



Smart Street/Foundation Street Car Park

Ipswich
Suffolk

Client:
Ipswich Borough Council

Date:
March 2016

IPS 212
Archaeological Monitoring Report
SACIC Report No. 2016/010
Author: Timothy Schofield HND BSc MCifA
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SMART STREET/FOUNDATION STREET CAR PARK, IPSWICH, SUFFOLK IPS 212

Archaeological Monitoring Report

SACIC Report No. 2016/010

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Report Date: March 2016

HER Information

Site Code: IPS 212

Site Name: Smart Street/Foundation Street Car Park, Ipswich, Suffolk

Report Number 2016/010

Planning Application No: IP/14/00099

Date of Fieldwork: January/February 2016

Grid Reference: TM 165 442

Oasis Reference: 240998

Curatorial Officer: Abby Antrobus

Project Officers: Simon Picard, Timothy Schofield

Client/Funding Body: Ipswich Borough Council

Client Reference: n/a

Digital report submitted to Archaeological Data Service:

<http://ads.ahds.ac.uk/catalogue/library/greylit>

Disclaimer

Any opinions expressed in this report about the need for further archaeological work are those of Suffolk Archaeology CIC. Ultimately the need for further work will be determined by the Local Planning Authority and its Archaeological Advisors when a planning application is registered. Suffolk Archaeology CIC cannot accept responsibility for inconvenience caused to the clients should the Planning Authority take a different view to that expressed in the report.

Prepared By: Timothy Schofield

Date: March 2016

Approved By: Stuart Boulter

Position: Senior Project Officer

Date: March 2016

Signed: _____

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Summary

Continuous archaeological monitoring was undertaken at Smart Street/Foundation Street Car Park, Ipswich, Suffolk, during the excavation of footings to install ticket machines, bollards, lighting and boundary fence posts. Three site visits were undertaken in January and February 2016 to monitor the groundworks.

A brick wall of one of the former houses that fronted Foundation Street was present within one of the cable trenches. Modern ceramic building material, oyster shell and fine bone china plate were present within a demolition rubble layer.

1. Introduction

Continuous archaeological monitoring in order to record any heritage assets encountered during the excavation of foundation trenches was undertaken at Smart Street/Foundation Street Car Park, Ipswich, Suffolk, by Suffolk Archaeology CIC (hereafter SACIC).

The monitoring work was required by Suffolk County Council Archaeology Service Conservation Team (hereafter SCCAS/CT) the Archaeological Advisor to the Local Planning Authority (LPA), by a condition on planning application IP/14/00099, in accordance with paragraph 141 of the National Planning Policy Framework. The scope of the project was originally detailed in a Brief (dated 14/07/2014), produced by the archaeological adviser to the LPA, Abby Antrobus of (SCCAS/CT) and then addressed by a SACIC (at that time known as Suffolk County Council's Archaeological Service, Field Projects Team) Written Scheme of Investigation (Boulter 2015, Appendix 1).

SACIC were commissioned to undertake the work by Mr Michael Newsham, the Integrated Transport Officer for Ipswich Borough Council. Monitoring was undertaken during the excavation of foundation trenches to convert the existing redundant car park into a short-stay pay and display. The site is bounded to the north-east by Smart Street, and to the north-west by Foundation Street.

2. Geology and topography

The site is located in a redundant car park over a sedimentary bedrock described as Newhaven Chalk Formation, formed approximately 71 to 86 million years ago in the Cretaceous Periods and deposited in warm shallow shelf seas as chalk (BGS 2016).

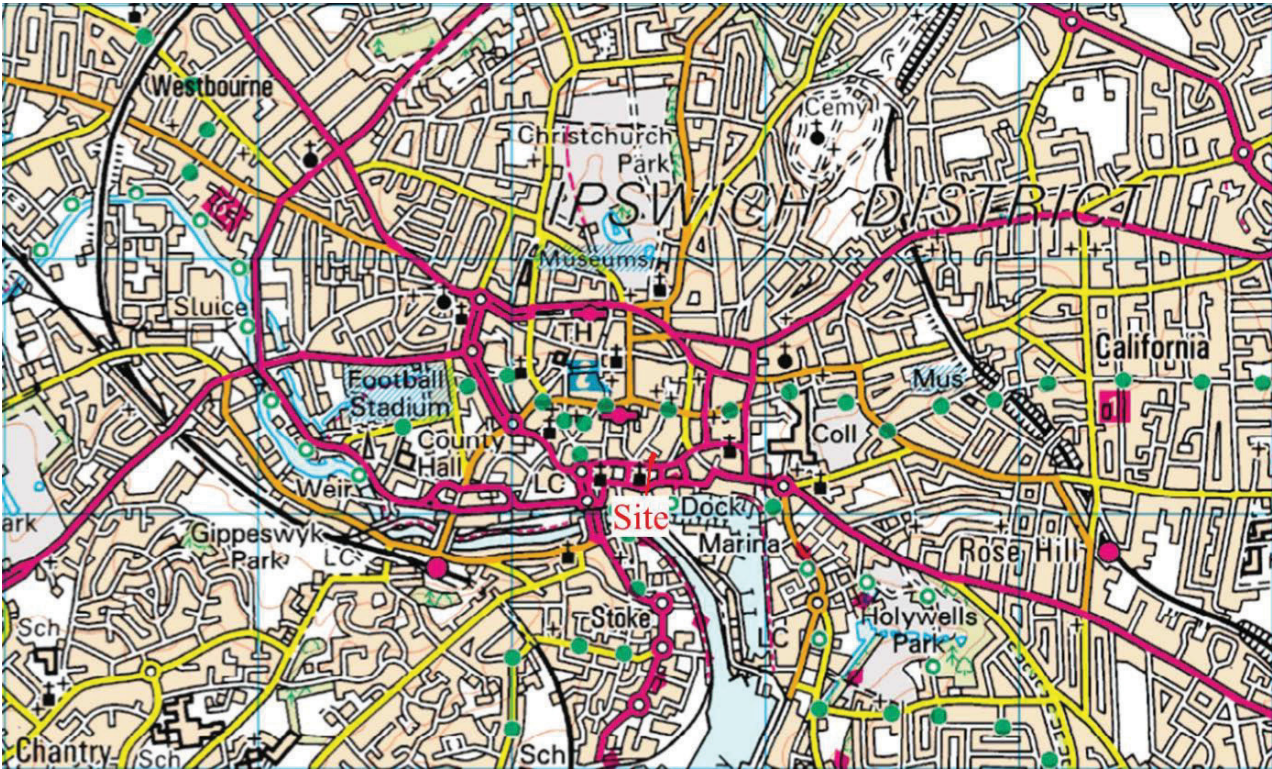
The superficial deposits are described as undifferentiated River Terrace Gravels, sand and gravel laid down in channels forming river terrace deposits (BGS 2016).

3. Archaeology and historical background

Smart Street/Foundation Street car park is situated on a Scheduled Ancient Monument (SF 190), comprising part of the Anglo-Saxon and Early Medieval town of Ipswich. The Scheduling reflects the potential of the site to contain well preserved, complex urban archaeology within an open area of the town. No systematic work has been undertaken to explore the depth and level of preservation of any surviving archaeological remains,

beneath the Tarmacadam in these monitoring areas. However, immediately to the south and east lie the extent of an archaeological excavation undertaken by Suffolk County Council Archaeological Service in 1984 (IAS 5701). This excavation recorded Middle Saxon pits and a well with a timber shaft, Early Late Saxon pits, a single well and a hearth. A sunken feature building, intercutting rubbish pits and a possible well of Middle Late Saxon date were also recorded. Medieval remains were represented by rubbish pits dating from the Early to Late Medieval period. Victorian cellars had destroyed a high percentage of the site, brick lined wells, soakaways, and a pit associated with the Victorian terraced housing that previously fronted Foundation Street were further recorded.

Figure 1. Location map



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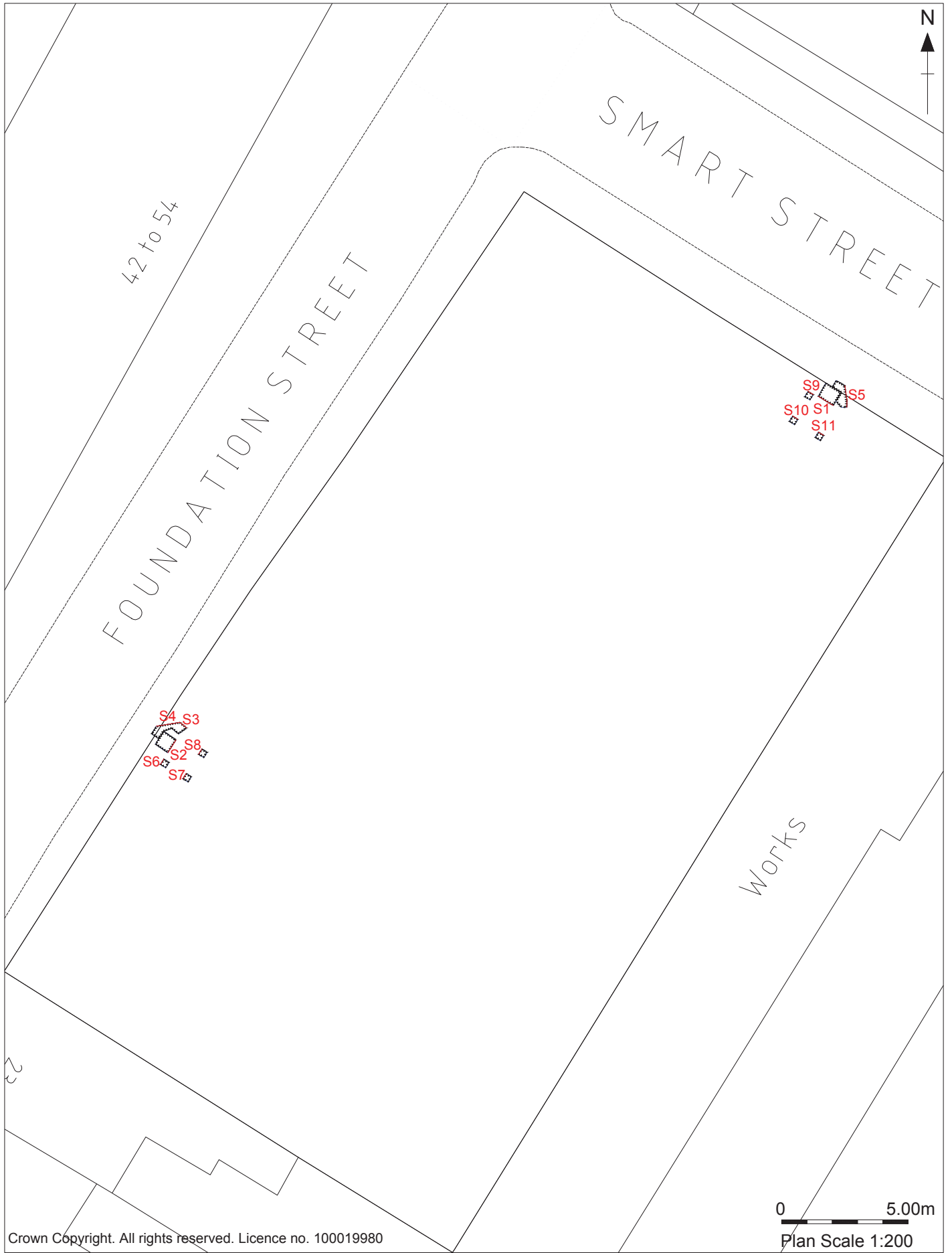


Figure 2. Foundation and section locations

4. Methodology

All groundwork was undertaken using hand tools and continuously monitored by a suitably qualified archaeologist. Two Ticket machine foundation holes with associated cable trench runs, six protective bollard post holes and two electric lamp post holes with cable trench runs were excavated and monitored during the site visits.

The trenches were inspected for archaeological features and finds, spoil heaps were visually scanned and metal detected. Sample sections and appropriate digital photographs were taken in all excavation areas to record the deposits encountered.

5. Results and Discussion

5.1 Introduction

Continuous monitoring of all groundworks associated with the excavation of foundations for two ticket machines, six protective concrete bollards, two lighting postholes with associated cable runs and concrete fence postholes was undertaken by SACIC during three visits to the site. The results are described by monitoring visit below.

5.2 Results and Discussion

Ticket Machine Trenches, monitored 13.01.16 by Timothy Schofield, Sections 1 and 2 (Fig's. 2, 3 and 4), Plates 1 and 2.

Two sample sections were recorded during monitoring of the excavation of ticket machine foundations with associated cable runs, located in the north-eastern corner and along the south-western boundary of the car park. The foundations were hand excavated and comprised a 0.60 x 0.60m square trench excavated to a depth of 0.50m below the ground surface. The stratigraphic sequences are similar in both trenches. A layer of dark black, compact Tarmacadam (0001) was present at the top of the sequence laid to a depth of 0.06m below the ground surface. Sand levelling layer 0002, comprising mid yellow friable sand lay beneath the Tarmac to a maximum depth of 0.05m in Section 1 and 0.09m deep in Section 2. At the base of the stratigraphic sequence in both ticket machine trenches

was dark grey brown, sand, silt, clay and demolition rubble layer 0003, excavated to a depth of 0.50m below the ground surface. Modern china plate, oyster shell and broken bricks were present but not retained, no archaeological features were present.

Light Post Trenches, monitored 18.01.16 by Simon Picard, Sections 3, 4 and 5 (Fig's. 2, 3 and 4), Plates 3 - 5.

Three different stratigraphic sequences were recorded during monitoring of the lighting post holes and associated cable trenches. Sections 3 and 4 were located along the south-western boundary fronting Foundation Street, adjacent to the north of the ticket machine trench (Section 2). Section 5 was located on the northern boundary fronting Smart Street, to the north and east of the ticket machine trench (Section 1).

Section 3 records the stratigraphy present in the lighting posthole, it was rectangular in plan measuring 0.40m x 0.30m. At the top of Sequence was Tarmacadam car park surface layer 0001 (0.08m deep) which overlay sand levelling layer 0002 that was present to a depth of 0.08m. At the base of the sequence was demolition rubble layer 0003, excavated to a maximum depth of 0.80m below the ground surface. No archaeological features were present within the trench, modern brick, oyster shell and broken waste pipe sherds were present but not retained.

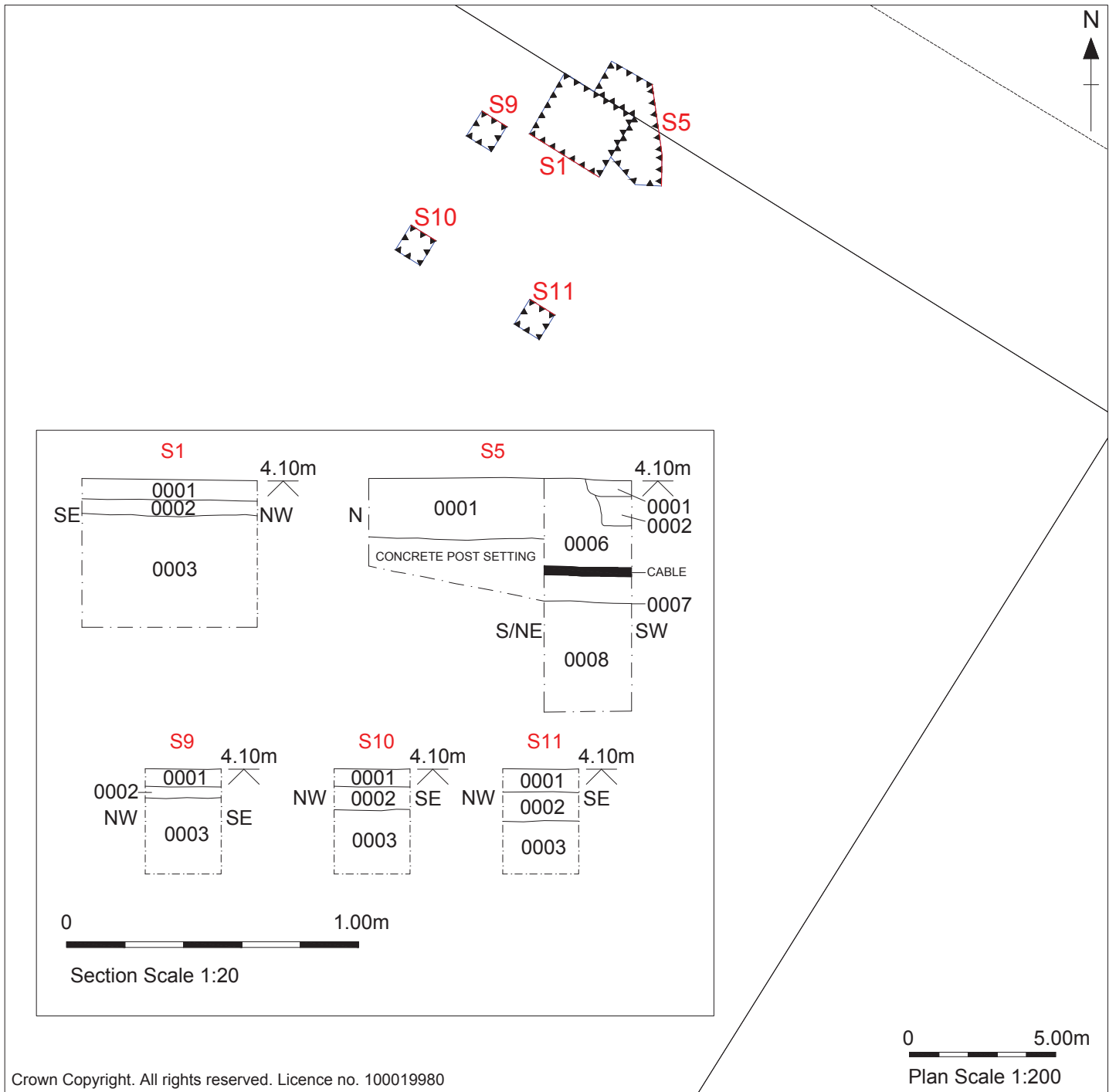
Section 4 records the stratigraphic sequence present in the cable trench run, it was linear in plan, c.1.00m in length and 0.35m (max.) in width. At the top of the matrix was modern topsoil 0004, comprising dark brown, loose silty sand with occasional small stone fragments, it was present to a depth of 0.17m below the ground surface, sherds of modern ceramic building material was also present throughout this layer. Below topsoil 0004 was red brick wall 0005 bonded with pale to mid grey mortar, the bricks measured 0.065 x 0.23 x 0.10m that did not appear to be frogged. Wall 0005 is believed to be part of the former row of terraced houses that fronted Foundation Street that were demolished in the late 1960's / early 1970's.

Section 5 records the cable trench run and the lighting posthole excavation, the cable trench ran for 0.70m, and was 0.30m wide. At the top of the sequence in the cable trench

was modern topsoil 0004, present to a depth of 0.21m below the ground surface. At the base of the sequence was a light white grey modern concrete post setting. The lighting posthole was sub-rectangular in plan measuring 0.30 x 0.40m. At the top of the sequence was Tarmac layer 0001, present to a depth of 0.06m. Below Tarmac 0001 was sand levelling layer 0002, present to a depth of 0.10m. These layers were cut into service trench fill 0006, comprising dark grey brown, sand, silt, clay and demolition rubble, similar to layer 0003. A cable was recorded within the trench at a depth of 0.30m below the ground surface. Service trench cut 0007 had a flat base and was recorded to a depth of 0.42m. At the base of the sequence was layer 0008, a homogenous dark brown grey, friable silty sand with occasional small stone inclusions, oyster shell and animal bone fragments were present but not retained from this modern layer.

Concrete Bollard Post Holes, monitored 20.01.16 by Timothy Schofield, Sections 6, 7, 8, 9, 10 and 11 (Fig's. 2, 3 and 4), Plates 6 -11.

Six concrete bollard postholes were monitored during the third site visit. Two sets of three concrete bollards were placed to protect each ticket machine. The stratigraphic sequences were broadly similar within each posthole. Tarmac surface layer 0001 was present at the top of the matrix to a maximum depth of 0.06m, overlying sand levelling layer 0002 that ranged from 0.04 to 0.24m in depth. Demolition rubble layer 0003 was present at the base of the sequence that was excavated to a depth of c.0.35m below the ground surface in all postholes.



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Figure 3. Detailed plans and sections

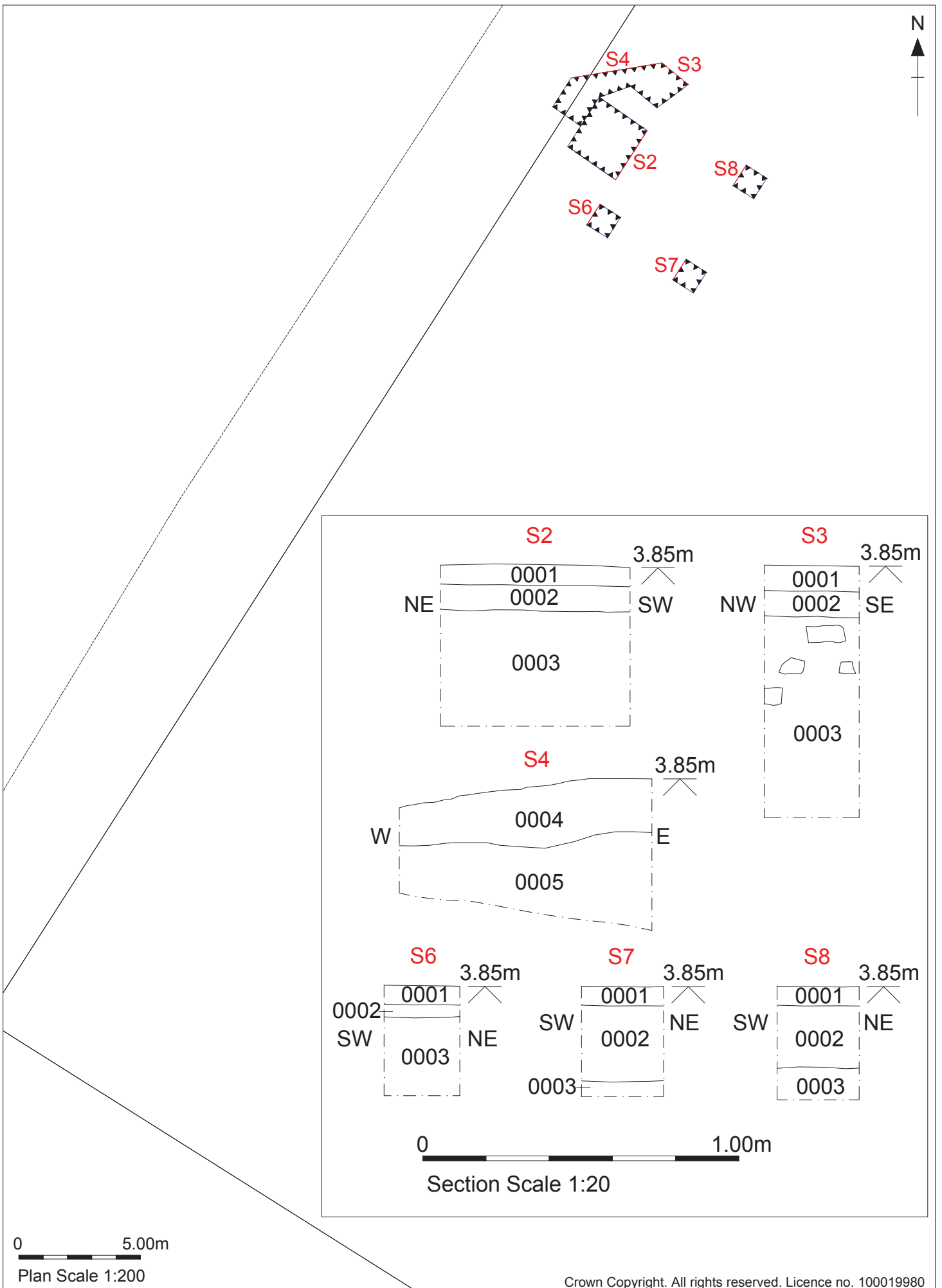


Figure 4. Detailed plans and sections

Plates

Plate 1.



Section 1, looking southwest.

Plate 2.



Section 2, looking southeast.

Plate 3.



Section 3, looking northeast.

Plate 4.



Section 4, looking north.

Plate 5.



Section 5, looking east

Plate 6.



Section 6, looking northwest

Plate 7.



Section 7, looking northwest

Plate 8.



Section 8, looking northwest

Plate 9.



Section 9, looking northeast

Plate 10.



Section 10, looking northeast

Plate 11.



Section 11, looking northeast

6. Archive deposition

Paper, photographic and digital archive will be deposited at SCCAS Bury St Edmunds.

A copy of the digital and photographic archive will also be kept at SACIC's office in Needham Market.

7. Acknowledgements

The fieldwork was carried out by Simon Picard and Timothy Schofield and directed by Stuart Boulter.

Project management was undertaken by Stuart Boulter who also provided advice during the production of the report.

The report illustrations were created by Timothy Schofield and the report was edited by Stuart Boulter.

8. Bibliography

British Geological Survey, 2016, <http://mapapps.bgs.ac.uk/geologyofbritain/home.html>

Appendix 1. Written Scheme of Investigation

WRITTEN SCHEME OF INVESTIGATION FOR CONTINUOUS ARCHAEOLOGICAL RECORDING

Site Name: Smart Street/Foundation Street, Ipswich

PLANNING STATUS: IP/14/00099

Scheduled Monument No.: SM SF 190, HA 1002973

Scheduled Monument Consent Ref. No.: S00085818

GRID REF: TM 165 442

Suffolk HER No.: IPS 212 (existing No.)

SCCAS JOB CODE: TBA

Oasis No.: TBA

- The Field Projects Team of the Suffolk County Council Archaeological Service (hereafter SCCAS/FPT) have provided a Written Scheme of Investigation covering the continuous archaeological monitoring and recording of the ground disturbance associated with the conversion of a site in Ipswich that is bounded by Foundation Street, to the north-west and Smart Street, to the north-east, into a short stay car park (see attached Drawings 151/DT/002 and 151/GA/001).
- The WSI has been produced at the request of the Michael Newsham of Ipswich Borough Council and adheres to a Brief prepared by Abby Antrobus of Suffolk County Council's Archaeological Service Conservation Team (hereafter SCCAS/CT) on behalf of the Local Planning Authority (hereafter LPA) and dated 14th July 2014.
- An allowance has been made to cover the projected cost of this work and the relevant estimate has previously been provided that will remain current for all work undertaken before the end of March 2015.

1. Background

- The site is located within the core of the Anglo-Saxon and medieval core of Ipswich. Scheduling of the site was based on its potential as one of the few remaining open spaces in the town which has the potential to contain well preserved deeply stratified archaeological deposits.
- Invasive groundworks will be associated with a number of aspects of the project including provision of lighting, two new ticket machines, drainage and gate-posts (see attached Drawings 151/DT/002 and 151/GA/001). While previous excavations on relatively adjacent sites suggest that modern overburden exists to a depth in excess of 1m, the proposed excavation depths of between 0.6m and 0.8m have some potential to disrupt intact archaeological deposits.

2. Project Aims

- To produce a permanent record of the site in an archive that will be deposited with Suffolk Heritage Environment Record (hereafter HER).
- The site will be recorded under a new HER site code that will be allocated when the project has been confirmed. An OASIS record will be initiated prior to the start of fieldwork and a .pdf version of the report uploaded on to the website <http://ads.ahds.ac.uk/catalogue/library/greylit> for immediate release.

3. Monitoring of Groundworks: method statement

- Prior to the commencement of works at least four weeks notice will be given to both Nick Carter (English Heritage (hereafter EH) Assistant Inspector of Ancient Monuments – nick.carter@english-heritage.org.uk) and Abby Antrobus (SCCAS/CT) in order to facilitate site visits.
- An experienced field archaeologist from SCCAS/FPT will be in constant attendance during all ground disturbance/excavations. Contractors will allow time during and after their excavations for archaeological recording to be undertaken.

- Any archaeological features exposed during the work will be sectioned by hand with sampling at a normal standard for medieval and earlier deposits (i.e. 100% of structural features or graves/cremations, 50% of contained features e.g. pits, and 10-20% of linear features).
- Deposits will be sampled for environmental material as appropriate (and as suggested by EAA Occ. Paper Research Agenda- Environmental Archaeology). If thought appropriate and of archaeological benefit a metal detector search of exposed surfaces and spoil will be undertaken.
- Site records will be made on SCCAS/FPT pro forma context sheets under a continuous and unique numbering system and conventions compatible with the county HER will be used throughout the monitoring.
- Site plans will be drawn at 1:20 or 1:50 as appropriate and sections at 1:10 or 1:20 (all on plastic drawing film) and related to the OS map cover.
- A photographic record (high resolution digital shots) of the site (both before and after the project works) and any archaeological features will be made where appropriate. While forming part of the overall project archive, additional copies will be sent to EH (Sophie Cattier, Business Officer – sophie.cattier@english-heritage.org.uk) within three months of the completion of the works.
- The site will be registered within the OASIS system as is normal for the county.
- A Ministry of Justice licence for removal of human remains will be obtained if necessary (any such find would require work in that part of the site to stop until the human remains have been recorded/removed). However, it is considered unlikely that this will happen on this site.

4. Report/Archive: method Statement

- Site and finds records will be entered onto Microsoft Access databases and will be archived in paper and electronic form. Site plans and sections will be inked up or digitised for report and archive purposes.
- All finds will be processed at the SCCAS/FPT facility at Ford House, Bury St Edmunds, to minimum standards laid down by the relevant finds groups (e.g. Roman Pottery Research Group) and stored in archive stable bags/boxes. Metal finds will be x-rayed if appropriate and stabilised as necessary to ICON standards. Environmental samples will be processed and assessed by a recognised regional contractor. It is anticipated that finds will be deposited in the County Store for future reference.
- A full monitoring report summarising all the findings and containing a full assessment of all finds and samples will be produced and copies submitted to SCCAS/CT, EH and the county HER. The report will contain all appropriate scale plans and sections. The monitoring report will contain a recommendation for further analysis and publication of the results as appropriate and in accordance with regional research agendas and strategies (EAA Occ. Papers 3 and 8 and revised Regional Research Framework of 2008). The report will form the basis for full discharge of the relevant condition
- A full project archive will be submitted to the SCCAS/CT Archaeological Store and every effort will be made to ensure that the landowner agrees to the deposit of all the finds (the Field Team will take responsibility to report any finds which might qualify under the Treasure Act 1996). The archive will be in paper and electronic form. A summary of the project findings will also be produced. The landowner/developer will receive copies of the report with all finds fully listed.

5. On completion of the work:

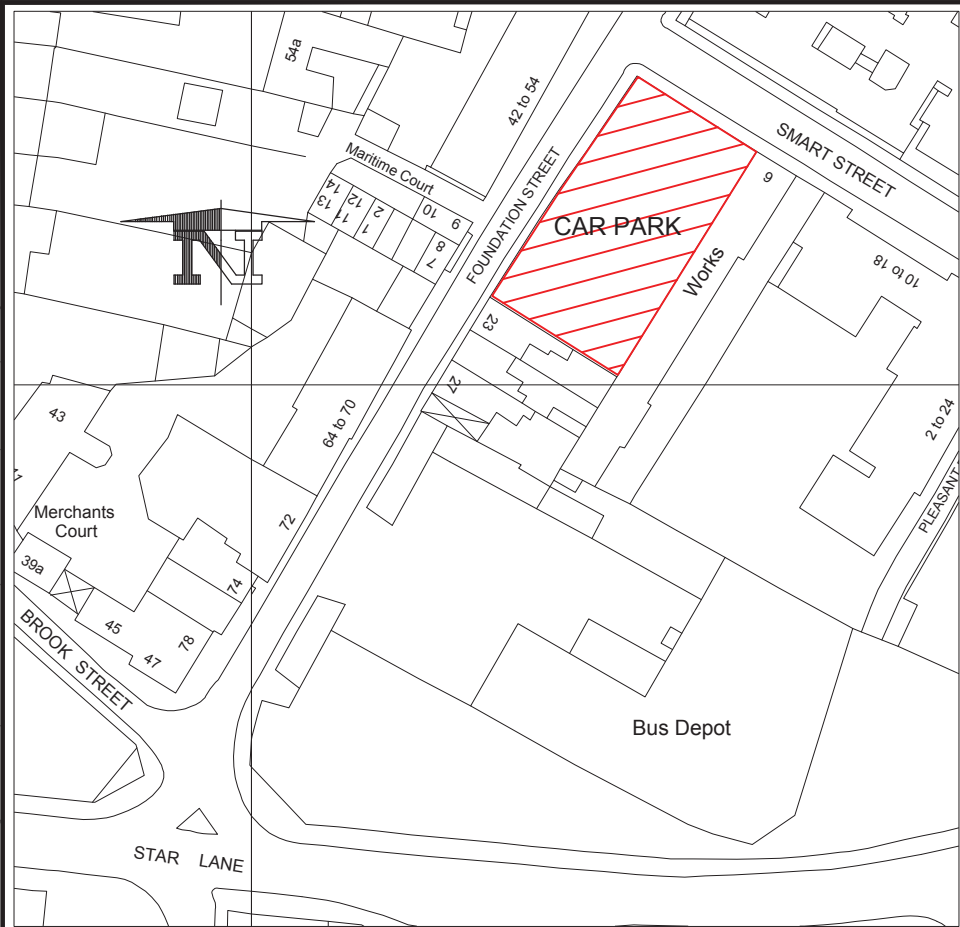
- Hard copies and a single pdf file on CD of the report will be submitted to SCCAS/CT, EH and the LPA within three months of completion of the works.
- The project archive will be submitted to the Suffolk HER.
- An Oasis Record (On-line Access to the Index of Archaeological Investigations – <http://oasis.ac.uk/england>) will be completed and a pdf version of the report uploaded for immediate release.

6. Risk Assessment:

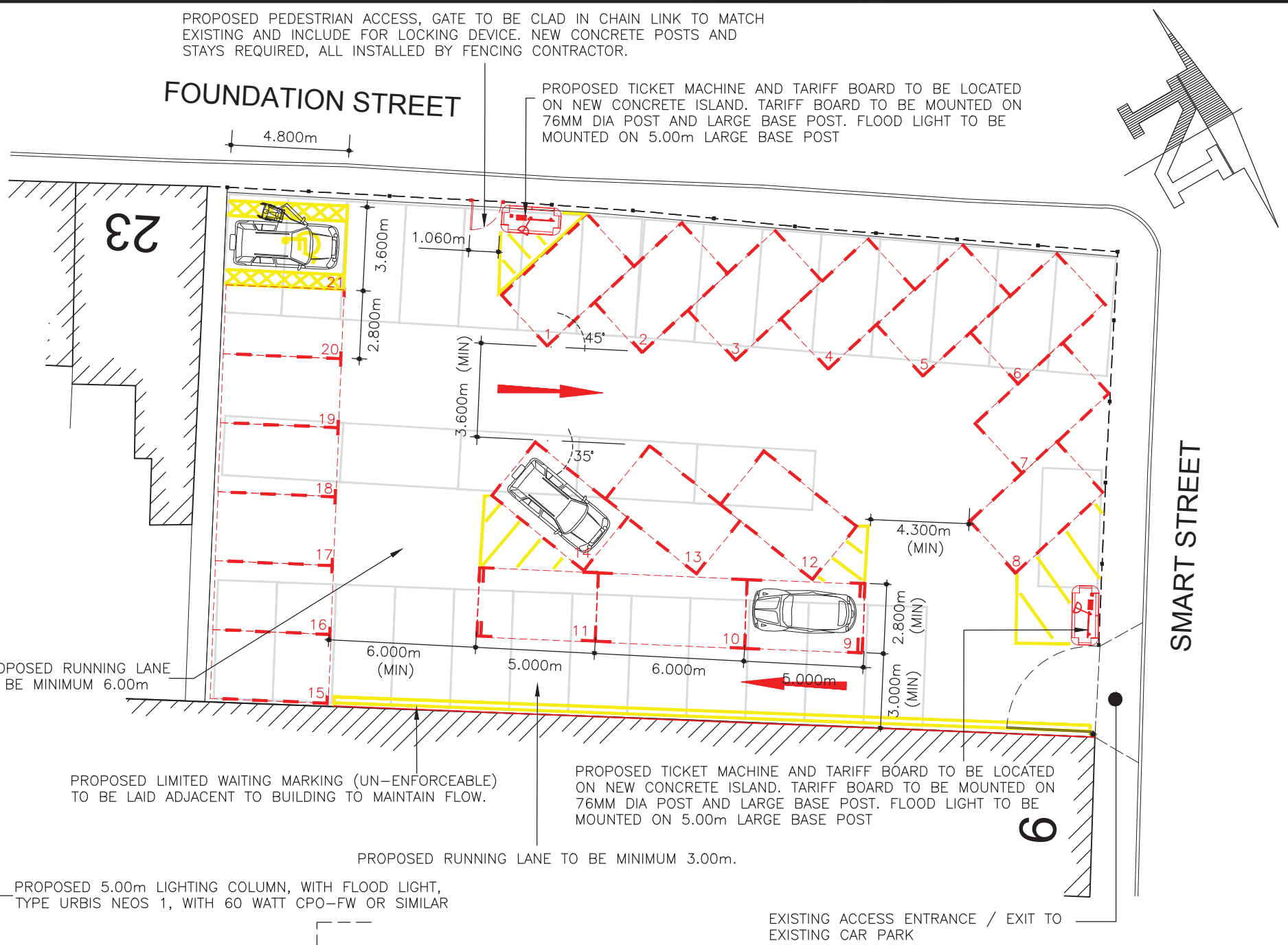
Work in a semi-rural location close to operating mechanical plant:

- For single person working Suffolk County Council operates a 'reporting-in' procedure at the middle and end of each day.
- Site staff will wear protective clothing at all times on site (hard hat, high visibility vest, steel-toe cap boots). The PO will report to the main contractor/developer at the beginning of each site visit. All staff hold CSCS cards.
- Site staff will not enter the operating range of mechanical plant.
- Vehicles will be parked in a safe location.
- A fully charged mobile phone will be on site at all times.
- Site staff will be aware of the location of the nearest A & E unit and a vehicle will be on site at all times. It is likely that the relevant PO will be a qualified First Aider.
- Suffolk County Council holds full insurance policies for field work (details on request).

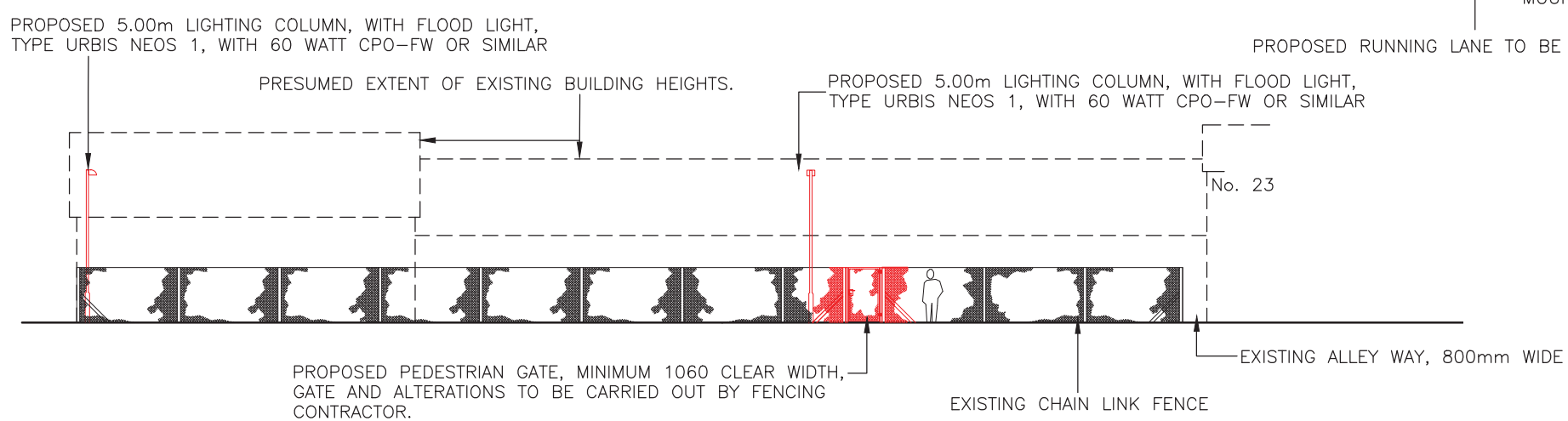
File Path R:\Transport & Infrastructure\Projects\ - IBC Data transfer\transport and engineering\TRANSPORTATION\jason.crane\Michael Newsham\Smart Street Temp Car Park\Drawing
 File Smart Street Proposed Car Park Rev Adwg
 Plot date 29/11/2013



LOCATION PLAN, 1:1000



SITE PLAN, 1:200



PROPOSED STREET SCENE, 1:200

PROPOSED PEDESTRIAN ACCESS, GATE TO BE CLAD IN CHAIN LINK TO MATCH EXISTING AND INCLUDE FOR LOCKING DEVICE. NEW CONCRETE POSTS AND STAYS REQUIRED, ALL INSTALLED BY FENCING CONTRACTOR.

PROPOSED TICKET MACHINE AND TARIFF BOARD TO BE LOCATED ON NEW CONCRETE ISLAND. TARIFF BOARD TO BE MOUNTED ON 76MM DIA POST AND LARGE BASE POST. FLOOD LIGHT TO BE MOUNTED ON 5.00m LARGE BASE POST

PROPOSED RUNNING LANE TO BE MINIMUM 6.00m

PROPOSED LIMITED WAITING MARKING (UN-ENFORCEABLE) TO BE LAID ADJACENT TO BUILDING TO MAINTAIN FLOW.

PROPOSED TICKET MACHINE AND TARIFF BOARD TO BE LOCATED ON NEW CONCRETE ISLAND. TARIFF BOARD TO BE MOUNTED ON 76MM DIA POST AND LARGE BASE POST. FLOOD LIGHT TO BE MOUNTED ON 5.00m LARGE BASE POST

PROPOSED RUNNING LANE TO BE MINIMUM 3.00m.

EXISTING ACCESS ENTRANCE / EXIT TO EXISTING CAR PARK

KEY:	DESCRIPTION:
---	PROPOSED PARKING BAYS
---	EXISTING PARKING BAYS



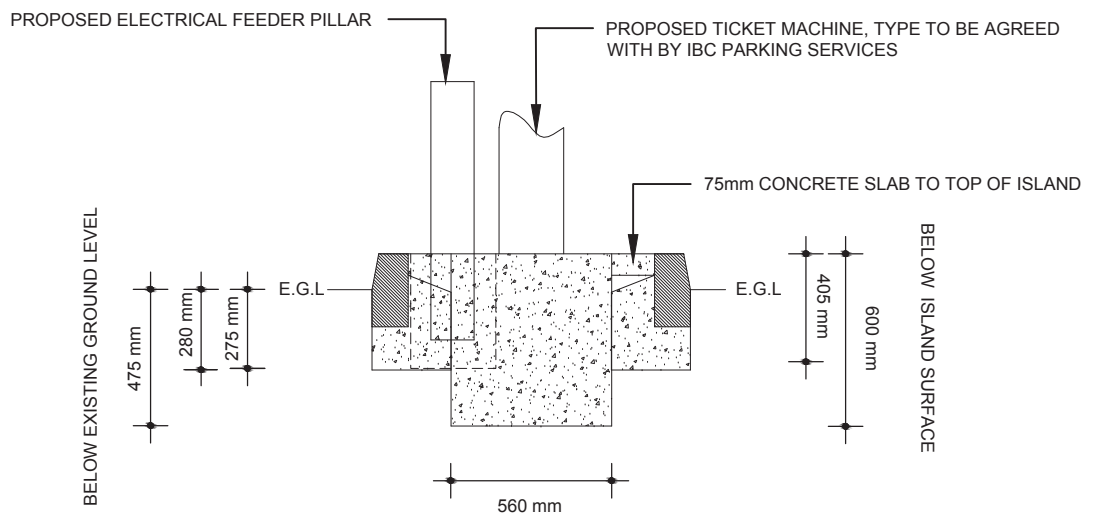
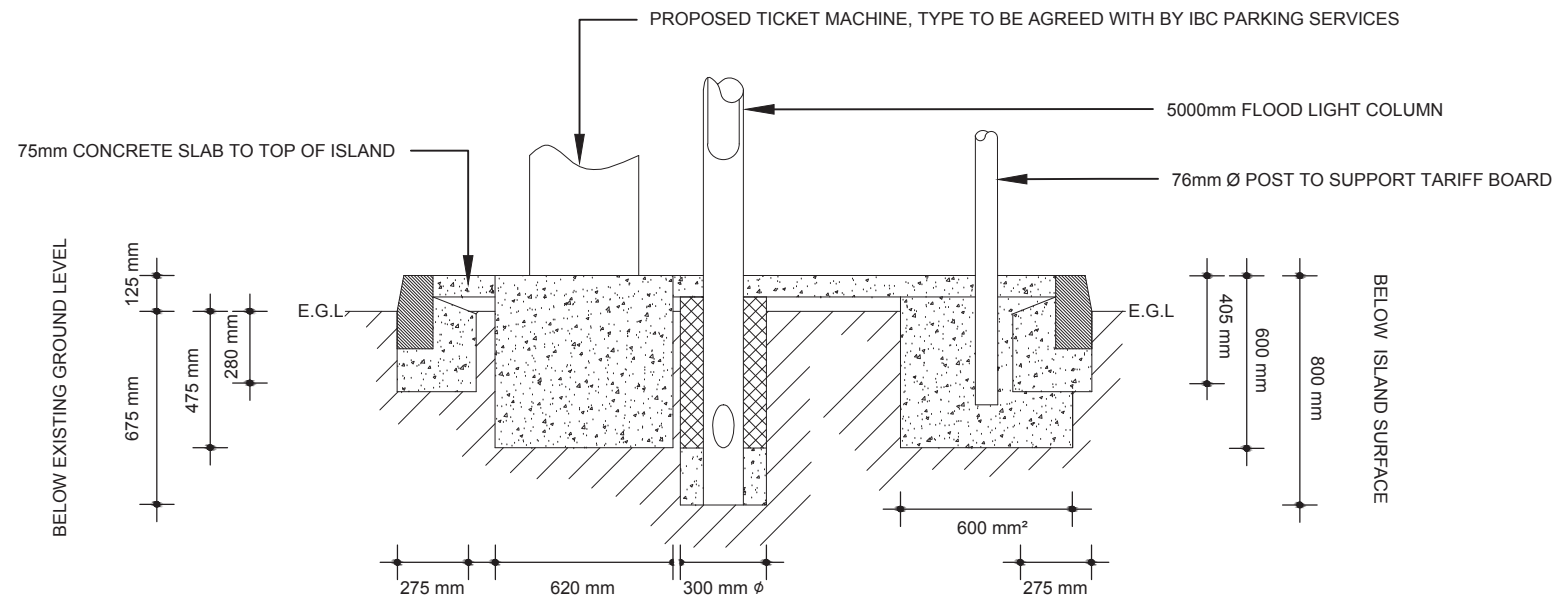
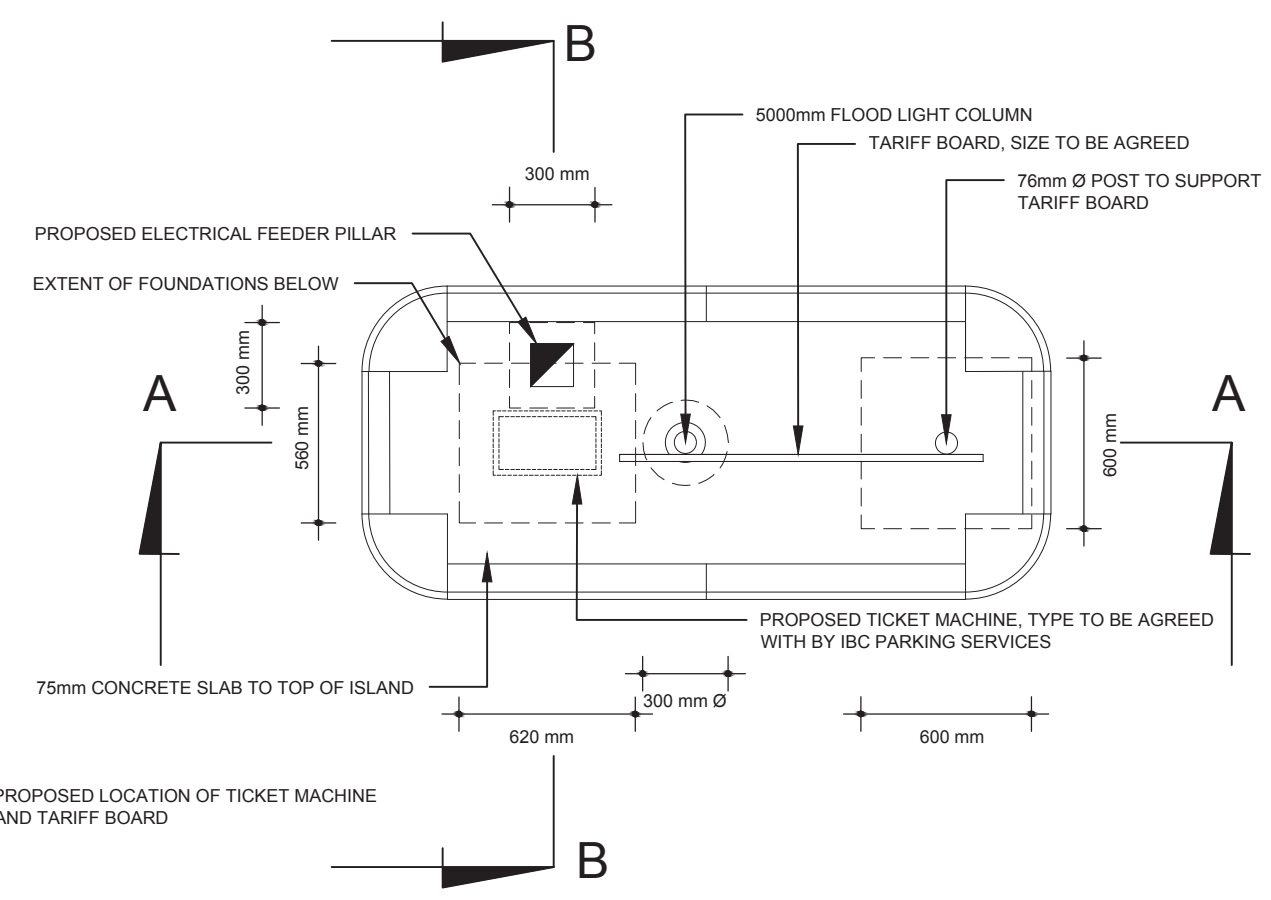
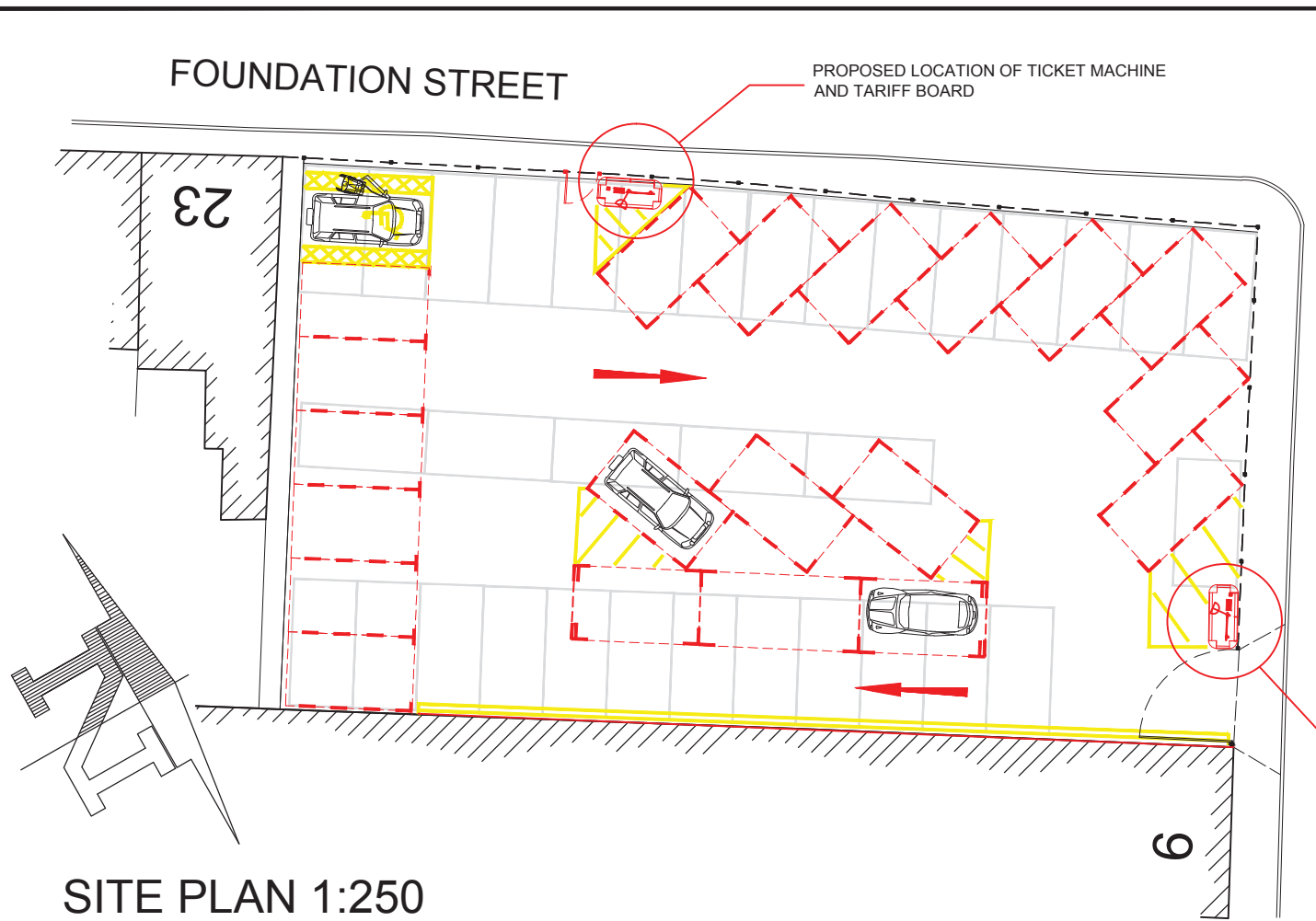
Lucy Robinson. Director of Economy, Skills & Environment
 Endeavour House, 8 Russell Road, Ipswich, Suffolk. IP1 2BX.

- NOTE(S)**
- STANDARD CAR SPACES ARE BASED ON 2.40m X 4.80m, DISABLE PARKING SPACE 3.60m X 4.80m.
 - PRIVATE ELECTRICAL SUPPLY TO BE GAINED, LINK TO A PRIVATE FEEDER PILLAR.
 - ACCOMMODATION WORKS REQUIRED ADJACENT TO FOOTWAY AT PROPOSED PEDESTRIAN ACCESS.

REVISION(S)	REV.	DATE	INTL.
Bay width increased to 2.80m	A	Nov13	JCr

PROJECT TITLE	CAR PARK ALTERATION SMART STREET
DRAWING TITLE	REVISED PARKING LAYOUT

ORIGINATOR	MW	CHECKER	MN	DESIGNER	MW	REVIEWER	MN
SCALE(S)		ORIGINAL SIZE AS AS SHOWN		DATE		NOV 13	
DRAWING NUMBER						151 / GA / 001	
						REVISION	
						A	



Plot date 29/04/2014



Lucy Robinson, Director of Economy, Skills & Environment
 Endeavour House, 8 Russell Road, Ipswich, Suffolk. IP1 2BX.

NOTES:
 1) DRAWING TO BE READ INCONJUNCTION WITH DWG 151 / GA / 001 REV A.

REVISION(S)	REV.	DATE	INTL.
DESCRIPTION			

PROJECT TITLE		ORIGINATOR	CHECKER	DESIGNER	REVIEWER
CAR PARK ALTERATION SMART STREET		MW	MN	JCr	MN
DRAWING TITLE		SCALE(S)		DATE	
PROPOSED CONSTRUCTION DEPTHS		ORIGINAL SIZE AS AS SHOWN		APR 14	
DRAWING NUMBER				REVISION	
151 / DT / 002					

Appendix 2. OASIS Form

OASIS DATA COLLECTION FORM:

England

[List of Projects](#) | [Manage Projects](#) | [Search Projects](#) | [New project](#) | [Change your details](#) | [HER coverage](#) | [Change country](#) | [Log out](#)

Printable version

OASIS ID: suffolka1-240998

Project details

Project name	IPS 212, Smart Street/Foundation Street Car Park, Ipswich, Suffolk: Monitoring.
Short description of the project	Continuous archaeological monitoring was undertaken at Smart Street/Foundation Street Car Park, Ipswich, Suffolk, during the excavation of footings to install ticket machines, bollards, lighting and boundary fence posts. Three site visits were undertaken in January and February 2016 to monitor the groundworks. A brick wall of one of the former houses that fronted Foundation Street was present within one of the cable trenches. Modern ceramic building material, oyster shell and fine bone china plate were present within a demolition rubble layer.
Project dates	Start: 13-01-2016 End: 20-01-2016
Previous/future work	No / No
Any associated project reference codes	IPS 212 - Sitecode
Type of project	Recording project
Site status	Scheduled Monument (SM)
Current Land use	Vacant Land 1 - Vacant land previously developed
Monument type	TERRACED HOUSE WALL FOUNDATION Modern
Significant Finds	CERAMIC BUILDING MATERIAL Modern
Investigation type	"Watching Brief"
Prompt	National Planning Policy Framework - NPPF
Project location	
Country	England

Site location SUFFOLK IPSWICH IPSWICH Smart Street/Foundation Street Car Park, Ipswich, Suffolk
 Study area 753.1 Square metres
 Site coordinates TM 165 442 52.053281080079 1.158106411981 52 03 11 N 001 09 29 E Point
 Height OD / Depth Min: 3.85m Max: 4.1m

Project creators
 Name of Organisation Suffolk Archaeology CIC
 Project brief originator Historic England
 Project design originator Stuart Boulter
 Project director/manager Stuart Boulter
 Project supervisor Simon Picard
 Project supervisor Timothy Schofield
 Type of sponsor/funding body Borough Council
 Name of sponsor/funding body Ipswich Borough Council

Project archives
 Physical Archive Exists? No
 Digital Archive recipient Suffolk HER
 Digital Contents "Stratigraphic"
 Digital Media available "Database","GIS","Images raster / digital photography","Images vector","Spreadsheets","Text"
 Paper Archive recipient Suffolk HER
 Paper Contents "Stratigraphic"
 Paper Media available "Context sheet","Map","Photograph","Plan","Report","Section","Survey","Unpublished Text"

Project bibliography 1

Publication type Grey literature (unpublished document/manuscript)
Title Smart Street/Foundation Street Car Park, Ipswich, Suffolk
Author(s)/Editor(s) Schofield, T.P.
Author(s)/Editor(s) Boulter, S.
Other bibliographic details 2016/010
Date 2016
Issuer or publisher Suffolk Archaeology CIC
Place of issue or publication Needham Market
Description A4 bound report.
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Entered by Tim Schofield (tim.schofield@suffolkarchaeology.co.uk)
Entered on 15 March 2016

OASIS:

Please e-mail [Historic England](#) for OASIS help and advice

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Cite only: <http://www.oasis.ac.uk/form/print.cfm> for this page

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