

**Granary at Cordell Hall
(belonging to Windolph's Farm),
Stansfield, Suffolk
STF 016**

Historic Building Record

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(TL 785 540)

Historic Building Record (Supplementary)

This report provides a record at English Heritage (2006) Level 2 of a redundant granary in the curtilage of a grade II-listed building (Cordell Hall). It has been prepared to a specification written by Edward Martin of Suffolk County Council's Archaeological Service (ref. SpecHBR(EM)_WindolphsFm_Stansfield_1332_10 dated 17th January 2011) and is intended to fulfil a condition of planning permission for conversion (St Edmundsbury District Council consent SE/10/1332 condition 3).

Introduction

This report is a photographic supplement to a detailed historical analysis of 2008 by Philip Aitkens which was submitted with the original planning application and recommended that further recording of the timber frame should take place when stripped of its cladding. Particular emphasis is placed on the sequence of carpenter's numerals as highlighted by Mr Aitkens. A short supplementary analysis of the building's origin and development is also included. The report is accompanied by a CD containing a photographic record in the form of 46 digital images of 21 megapixels (Appendix 1), but also includes 12 printed photographs of key features. Each image is described in a separate schedule and wherever possible includes a scale rod with half-metre divisions in red and white. The site was inspected on 18th August 2011.

Supplementary Analysis

The granary at Cordell Hall was fully described by Philip Aitkens in his report of 2008, at which time the timber frame was externally clad in weatherboarding. He identified the building as 'a granary with three stables and a cartlodge beneath', and considered this to be unusual as 'there is normally just an open-fronted cartlodge'. The structure was dated to *circa* 1800 and said to have been subject only to 'very minor' alterations in the ensuing centuries. Contemporary photographs show that all four bays were enclosed to form narrow compartments entered by half-hung doors from the east, and it is unclear why the wider northern bay was identified as a cart lodge while the others were described as stables. 19th century stables almost invariably contain undivided interiors where several animals could feed side-by-side rather than a series of narrow compartments, and the layout here is more

typical of mid-19th century bullock sheds in which small loose boxes were the norm. The low heights of the manger and hay rack in the southern box ('stable 3' in the ground plan accompanying the 2008 report), which rose to only 1 and 1.25 metres respectively above the floor, also suggest the building was intended to accommodate cattle, as do the 19th century maps which show twin enclosed yards, each with its own shelter-shed, adjoining the southern elevation.

The exposure of the timber-frame, which was stripped of its weatherboarding at the time of the most recent inspection, revealed the loose boxes to be secondary features. When first built at the beginning of the 19th century the three narrow bays formed open-sided cart or implement shelters while the wider northern bay was an enclosed vehicle or storage shed. This layout is entirely typical of the period, as stated in the report of 2008. The front and rear mid-rails of all three open bays are supported by neatly chamfered knee-braces which are original to the frame. The studs of the granary storey above are tenoned and in some cases pegged to the horizontal principals but there are no mortises in the undersides of the mid-rails. The studs of the loose boxes were crudely notched and nailed in place, evidently secondary insertions, and had been removed by the time of inspection. Both the front and rear mid-rails of the wider northern bay, in contrast, contain two pegged mortises for missing original studs that reflect the extant framing of the granary storey. The front (eastern) rail lacks knee-braces and those to the rear are unequal in size and secondary to the structure.

The framing of the rear lean-to differs significantly from the rest of the building and appears to be a later addition. Its studs and diagonal braces are smaller in scantling and are crudely notched over a continuous fillet of timber nailed to the soffit of the roof-plate. They also lack carpenter's numerals. The southern, narrow bays of the original building were clearly open to the front and rear in the normal manner while the northern shed was fully enclosed. The latter's rear wall was removed and replaced by knee-braces when the lean-to was added.

A cart lodge of this kind would usually form a detached structure at the entrance to a farm complex, and it is unclear whether it was moved from its original location when it was converted or whether the adjacent buildings and yards shown on 19th century maps were erected alongside. Many new barns and animal yards were built in the mid-19th century as the new system of yard-based animal husbandry now known as Victorian High Farming replaced earlier techniques of keeping cattle abroad in the fields, but there is some evidence that the entire building was moved. The carpenter's marks to the front elevation are crudely chiselled and in many cases overlap adjoining timbers in a manner that could only have occurred when the timbers had already been joined (see illustrations 5-7 below); this might have been considered sensible if they were numbered when the structure was already standing, to aid reassembly elsewhere, but would have proved a very inefficient method of initial construction as each numeral would have been difficult to identify in the absence of its counterpart. The crudely nailed collars of the present roof and the presence of a ridge-board also suggest a mid-19th century remodelling (as early-19th century roofs are more likely to be properly pegged rather than nailed and to lack ridge-pieces). The presence of a shallow brick plinth is also incompatible with a cart lodge, although this may have been inserted while the building remained *in situ*. The boarding of the internal partitions extended into the lean-to until removed during the recent conversion work, suggesting it was contemporary with the lean-to, but the studwork of the same partitions is entirely lapped and nailed to the binding joists and may also be secondary; the interior may not have been divided initially. Unfortunately nothing survives of the adjoining yards and barns, although an open-sided shed to the north-east incorporates some 19th century timber, but the presence of at least one 17th century timber-framed structure immediately behind the farmhouse (now in process of collapse) suggests the granary may have been isolated to the rear of the historic farm yard before the construction of the adjacent buildings shown on the 1840 tithe map.

Appendix 1 (on accompanying CD): Full Photographic Record

Descriptions of Photographs in Appendix 1

Photograph no.

1. General view of site from north-east showing proximity of granary (right) to rear elevation of Cordell Hall to left.
2. General view of site from north-west showing Cordell Hall and timber-framed outbuilding in rear to right.
3. Rear elevation of Cordell Hall showing collapsed ostensibly 17th century or earlier timber-framed outbuilding in foreground.
4. Eastern exterior showing knee-braces to three formerly open southern bays & enclosed northern bay to right.
5. Eastern exterior of southern bay showing original nailed knee-braces and notches in mid-rail for secondary studwork.
6. Detail of eastern exterior of southern bay showing numerals overlapping joints of tenoned studs with notches for later studs.
7. Eastern exterior of central open bay showing original nailed knee braces.
8. Eastern exterior of northern open bay showing original knee-braces with enclosed northern end-bay to right.
9. Eastern exterior of originally enclosed northern end-bay showing pegged mortises for original studs below mid-rail.
10. Detail of carpenter's numerals to eastern exterior from south to north: Section 1.
11. Detail of carpenter's numerals to eastern exterior from south to north: Section 2.
12. Detail of carpenter's numerals to eastern exterior from south to north: Section 3.
13. Detail of carpenter's numerals to eastern exterior from south to north: Section 4.
14. Detail of carpenter's numerals to eastern exterior from south to north: Section 5.
15. Detail of carpenter's numerals to eastern exterior from south to north: Section 6.
16. Detail of carpenter's numerals to eastern exterior from south to north: Section 7.
17. Detail of carpenter's numerals to eastern exterior from south to north: Section 8.
18. Detail of carpenter's numerals to eastern exterior from south to north: Section 9.
19. Detail of carpenter's numerals to eastern exterior from south to north: Section 10.
20. Northern external gable showing position of removed window to first-floor granary.

21. Exposed framing to lower section of northern external gable.
22. Detail of carpenter's numeral overlapping joint to exterior of northern gable.
23. Detail from north of empty mortises in re-used north-western corner post showing narrow studs of later lean-to to right.
24. Western exterior showing secondary lean-to in foreground.
25. Southern external gable showing scar of demolished stair to entrance of first-floor granary to left.
26. Interior of first-floor granary from south showing intact boarded grain bins.
27. Interior of first-floor granary from north showing remains of sack barrow in foreground.
28. Northern end of eastern roof structure showing new timber replacing original half-hip to left.
29. Detail of clasped-purlin roof structure showing ridge-board and nailed collars.
30. Southern internal gable showing substantial curved primary braces to left and rear lean-to to right.
31. Interior from southern gable showing rear lean-to to left and internal partition with pegged primary braces and nailed studs.
32. Interior from north showing nailed boarded partition to southern bay (recently removed to right).
33. Ceiling joists of southern bay seen from west with scars of removed lath-and-plaster to undersides of floorboards.
34. Interior of southern bay from east showing original nailed knee braces to mid-rail adjoining rear lean-to with narrow studs.
35. Interior of central formerly open bay from south showing newly opened access in rear lean-to to left.
36. Interior from east of central formerly open bay showing original nailed knee-braces to rear mid-rail.
37. Mid-rail of penultimate southern bay from north-west showing knee-braces with substantial tenoned studwork above.
38. Interior from north of penultimate northern bay showing boarded partition to formerly open bays to the south.
39. Interior from east of penultimate northern bay showing nailed knee-braces to rear mid-rail and narrow studs of lean-to.
40. Interior of penultimate northern bay from south showing partition to enclosed northern bay.

41. Detail of penultimate northern bay from western lean-to showing numerals to mid-rail & post and nailed knee-brace.
42. Mid-rail of penultimate northern bay from north-west showing knee-braces with substantial tenoned studwork above.
43. Interior of northern bay from north showing empty mortises of original studwork in rear mid-rail and later boarded partition.
44. Internal northern gable showing western lean-to left.
45. Interior from east of northern bay showing empty pegged stud mortises in mid-rail with later knees of unequal size.
46. Ceiling joists of northern bay seen from west showing blocked ladder trap adjoining axial joist in centre.

Photographic Appendix 2 follows on pp. 6-11

Appendix 2 (pp. 6-11): Selected Printed Photographs



Illus. 1. General view of the site from the position of the former enclosed animal yards to the north-east showing the proximity of the granary (right) to the rear elevation of Cordell Hall (in rear to the left).



Illus. 2. General view of the site from the north-west showing Cordell Hall and a timber-framed outbuilding in the rear to right. The distance of the granary from the farmhouse suggests it may have been isolated on the edge of a track in the usual manner of cart lodges until the construction of new complex of yards and buildings to the east in the mid-19th century (of which nothing now remains).



Illus. 3. The eastern exterior stripped of its cladding and showing the original knee-braces to the three formerly open southern bays to the left and the originally enclosed northern bay without knee-braces to the right.



Illus. 4. Detail of the eastern exterior showing the central open bays with original nailed knee-braces to both front and rear. There are no mortises for original studs or wall braces beneath the mid-rails to match those which survive to the granary floor above, and the studs of the 'stable' conversion recorded in 2008 were notched and nailed in the standard manner of secondary insertions



Illus. 5. Detail of the carpenter's numerals to the eastern exterior (section 3 of 10 from south to north (left to right) as photographed in Appendix 1). The mid-rail of the southern bay to the left is numbered II, as is the corresponding joist in the storey post, but the numbers II and III overlap the joints between the diagonal wall braces and the studs and mid-rails to left and right respectively.



Illus. 6. Detail of the carpenter's numerals to the eastern exterior from (section 5 of 10 from south to north (left to right) as photographed in Appendix 1). In this case the numbers VIII and V overlap the joints between the diagonal wall braces and the studs and mid-rails to left and right. This 'block' system of marking, and the overlapping of the joints (which would have rendered the numbers very difficult to read in isolation) is unusual.



Illus. 7. Detail of the carpenter's numerals to the eastern exterior (section 7 of 10 from south to north (left to right) as photographed in Appendix 1). The numbers VII and VIII overlap the joints of the diagonal braces. Note the crude notch in the mid-rail to the left for a secondary stud of the 'stable' conversion.



Illus. 8. The interior of the first-floor granary from the south showing the impressive array of 19th century boarded grain bins with an axial passage leading from the external entrance to a window in the northern gable.



Illus. 9. The interior from the east of the penultimate southern bay showing the original nailed knee-braces to its rear mid-rail. The narrow studs of the rear lean-to, each crudely notched over a continuous fillet of timber nailed to the underside of the roof-plate, contrast dramatically with the quality of the main structure and suggest the lean-to is a later addition relating to the 'stable' conversion.



Illus. 10. The interior from the east of the penultimate northern bay showing the nailed knee-braces to its rear mid-rail and the narrow studs of the lean-to.



Illus. 11. Detail of the penultimate northern bay seen from the western lean-to, showing tenoned studwork and carpenter's numerals to the mid-rail and storey post. Both the mid-rail and storey post to the left are numbered III.



Illus. 12. The interior from the east of the wider northern bay showing two empty pegged stud mortises in the underside of the mid-rail with later knee-braces of unequal size. The front (eastern) mid-rail of this bay contains identical mortises and lacks knee-braces, suggesting the bay originally formed an enclosed vehicle or storage shed alongside the three open bays of the cart lodge.