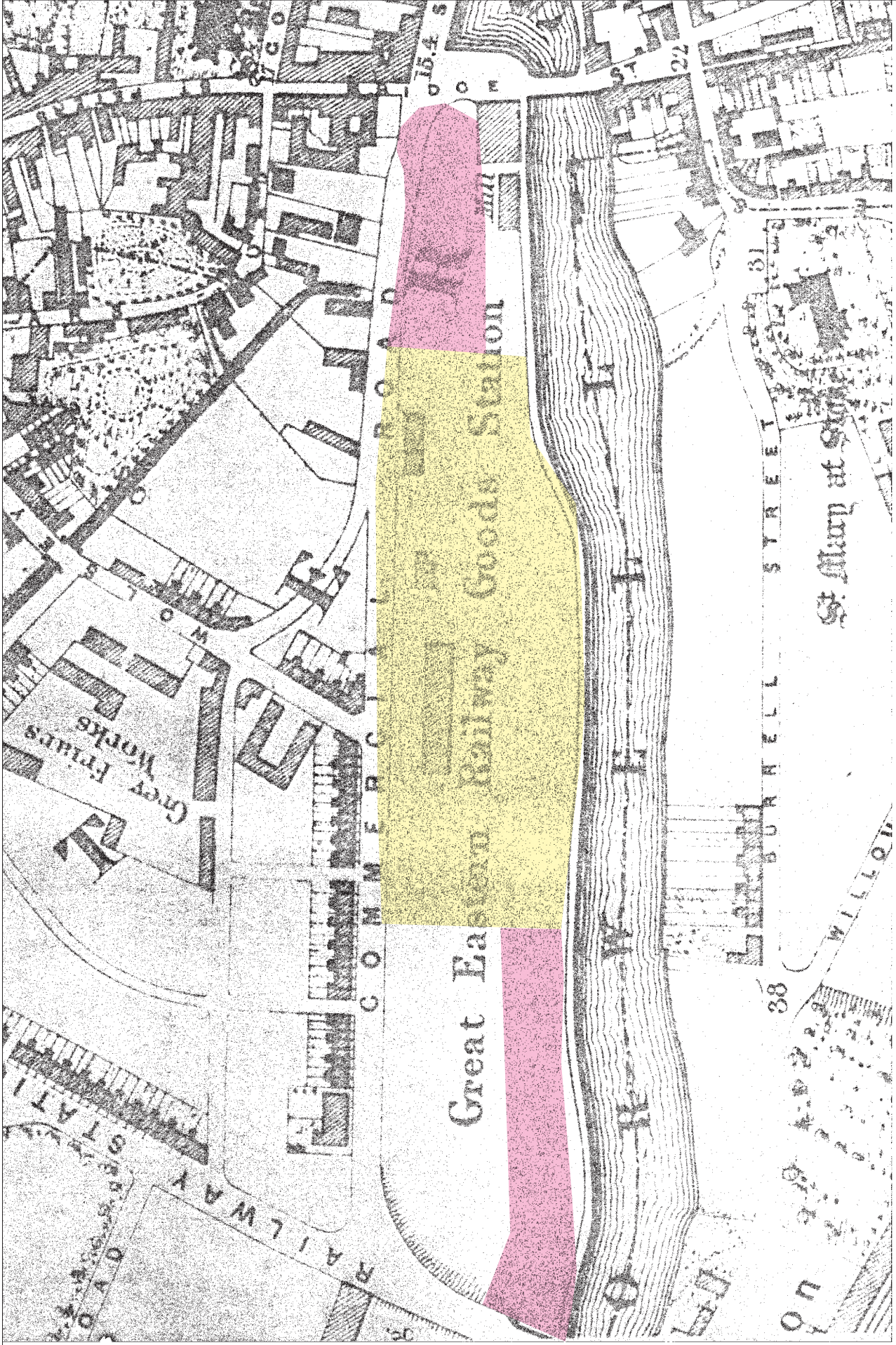


Fig. 9 Enlarged extract from Edward White's plan of Ipswich, 1867, with approximate location of the proposed development superimposed.



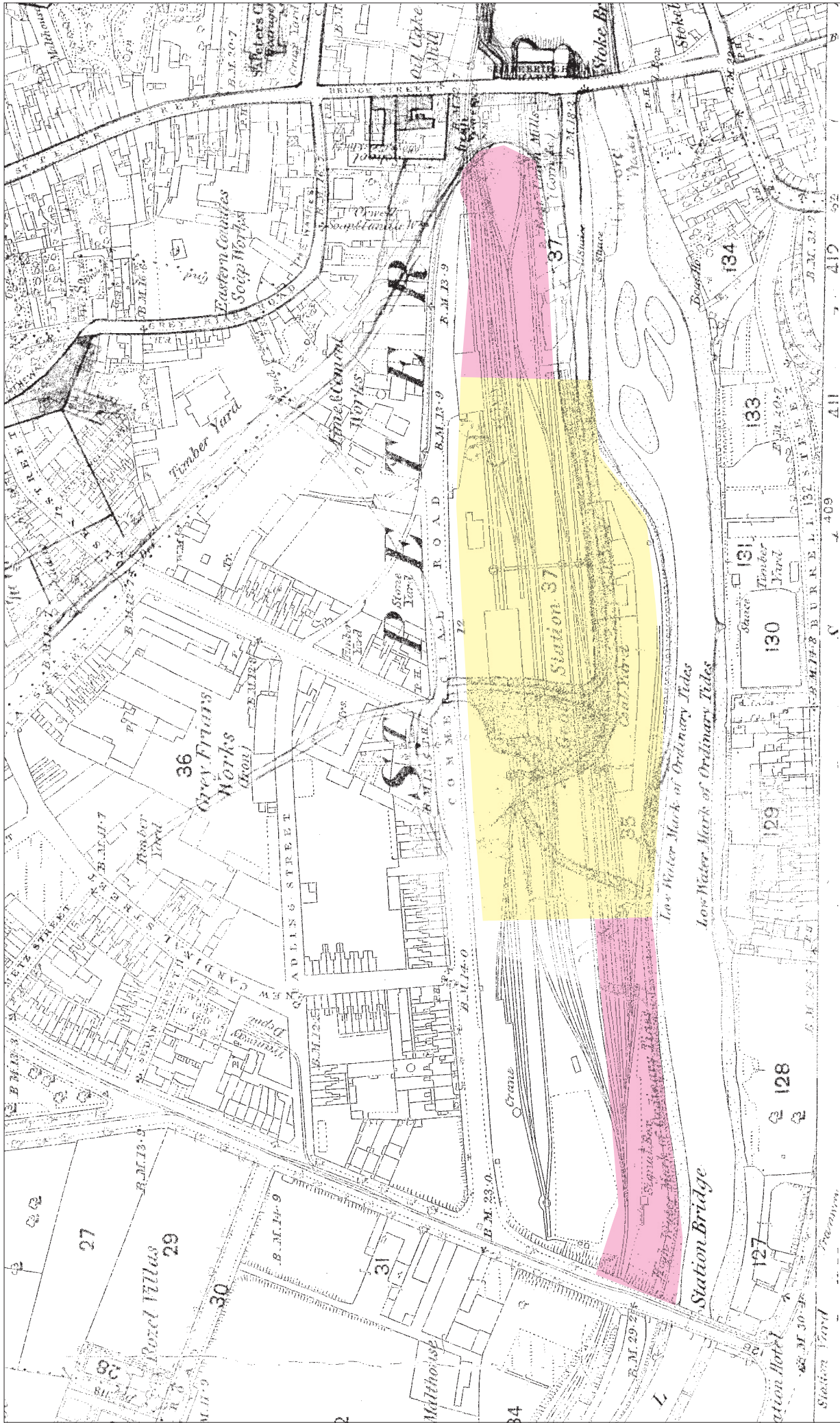


Fig. 10 Extract from the 1886 Ordnance Survey First Edition 1:2,500 map Sheet Suffolk 75/11, with the positions of former watercourses marked, with approximate location of the proposed development superimposed. (Map in Suffolk Record Office, Ipswich).



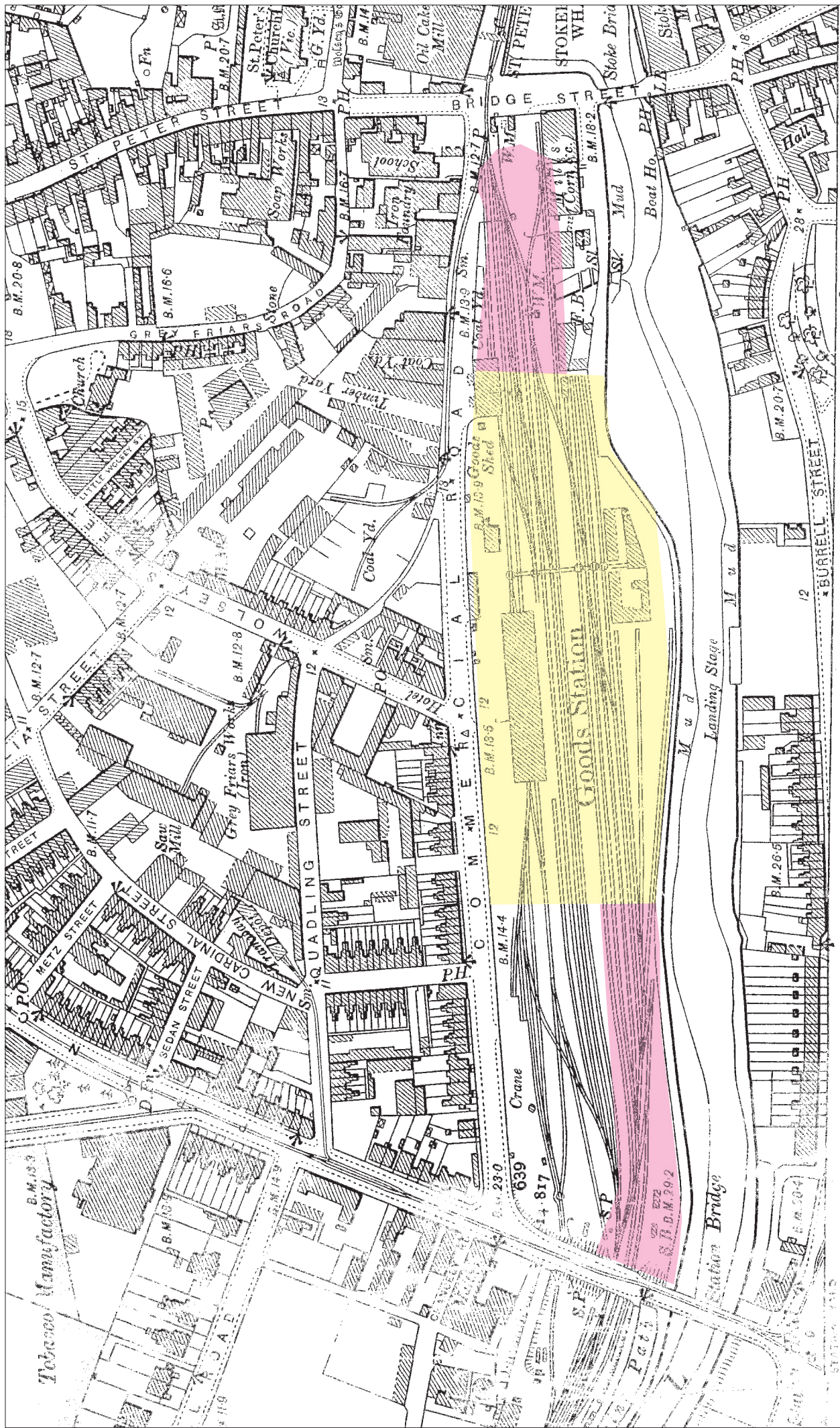


Fig. 11 Extract from the 1904 Ordnance Survey 1:2,500 map Sheet Suffolk 75/11, with approximate location of the proposed development superimposed.



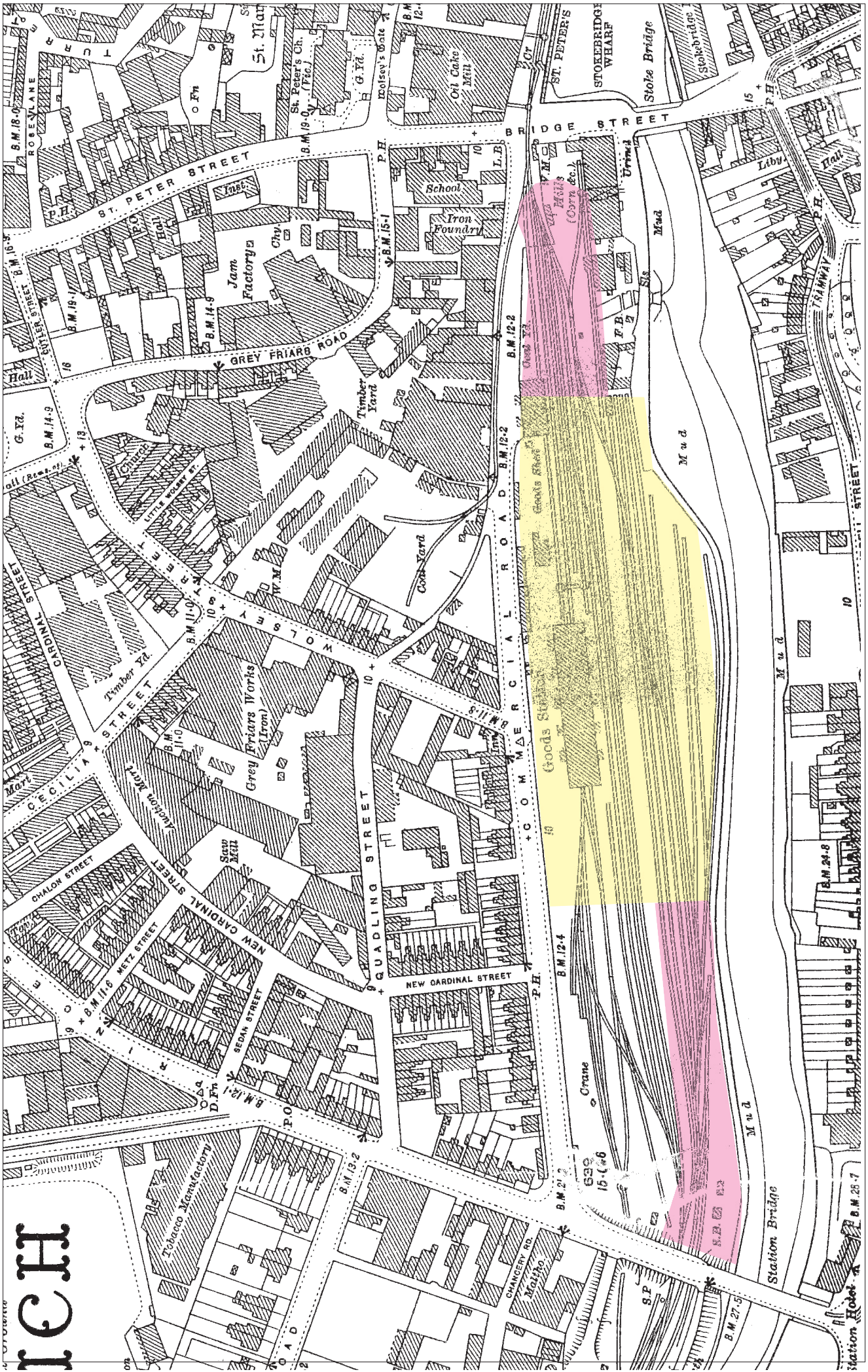


Fig. 12 Extract from the 1927 Ordnance Survey 1:2,500 map Sheet Suffolk 75/11, with approximate location of the proposed development superimposed.



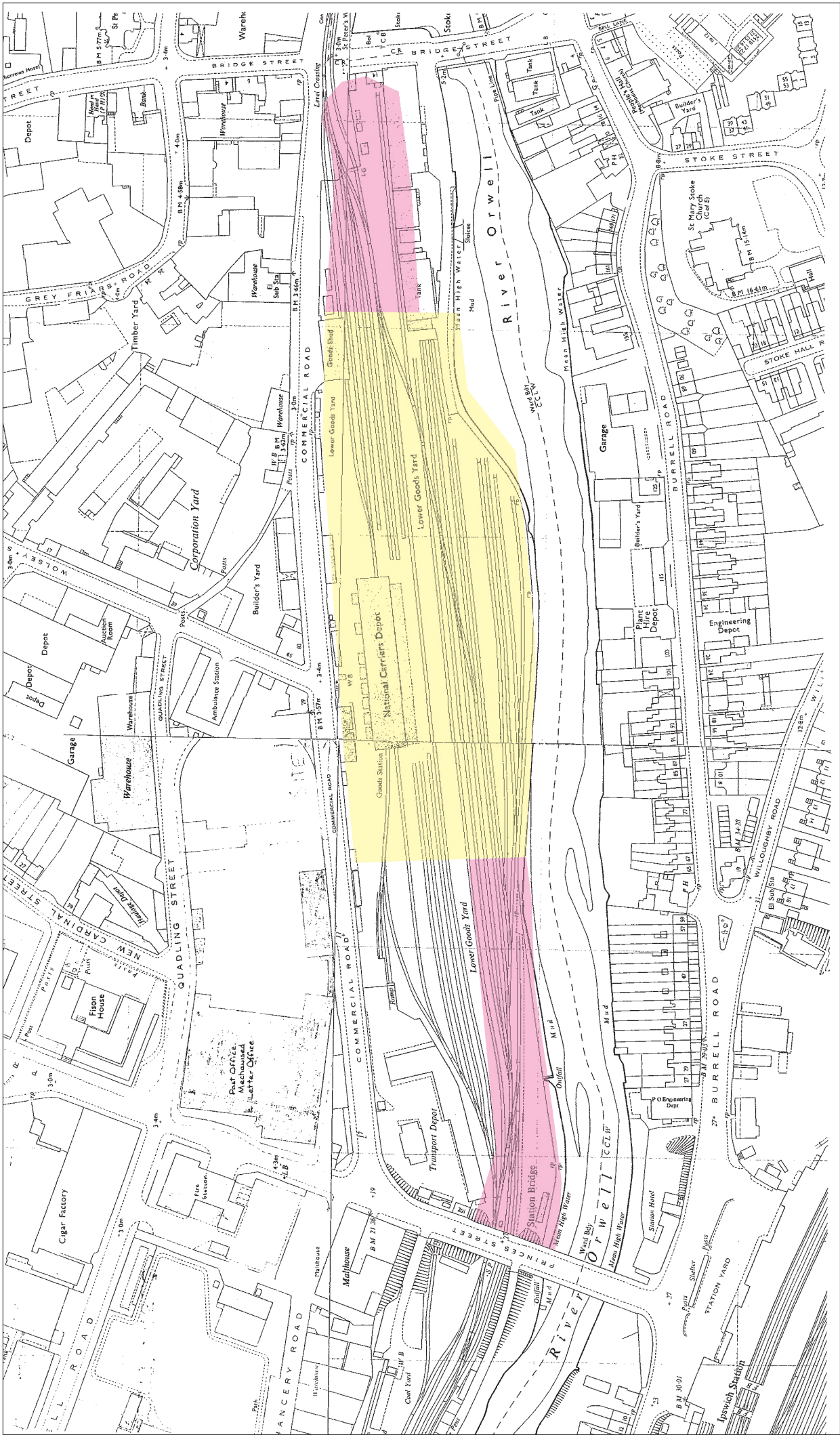


Fig. 13 The application site c.1971 (based on the 1967-72 Ordnance Survey 1:2,500 map Sheets TM 1543 NE, TM 1644, with approximate location of the proposed development superimposed. Reduced to 1:5000 scale. © Crown copyright. All rights reserved. LAS Licence No. AL 100002165).



**PI. 1** The former Ipswich goods station building (now demolished), looking south-east across Commercial Road 7/8/1960. Held by Suffolk Record Office, Ipswich Branch, ref. SRO (I) K490/67/1). Reproduced by kind permission of SRO.



**PI. 2** The eastern end of the former Ipswich Lower Goods Yard 1/7/1962, with the goods shed (behind crossing gate) and mills (left). Looking west from Bridge Street. Held by Suffolk Record Office, Ipswich Branch, ref. SRO (I) K490/67/3. Reproduced by kind permission of SRO.





Pl. 3 View from Station Bridge (looking east).



Pl. 4 Eastern elevation of the vacant B&Q store (looking west across the store car park).



Pl. 5 Railway sidings and the south elevation of the B&Q store (looking west).



Pl. 6 Railway sidings and the south elevation of the B&Q store (looking east).





Pl. 7 Path beside the existing flood wall beside the river (looking west).



Pl. 8 Graffiti on sarsen boulders placed beside the riverside path.