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Henry Davey, October 1838  
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## List of Contributors

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## Acknowledgements

This project was funded and commissioned by Cameron Hamilton Homes Ltd. The desk based assessment (DBA) was carried out by James Rolfe, of Suffolk County Council Archaeological Service (SCCAS) and the documentary study by Anthony M. Breen, a freelance local history researcher. The project was managed by John Newman, Contracts Manager, of SCCAS.



## **Summary**

This archaeological desk based assessment (DBA) has been undertaken as a result of a proposal for the demolition of the present buildings and the erection of an apartment complex on the land to the west of Station Road East in Stowmarket. This DBA includes an examination of the Suffolk Sites and Monuments Record (SMR), a geotechnical report provided by the client, a site walkover and a documentary search. The proposed development area (PDA) is situated on low lying ground on the eastern bank of the River Gipping. Due to the location of the PDA at the historic crossing point of the River Gipping between Stowmarket and Stowupland, it is thought that there is a moderate to high potential for archaeological material dating from the medieval and post medieval periods to be encountered. The low lying position of the site, its close proximity to the river and the evidence of peat deposits identified in the geotechnical survey, indicate there is potential for waterlogged material to be present within the PDA. It is therefore recommended that a first stage of work should be to carry out a trial trench evaluation with an environmental assessment to establish the character and condition of any surviving archaeology. Consultation would then be required with the County Council Planning Archaeologist to determine the need and scope for any further work, which could include full-scale excavation.

## **SMR information**

Planning application no. 0810/06/OUT  
Grid Reference: TM 0507 5887  
Funding body: Cameron Hamilton Homes



# **Introduction**

## **1.1. Project Background**

This archaeological desk based assessment (DBA) has been prepared by James Rolfe of Suffolk County Council Archaeological Service on behalf of Cameron Hamilton Homes.

This DBA is the first stage of a programme of archaeological works to satisfy the condition on planning consent F/2005/0233/OUT, proposed construction of 54 flats with new vehicular access and associated parking.

## **1.2. Site Description**

The subject of this DBA covers an area of approximately 0.285ha centred at TM 0507 5887, in the parish of Stowmarket (Fig. 3).

At present the land is divided into three holdings, one with a small brick office, one with a brick light industrial building and one with a metal warehouse type building. All have associated concrete parking and yards in front of the premises facing Station Road East. The rear of the premises back directly onto the towpath and the River Gipping.

## **1.3. Geology and topography**

The PDA is on the eastern bank of the River Gipping, *circa* 29m above sea level (Fig. 4) and the ground has a very slight slope down to the river.

The underlying geology is sub alluvial and glaciofluvial sand and gravels (Fig.5). This is then covered by peat which is then overlaid by various made up layers. For a description of the peat layer see Section 2.5 and Fig. 11.

## **1.4. Scope of this report**

In order to set the PDA in its archaeological context a search area of 1km radius from its centre was selected for examination (Fig. 2).

In accordance with PPG16, the Government's guidance on archaeology and planning, this assessment examines the available archaeological sources. These include the Suffolk Sites and Monuments Record (SMR), reports of any archaeological investigations, all readily available cartographic and documentary sources, a site walkover and an examination of the geotechnical report provided by the client.

## **1.5. Aims**

To determine as far as reasonably practicable from existing records, the nature of the archaeological resource and the potential resource within the PDA.

## **1.6. Methodology**

The methodology involved interrogating the following sources of data to meet the aims of this DBA.

A search of the Suffolk SMR for any records within 1km from the centre of the PDA was carried out and the results are examined, mapped and tabulated in Appendix 4.

An examination of the literature with reference to archaeological excavations within the study area was carried out.

A search for listed buildings that are adjacent to or have a line of sight to the PDA was carried out, but no listed buildings will be physically affected by this development.

A historical documentary search was commissioned; the results have been summarised, with the full report presented in Appendix 2.

An examination of geotechnical data from boreholes, provided by the client.

A site walkover was conducted on May 21st 2007, for which notes and digital photographs were taken.

## **1.7. Legislative Frameworks**

PPG 16 (November 1990) provides guidance for planning authorities, developers and others in the investigation of archaeological remains. This guidance advises developers to discuss their plans, preferably at a pre-planning stage, with the County Archaeological Planning Officer for any possible archaeological constraints on their development proposal. The planning guidance sets out to protect nationally and locally important monuments and their settings. There will be a presumption in favour of preservation *in situ* of important remains. In certain circumstances field evaluation will be carried out to enable an informed decision to be made. On sites where there is no overriding case for preservation *in situ* provision will be made for their recording and excavation prior to development.

The Ancient Monuments and Archaeological Areas Act of 1979 statutorily protects scheduled Ancient Monuments (SAMs) and their settings as nationally important sites. There are no SAMs within 1 km of this PDA.

Listed buildings are protected under the Listed Buildings and Conservation Areas Act of 1990. This ensures that listed buildings are given statutory protection against unauthorised demolition, alteration and extension. Buildings are listed because they are of special architectural importance, due to their architectural design, decoration and craftsmanship; also because they are of historical interest. This includes buildings that illustrate important aspects of the nation's social, economic, cultural or military history or have a close association with nationally important persons or events. A search was carried out on the listed building web site <http://lbonline.english-heritage.org.uk>, which identified three listed buildings adjacent to or with a possible line of sight to the PDA, see Section 2.2.

A Site of Special Scientific Interest (SSSI) is an area that has been notified as being of special interest under the Wildlife and Countryside Act of 1981, due to its flora, fauna or geological or geomorphological features. There are no SSSI within 1km of this PDA.



## 2. Results

### 2.1. Suffolk SMR search

It should be noted at this point that pre PPG 16 (1990) archaeological investigations were not routinely carried out on development projects. Therefore it is probable that if any archaeological remains were encountered before this date they would not necessarily have been recorded. There has been a moderate amount of development carried out within the 1km search area and a proportion of this was post PPG16, with the majority being to the north east of the PDA in the Cedars Park housing project.

As the SMR can only represent the archaeological material that has been reported it therefore cannot be a complete reflection of the whole archaeological resource of this area.

For more details of the sites mentioned in the report see Appendix 4.

#### *2.1.1. All known archaeological sites within 1km of the PDA*

There are thirty-one entries in the SMR within a 1km radius from the centre of the PDA (Fig. 6).

#### **Mesolithic (10,000-4000BC)**

There are two sites representing the Mesolithic period, **SKT 001** is a flaked axehead found in the grounds of a school, located 600m to the west of the PDA.

**MSF5408**, 450m to the north west of the PDA is a flint core and blade found in a garden.

#### **Iron Age (800BC-100AD)**

There are three entries for the Iron Age period, all are within the Cedars Park housing development located to the east of the PDA.

**SKT 018**, is a late Iron Age farmstead found during an archaeological excavation 800m to the east of the PDA. The farmstead was comprised of an enclosure containing round houses, four post structures, pits and other features, as well as pottery and animal bones.

**SKT 036**, 900m to the east of the PDA is part of the probable rural Iron Age settlement found at **SKT 018**. This site has been excavated and was comprised of various features including possible round house remains, along with pottery and animal bone.

At **SKT 037**, 600m to the east of the PDA, during an archaeological evaluation were found a small number of dispersed early Iron Age features including two postholes.

#### **Roman (1-410AD)**

There are four entries for the Roman period, **SKT 008** is an unusual pottery kiln with a permanent pierced clay floor, which probably dates to the late 1st century and is located only 350m to the south east of the PDA.

**SKT 018**, located *circa* 800m to the south east of the PDA was initially located by field walking and metal detecting. Excavation prior to housing development at this location revealed a large amount of archaeological features that represent a small Roman rural villa with associated features, all set within an enclosure.

**SKT 010** is a part of a micaceous grey urn, 440m to the east of the PDA.

**SKT 002** is a Coin of Philip I (AD 244-249) found in an allotment 810m to the south-west of the PDA.

### **Medieval (1066-1500AD)**

There are ten SMR entries for the medieval period. At **SKT 003** sherds of 13th century pottery were found 550m south of the PDA.

**SKT 010** is the site where the medieval fair of Stowmarket was held opposite Abbot's Hall. At this site numerous coins and tokens from the reigns of various monarchs have been found. This site is located 440m to the south west of the PDA.

**SKT 012** is the site of Thorney Manor Hall, 150m to the east of the PDA. A market was listed for the Thorney Manor in 1086 and a grant for a fair and a market was granted to Thorney Manor Hall in 1338.

**SKT 015** is the Church of St Peter and St Paul located 200m to the west of the PDA. This church is listed in the Domesday Book and was the mother church for the vill of Thorney that included the parishes of Stowmarket, Stowupland, Newton, Gipping and Dagworth.

**SKT 022** represents the medieval urban core of Stowmarket, located on the western side of the River Gipping.

**SKT 023**, the Pickerel Bridge is adjacent to the northern edge of the PDA. This location is thought to be the medieval crossing point of the River Gipping between Stowmarket and Stowupland.

At **SKT 025**, an archaeological watching brief was carried out within the urban centre 300m south of the PDA and located a medieval pottery scatter.

At **SKT 032**, 120m to the west of the PDA, an archaeological evaluation and monitoring was carried out. This work located mainly 12th-14th century domestic rubbish pits, presumably lying in the backlands of the plots fronting onto Station Road West.

At **SKT 043**, an evaluation was carried out 700m to the south east of the PDA. During this work *circa* 40 features, mostly pits and ditches dating between the 12th to the 15th centuries were found.

**MSF19783** is a single find of a harness mount, found 540m to the north east of the PDA.

### **Post Medieval (1500-1900AD)**

There are eight SMR entries within 1km of the PDA dated to the post medieval period.

At **SKT 005**, 350m to the south of the PDA, building footings were seen during an archaeological monitoring.

In the churchyard of the Church of St Peter and St Paul **SKT 015**, 200m to the west of the PDA, is a mass grave known as Soldiers Hill. Interred within it are soldiers who died from an outbreak of smallpox in 1678.

**SKT 016** 500m to the south-west of the PDA, is a straight-sided broad canal located within the grounds of Abbot's Hall.

**SKT 017** is the site of the Finborough Road brickworks, 600m to the west of the PDA. It was operated from 1823 to 1939, but is now built over with modern housing.

**SKT 020** is the site of a watermill located at Combs Ford on the Rattlesden River, 900m to the south of the PDA.

**SKT 021** is the bridge over the Rattlesden River and is first shown on a map of 1575, located next to the watermill **SKT 020**.

The Pickerel Bridge **SKT 023**, is first shown on maps dating from 1575 and is adjacent to the northern edge of the PDA.

**MSF5422** is a witch bottle found under the floor of a house, 200m to the west of the PDA.

### **Unknown Date**

There are four entries in the SMR that are undated.

An excavation at **SKT 028** revealed an undated pit with no finds 180m to the south-west of the PDA.

**SKT 039** represents an archaeological monitoring of groundworks 80m to the south of the PDA in a similar topographic location. However, the area appears to have been levelled, probably during the construction of the maltings, leaving no archaeological or waterlogged deposits on this site.

**SKT 040** was an evaluation 700m to the east of the PDA that located a single undated ditch.

**SKT 042** is a watching brief 900m to the south of the PDA, on an allotment site and found a single undated pit that had a peat-like primary fill.

## **2.2. Listed buildings**

A search was carried out on the listed building web site <http://lbonline.english-heritage.org.uk>, which identified three listed buildings with a possible line of sight to the PDA (Fig. 7). A full building description can be found in Appendix 3.

1. The Maltings is a late 18th century L-shaped malthouse with two drying kilns that have conical flues. The malting houses were sited at this location adjacent to the River Gipping to enable the transportation of malt by barge.
2. The Ipswich and Bury Railway built Stowmarket railway station in 1846. It was designed by Frederick Barnes in a Jacobean style and constructed of red brick. The station was restored in 1987.
3. A pair of 16th century timber framed-houses, plastered and colour washed, with a plain tile roof.

### **2.3. Site walkover**

A site walkover was carried out on the 21st of May 2007. At present the land is divided into three holdings, one with a small brick office, one with a brick light industrial building and one with a metal warehouse type building. All have associated concrete parking and yards in front of the premises facing Station Road East. The rear of the premises back directly onto the towpath and the River Gipping. Nothing of archaeological significance was visible along the riverbank or in the river.

### **2.4. Documentary study summary**

Anthony M. Breen carried out the documentary study in May 2007 on behalf of Suffolk County Council Archaeological Service. The full documentary search is located in Appendix 2.

The results of the documentary study are unfortunately limited, due to the sparsity of the records and the history of the PDA cannot be traced before the middle of the nineteenth century.

In the Anglo Saxon period the parishes of Stowmarket and Stowupland were part of the royal vill of Thorney.

The Pickerel Bridge immediately to the north of the PDA, existed in the medieval period. The site of the bridge is important in that it links Stowmarket to Stowupland, and also to Thorney Hall. It is suggested that in the medieval period there was a dock or shipyard on the River Gipping within the manor of Thorney and it is possible that this could be in or close to the PDA.

There is an increase in mercantile activity within the PDA and surrounding vicinity at the time of the opening of the navigation in 1793. The navigation was built to facilitate the movement of corn, hops, coal, timber, lime and other produce to and from the port of Ipswich. In 1838 Henry Davey produced a painting depicting the area of the wharfs, warehouses and maltings, to the south of the Pickerel Bridge, that includes the PDA, (Fig 8).

The construction and opening of the railway in 1846 would have had a detrimental effect on the amount of goods transported along the river. With the opening of the railway a new street was planned to lead to the station 'Station Road'. On the 1880's Ordnance Survey map there can be seen a railway line that runs through the middle of the PDA and crosses the river to finish at the malting houses.

### **2.5. Geotechnical data**

An examination of the geotechnical report by AIG Engineering Group for Cameron Hamilton Homes was carried out. This survey demonstrated that peat deposits are present over the whole of the PDA and the depth and thickness of these deposits varies. There is a general trend that the deposits on the eastern side of the PDA are closer to the surface and thicker than the deposits on the western side of the PDA. The distribution of the boreholes and the depth and thickness of the peat deposit can be seen in Fig. 11. Obviously there is a high potential for the preservation of organic material within waterlogged layers, in the form of organic artefacts or palaeo-environmental remains and this potential is present over the whole of the PDA within the peat deposits.

### 3. Assessment of impacts and effects

#### 3.1. The archaeological potential of the PDA

The PDA is situated on low lying ground on the eastern bank of the River Gipping. The ground level slowly starts to rise *circa* 100m to the east of the PDA forming the valley side. The river and its immediate environs would have been a rich habitat with various resources that could have been exploited throughout time.

The earliest archaeological material found within 1km of the PDA is dated to the Mesolithic period and is in the form of two casual finds of single flint tools. Mesolithic material is generally rare, however the topographic location of the PDA by the river, at a natural crossing point increase the potential for Mesolithic material to be encountered. Further down the Gipping valley to the south, there have been discoveries of Mesolithic material within peat deposits, such as the harpoons found at Pipp's Ford, Coddenham.

All of the Iron Age material found within the 1km search area is from the Cedars Park development to the east of the PDA, on the eastern slopes of the river valley. These features appear to represent a farmstead and its associated field systems. The location of the farmstead on the valley side is ideally situated to give access to both the higher ground to the east and the valley floor and river to the west. The potential for Iron Age material to be encountered within the PDA is low, as the main area of activity is thought to be at Cedars Park. However, the Iron Age community would have exploited the river, its resources and the natural crossing point at this location, therefore there is a small potential for material of this date to be encountered.

The main evidence for the Roman period is the villa and enclosure complex located at the Cedars Park development. The villa is in the same location as the preceding Iron Age farmstead mentioned above. Closer to the PDA a Roman pottery kiln has been partially excavated, indicating that Roman activity was not confined to just the area immediately around the villa. The potential for encountering Roman material within the PDA is low but again it cannot be totally discounted.

The PDA is located on the opposite side of the river to the main medieval town core, but medieval activity was not confined to the western side of the River Gipping. Thorney Hall is on the eastern side of the river as are the pits and other features found at **SKT 043** and dated to between the 12th to 15th centuries. Immediately to the north of the PDA is the Pickerel Bridge thought to be the location of the medieval crossing point over the River Gipping. It is possible that the original location of the medieval bridge could be within the PDA as when it was rebuilt at various points in the past its position could have moved slightly up or down the river. The location of the PDA next to the river crossing suggests that there is a moderate to high potential for medieval material to be found.

It is known that there was a considerable amount of activity within the PDA in the post medieval period. The 1838 painting by Henry Davey (Fig. 8), shows various warehouses, wharfs and malting houses, that can also be seen on the 1844 railway map (Fig. 9). Therefore there is a moderate to high potential for archaeological material from this period to be encountered within the PDA.

Overall the potential for the discovery of any archaeological material from the PDA is moderate. There is also the potential for some of this material to be waterlogged. The peat deposits can also provide evidence for palaeo-environment conditions, such as vegetation,

climate, sea-level change and past human activity. It is thought that the greatest potential for material to be discovered is from the post medieval period.

### **3.2. Potential for preserved archaeological remains within the PDA**

The geotechnical data shows that there is a peat layer present under the whole area of the PDA. This peat layer is at different depths below the surface and of varying thickness across the PDA. There is potential for there to be waterlogged material within the PDA due to its low lying nature and close proximity to the river. Waterlogged materials generally have a high archaeological value, as organic materials do not survive under normal conditions.

### **3.3. Assessment of the impact of the development on the archaeological resource**

The extent of the impact of any development on the archaeology will ultimately depend upon the nature of the archaeological material on the site and also on the construction methods used. On this site the presence of peat and the proximity of the river may mean that pilings will be used in the construction. The use of pilings can damage archaeology, especially waterlogged remains in various ways. Firstly, by moving contaminants down into the waterlogged area from higher up, thus changing the chemical balance that has enabled preservation. Secondly, by changing the hydrology of the area, thus reducing the anaerobic environment leading to a degradation of the preserved material. Thirdly, by vibration causing the movement of archaeological material. However, the use of piling can be less detrimental to the preservation of archaeological material than other more intrusive methods of construction. However, if there is waterlogged material present within the PDA it will be damaged to some extent whichever method of construction is used.

## 4. Mitigation measures

In this case preservation *in situ* is unlikely to be an option and to prevent loss of archaeological information preservation through record would be required. Initial mitigation would be an evaluation to establish the character and density of the archaeological resource present and would be in the form of trial trenching of 5% of the area within the PDA. This should also include a palaeo-environmental assessment of the peat and any waterlogged deposits within the PDA to ascertain their nature. Depending upon the results of the evaluation and also the proposed construction methods that will be used in the development, further mitigation procedures would need to be discussed with the County Council Planning Archaeologist.

## 5. Conclusions

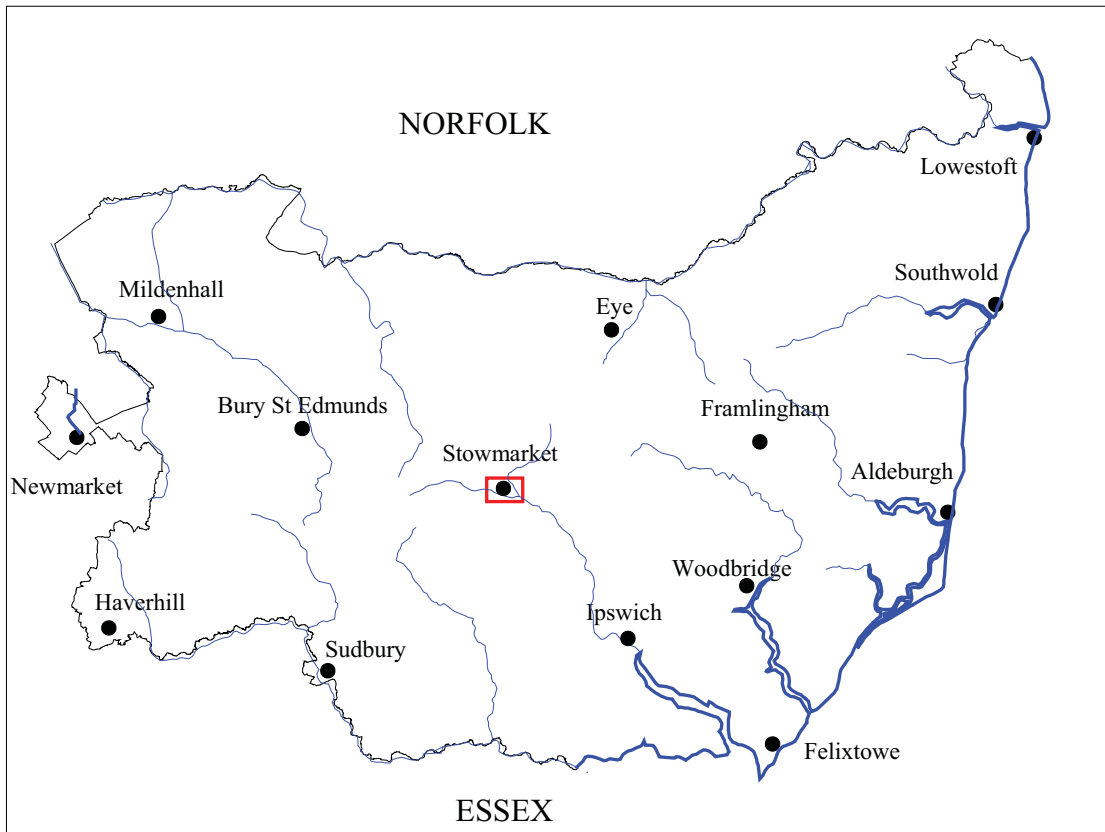
Through an examination of the information available from the Suffolk SMR, the documentary search, the available geotechnical information and a site walkover, this DBA has set the PDA within its immediate archaeological landscape. It has been established that the topographic position on the riverbank next to a known historic crossing has a moderate to high potential for archaeological material from the medieval and post medieval periods. However, there is still a small possibility that material from prehistoric or Roman periods could also be found within the PDA. It has therefore been recommended that mitigation initially take the form of an evaluation, consisting of trial trenches covering 5% of the PDA, alongside a palaeo-environmental assessment of the peat deposits. The results from the evaluation would clarify what further mitigating processes would need to be put in place depending upon the design and construction methods for proposed development.

### **Disclaimer**

Any opinions expressed in this report about the need for further archaeological work are those of the Field Projects Team alone. 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 County Council's archaeological contracting services cannot accept responsibility for inconvenience caused to the clients should the Planning Authority take a different view to that expressed in the report.

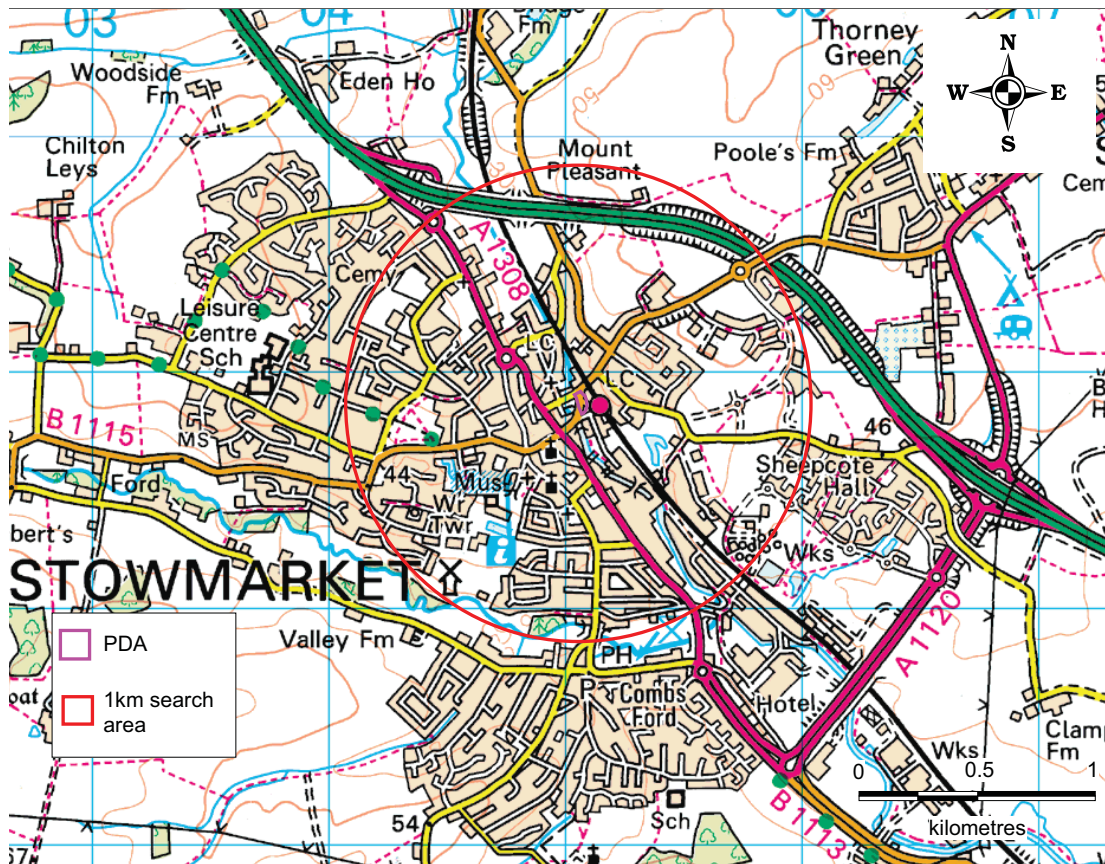






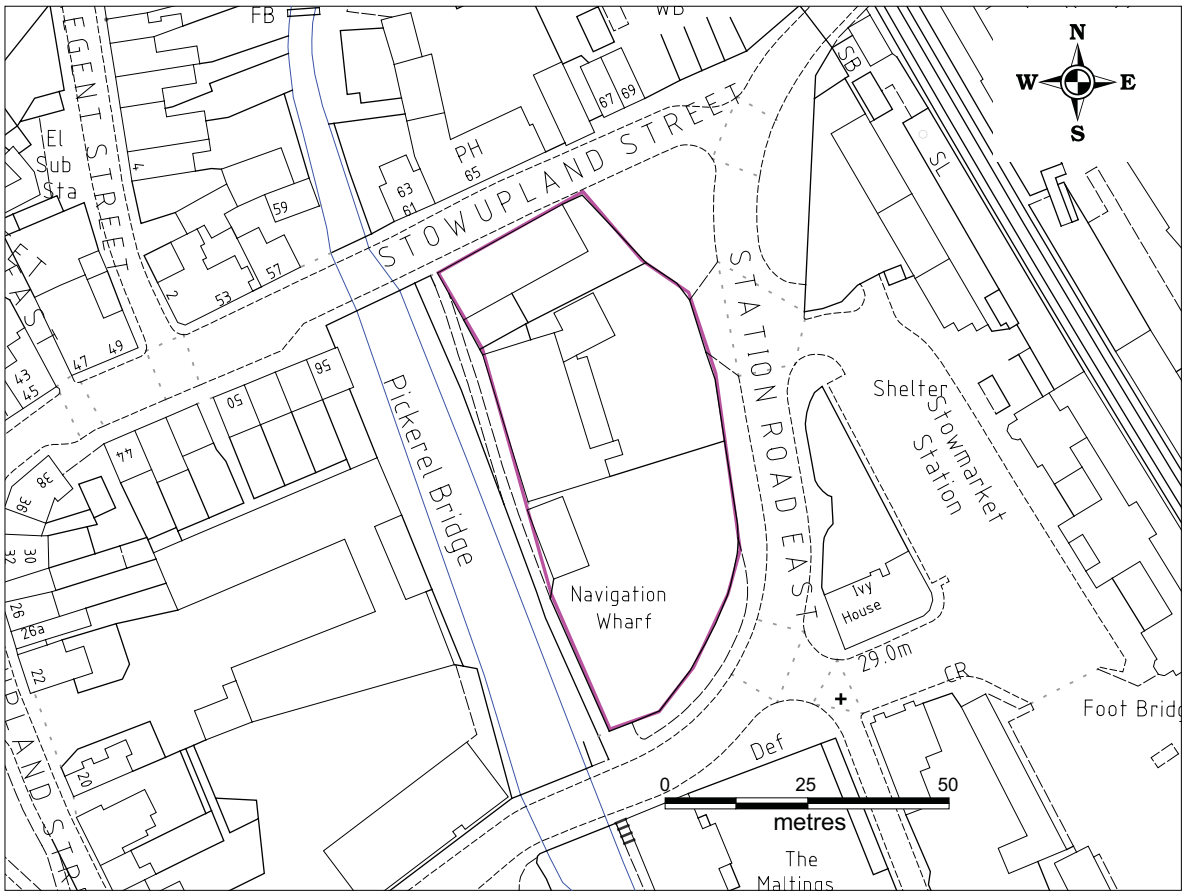
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Figure 1. Location of the PDA



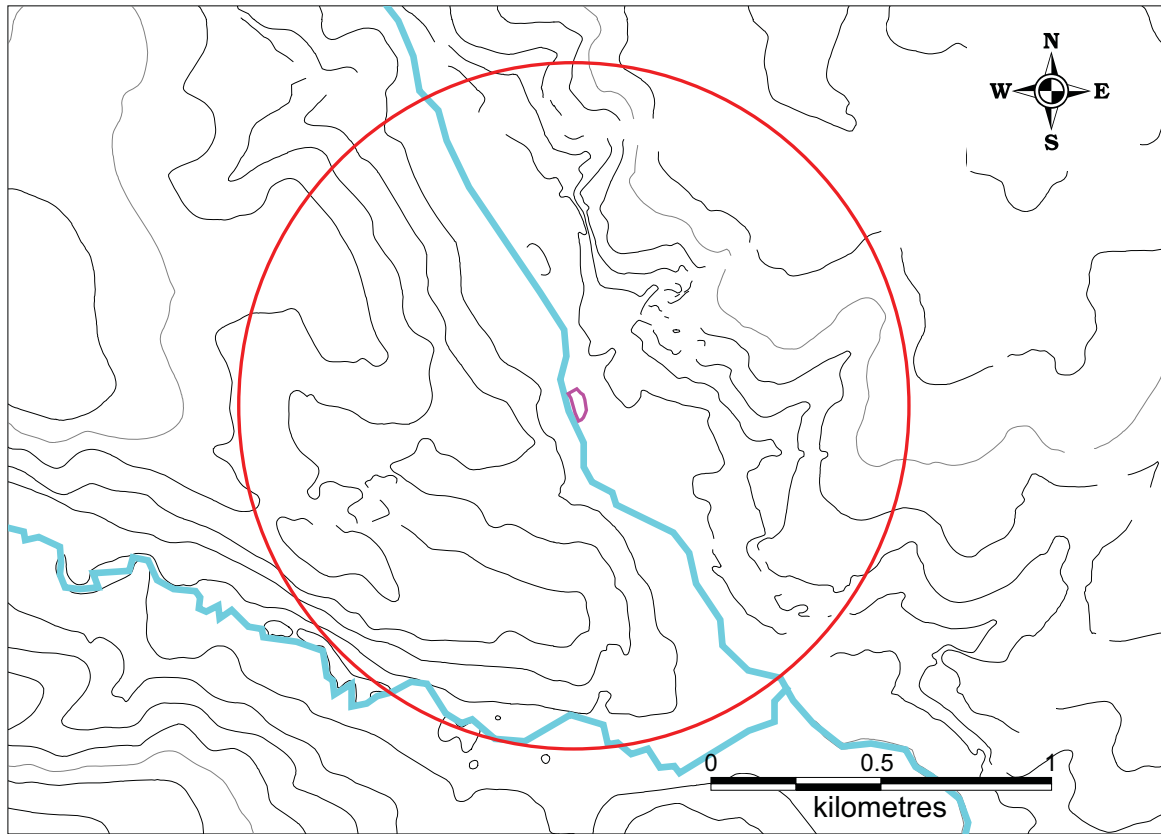
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Figure 2. PDA and 1km search area



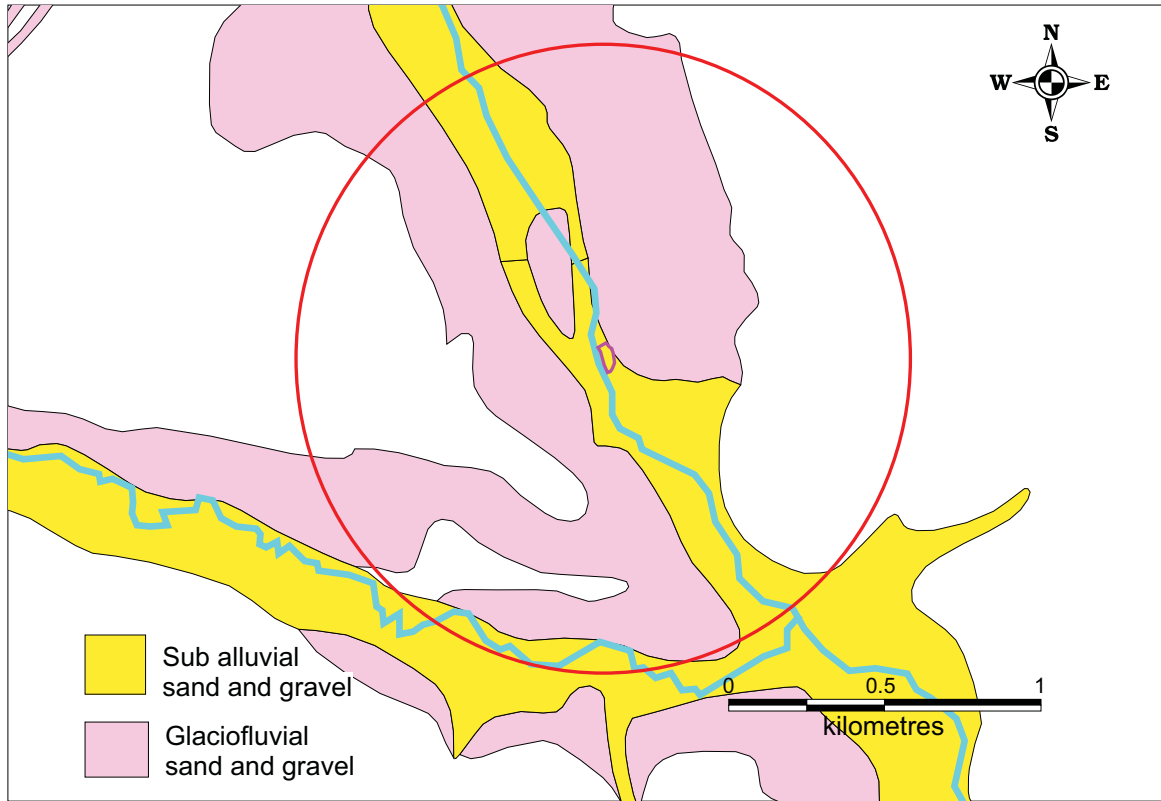
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Figure 3. The PDA



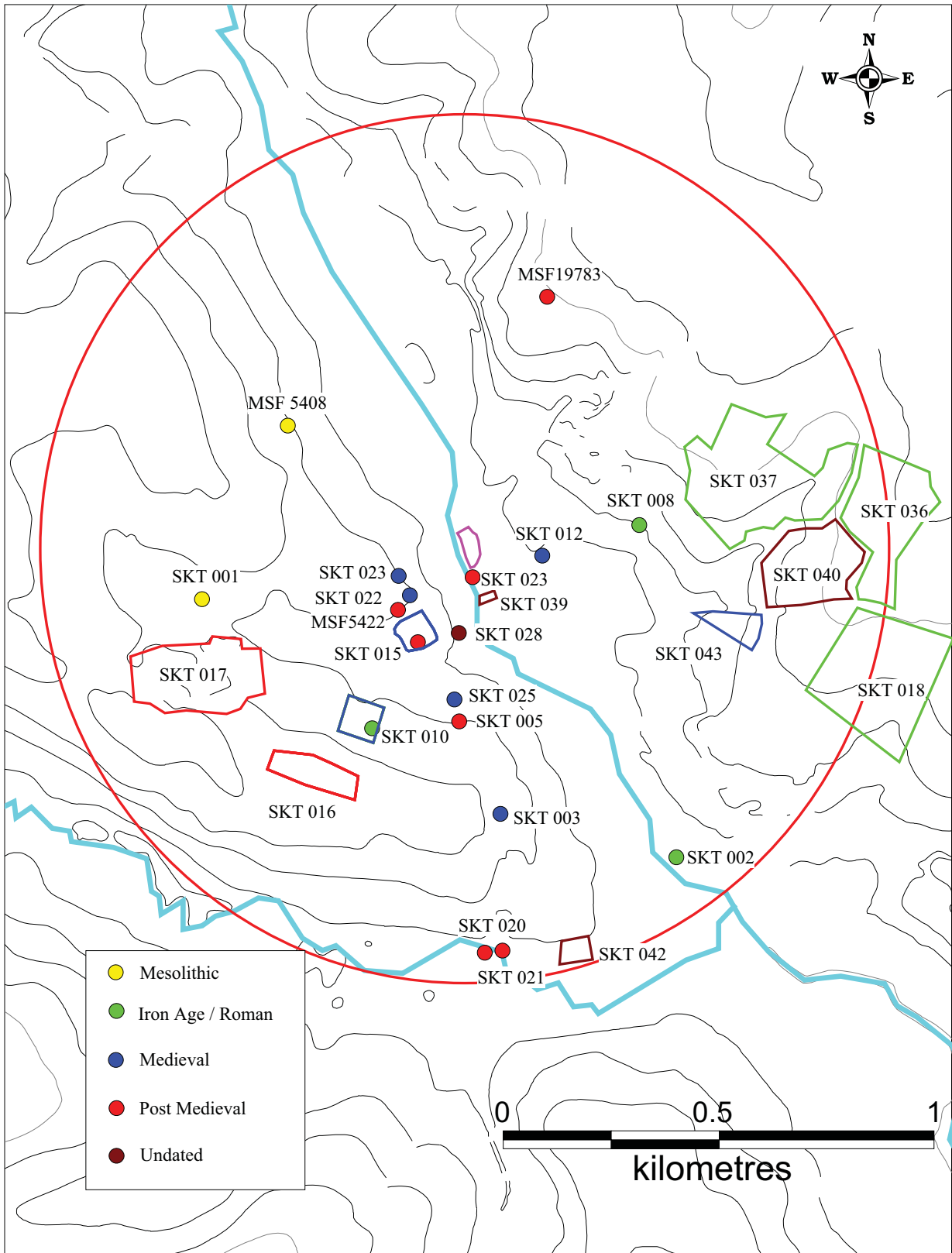
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Figure 4. Topography of the PDA and the surrounding area



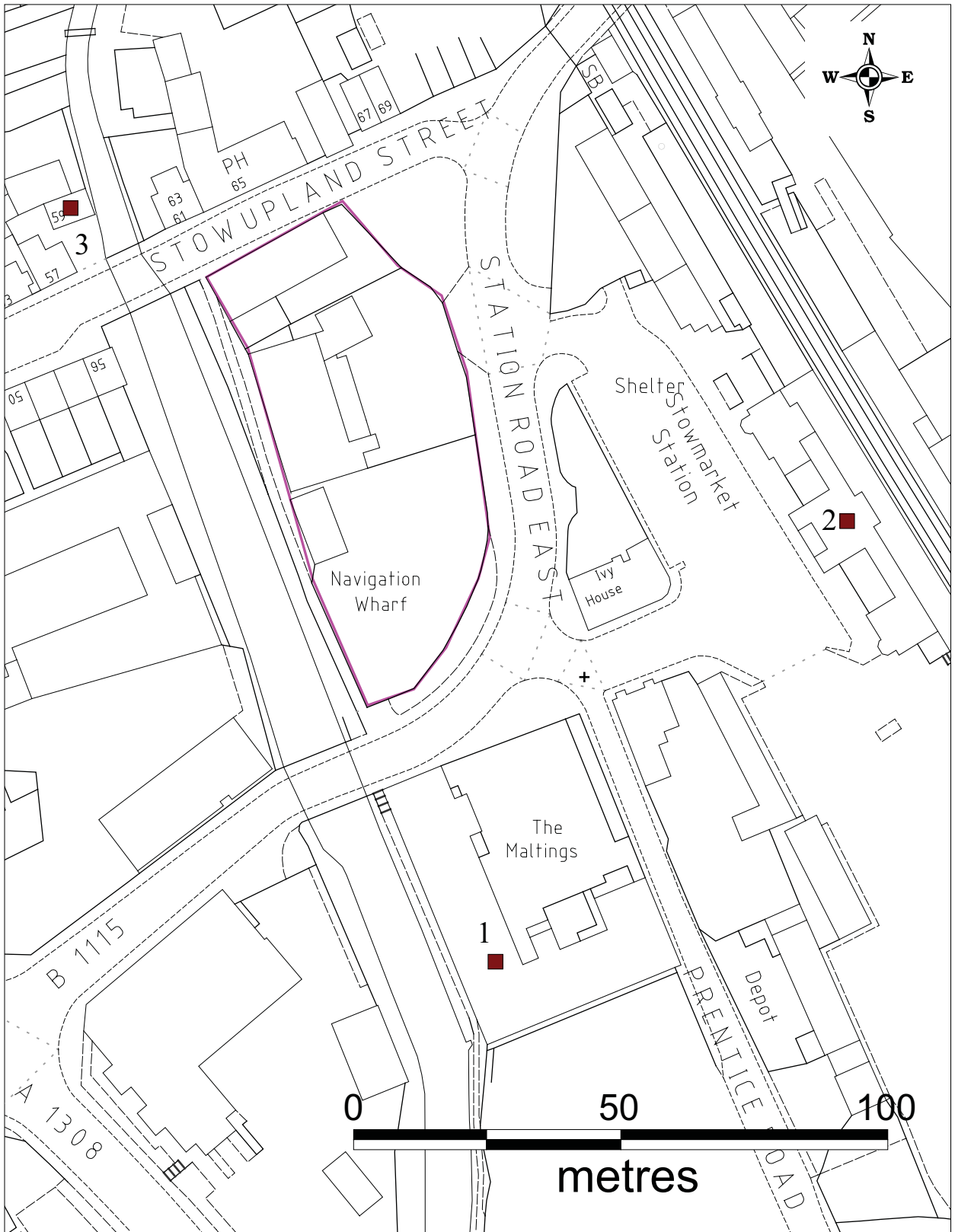
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Figure 5. Geology of the PDA and the surrounding area



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Figure 6. SMR entries within a 1km radius from the centre of the PDA



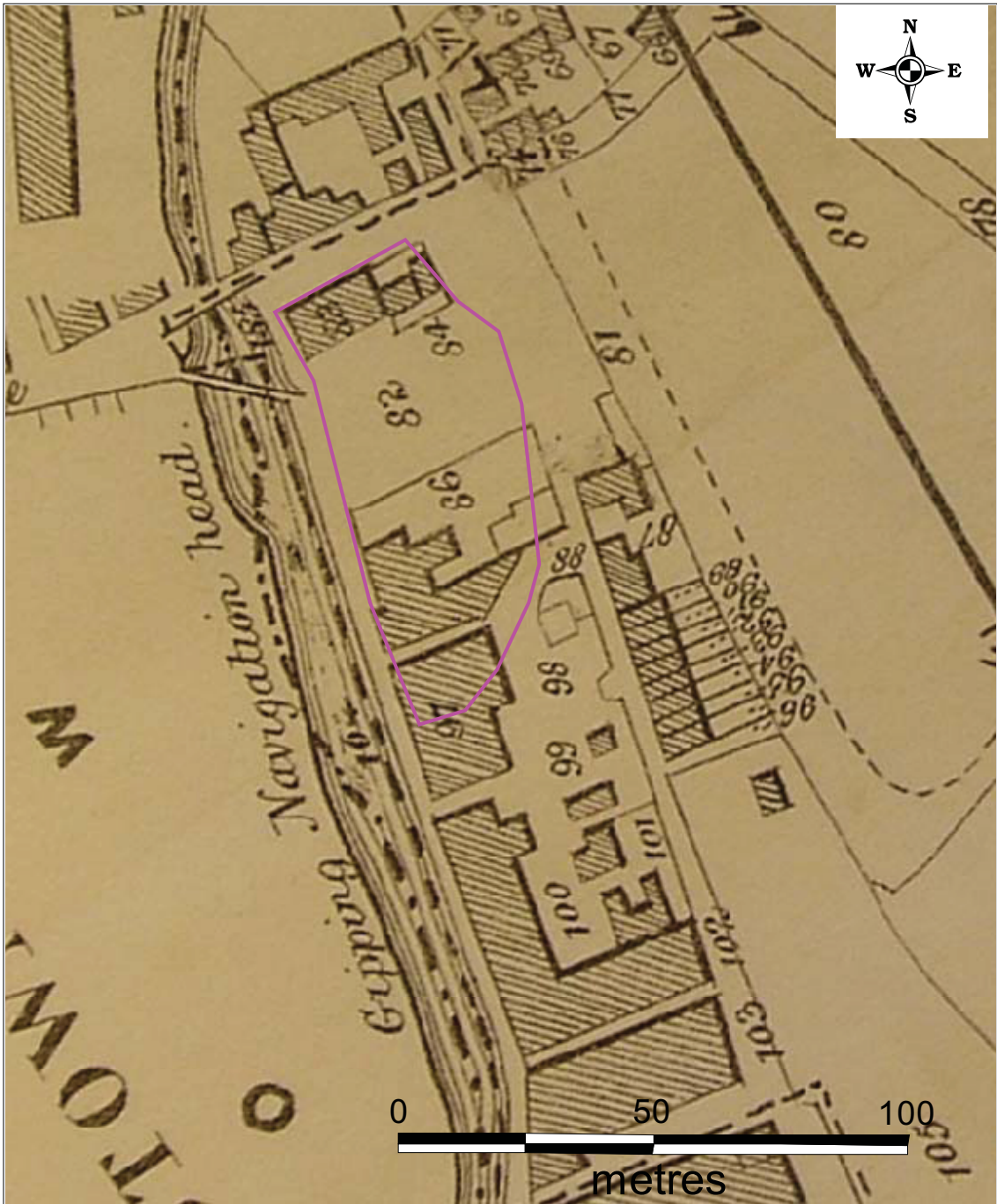
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Figure 7. Listed buildings adjacent to or with a line of sight to the PDA



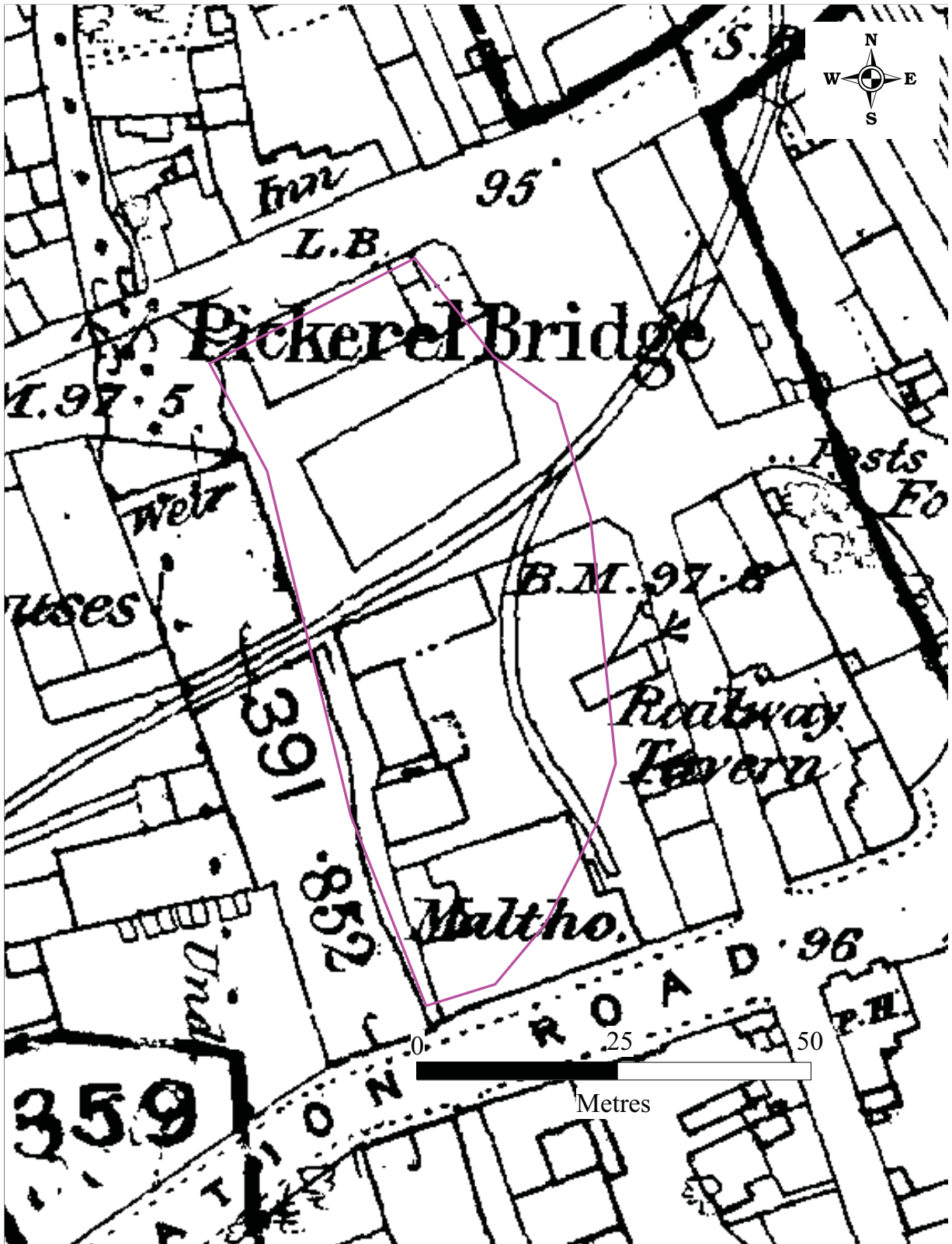


Figure 8. Painting by Henry Davey 1838, with the PDA marked



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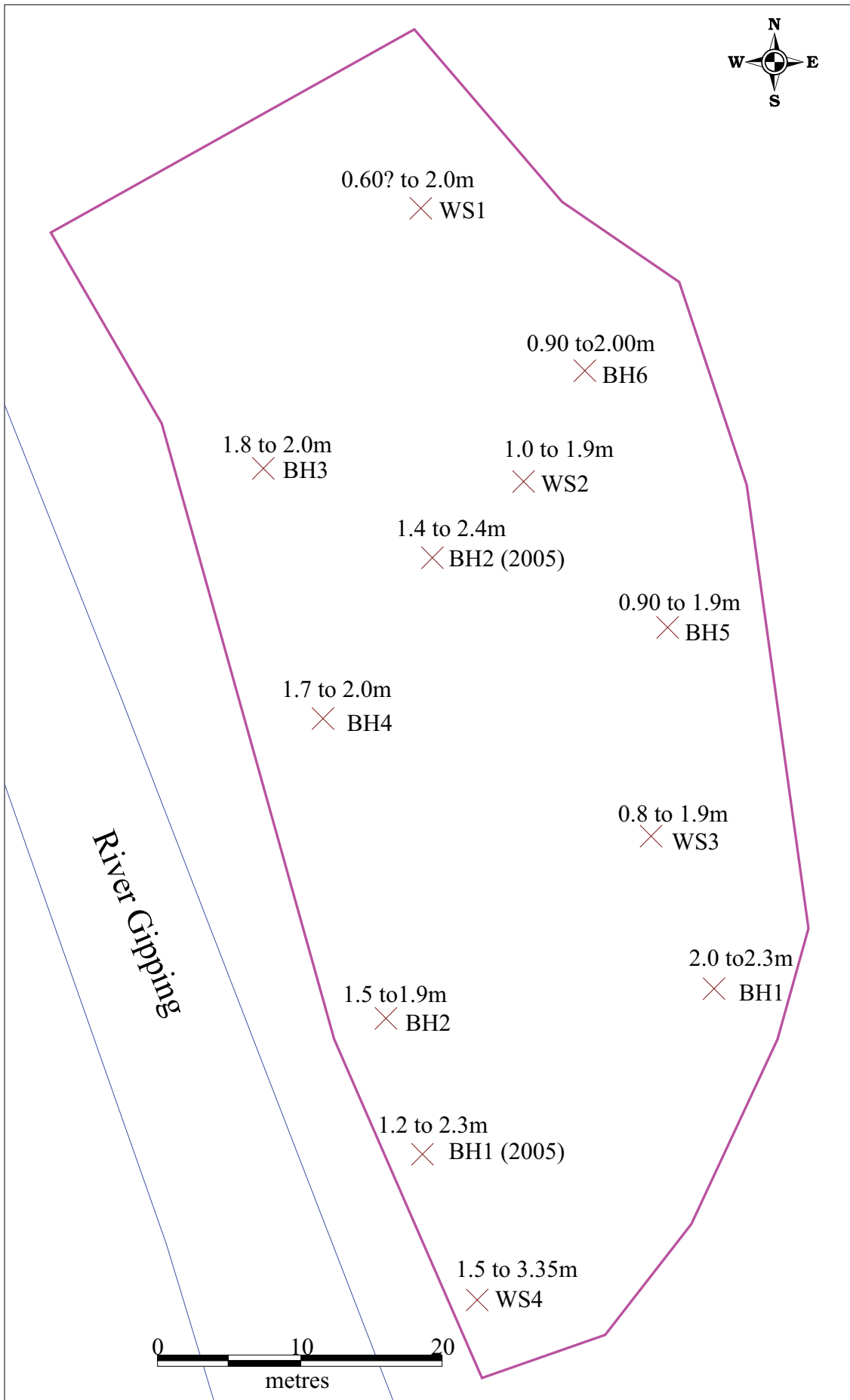
Figure 9. 1844 map of the PDA



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Figure 10. Ordnance Survey map 1880's





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Figure 11. Depths that peat was encountered in the borehole survey



# Appendix 1

## SUFFOLK COUNTY COUNCIL ARCHAEOLOGICAL SERVICE - CONSERVATION TEAM

### *Brief and Specification for a Desk-Based Assessment*

#### LAND AT STATION ROAD EAST, STOWMARKET

#### 1. Background

- 1.1 An outline planning application has been approved by Mid Suffolk District Council (0810/06/OUT) for residential development at Station Road East, Stowmarket (TM 0506 5889) (see accompanying plan).
- 1.2 The proposed application area measures c. 0.29ha. in extent and has not been the subject of previous archaeological investigation.
- 1.3 The site is located on the eastern side of, and over-looking, the River Gipping. It is situated within the flood plain on the divide between river alluvium over peat (to the west) and calcareous clay (to the east), at c. 29m OD.
- 1.4 The site lies within close proximity of known archaeological activity recorded in the County Sites and Monuments Record, in the valley of the River Gipping and close to a crossing point of the river. There is high potential for medieval, and earlier, archaeological deposits to be disturbed by this development. There is also high potential for preserved palaeo-environmental remains, such as peat deposits, within the application area. The proposed works would cause significant ground disturbance that has potential to damage any archaeological deposit that exists.
- 1.5 A desk-based assessment of the known and potential archaeology for the application area is required as the first part of a programme of archaeological work. Further information concerning the location, extent, survival and significance of the known archaeological remains on the site, as well as the potential for further archaeological remains to survive, is required. This brief sets out the requirement.

#### 2. Objectives

- 2.1 To collate and assess the existing information regarding archaeological remains within and adjacent to the site shown in the accompanying plan. It is important that a sufficiently large area around the target area is studied in order to give adequate context; in this instance an area with boundaries 250m beyond the parcel boundaries will be the minimum appropriate.
- 2.2 To identify any known archaeological sites which are of sufficient potential importance to require an outright constraint on development (i.e. those that will need preservation *in situ*).
- 2.3 To assess the potential for unrecorded archaeological sites within the application area.
- 2.4 To assess the likely impact of past land uses and the potential quality of preservation of below ground deposits, and where possible to model those deposits.
- 2.5 To assess the potential for the use of particular investigative techniques in order to aid the formulation of any mitigation strategy.
- 2.6 An outline specification, which defines certain minimum criteria, is set out below. In accordance with the standards and guidance produced by the Institute of Field Archaeologists this brief should not be considered sufficient to enable the total execution of the project. A Project Design or Written Scheme of Investigation (PD/WSI) based upon this

brief and the accompanying outline specification of minimum requirements, is an essential requirement. This must be submitted by the developers, or their agent, to the Conservation Team of the Archaeological Service of Suffolk County Council (Shire Hall, Bury St Edmunds IP33 2AR; telephone/fax: 01284 352443) for approval. The work must not commence until this office has approved both the archaeological contractor as suitable to undertake the work, and the PD/WSI as satisfactory. The PD/WSI will provide the basis for measurable standards.

### **3. Specification**

- 3.1 Collation and assessment of the County Sites and Monuments Record to identify known sites and to assess the potential of the application area.
- 3.2 Collation and assessment of all cartographic sources relevant to the site to identify historic landuse, the siting of old boundaries and any earlier buildings. Where possible copies should be included in the report.
- 3.3 Assess the potential for historic documentation that would contribute to the archaeological investigation of the site.
- 3.4 Reassessment of aerial photographic evidence and, where relevant, a replotting of archaeological and topographic information by a qualified at a scale of 1:2500.
- 3.5 Examination of available geotechnical information to assess the condition and status of buried deposits and to identify local geological conditions. Relevant geotechnical data should be included as appendices to the report.
- 3.6 Ascertain whether there are other constraints on the site (e.g. SSSI, County Wildlife Site, AONB, etc).
- 3.7 A site visit to determine any constraints to archaeological survival.

### **4. Report Requirements**

- 4.1 Assemble, summarise and order the available evidence.
- 4.2 Synthesise the evidence and place it in its local and/or regional context.
- 4.3 The Report must include a discussion and an assessment of the archaeological evidence within the regional context. The conclusions must include a clear statement of the archaeological potential of the site, highlighting any research priorities, and the significance of that potential in the context of the Regional Research Framework (*East Anglian Archaeology*, Occasional Papers 3 & 8, 1997 and 2000).
- 4.4 Comment on the reliability of the evidence and give an opinion on the necessity and scope for further assessment including field evaluation.
- 4.5 A comprehensive list of all sources consulted (with specific references) should be included.
- 4.6 A copy of the report should be deposited with the County Sites and Monuments Record within six months.
- 4.7 At the start of work (immediately before fieldwork commences) an OASIS online record <http://ads.ahds.ac.uk/project/oasis/> must be initiated and key fields completed on Details, Location and Creators forms.
- 4.8 All parts of the OASIS online form must be completed for submission to the SMR. This should include an uploaded .pdf version of the entire report (a paper copy should also be included with the archive).

- 4.9 A digital copy of the air photographic evidence should be supplied with the report for inclusion in the SMR; AutoCAD files should be exported and saved into a format that can be imported into MapInfo (for example, as a Drawing Interchange File or .dxf) or already transferred to .TAB files.
- 4.10 The IFA *Standard and Guidance for Archaeological Desk-Based Assessments* (1999) should be used for additional guidance in the execution of the project and in drawing up the report.

Specification by: Dr Jess Tipper

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Date: 23 April 2007

Reference: / StationRoadEast-Stowmarket2006

**This brief and specification remains valid for six months from the above date. If work is not carried out in full within that time this document will lapse; the authority should be notified and a revised brief and specification may be issued.**



## Appendix 2

### Documentary Report

#### Land at Station Road East, Stowmarket

### Documentary Report

The research for this report has been carried out at the Suffolk Record Office in Ipswich. The Suffolk Archaeological Unit has supplied copies of the first three editions of the 1:2500 Ordnance Survey maps of this site together with the modern edition of the map. The site is to the east of the River Gipping and bounded by Stowupland Street to the north and Station Road East to the east and south. The site is now entirely within the civil parish of Stowmarket, though before 1934 it was part of the civil parish of Stowupland (Youngs). The earlier boundary between the two parishes that followed the original line of the River Gipping is shown on the earlier maps.

Until 1843, Stowupland was a sinecure without either a parish church or incumbent. The living or benefice was linked to Stowmarket and the inhabitants of both parishes attended church there. In the early medieval period both parishes had been part of the large royal vill of Thorney and through the medieval period there were two churches sharing the same churchyard in Stowmarket. The parish boundary between Stowmarket and Stowupland may be established in the sixteenth century after the demolition of one of these churches. In a perambulation of the lete of Thorney Hall dated 1668 describing the boundaries of the jurisdiction of the manorial court the description follows the line of Creting Road to Stowupland Street:

*‘Northward unto Bacons Hill and soe on unto the gate of neere the stables end belonging to Thorney Hall then north unto the corner of the close called Conifer then westward unto Stow bridge then eastward unto the south east corner of the close over against Rentall Field then northward unto the foure ashes in the common way neere the house in which widow Hubbard now dwelleth and then for Thorney Crofte on the south side eastward unto Farrys Style. Alsoe we present that from the west corner of the house where William Langham now dwelleth eastward unto the style at the north side of the steeple of the church in Stowmarket then southward by the steeple end unto the pale before widow Garrard her house then westward unto Kings Streete in the middle of the town...’* (ref. EG 34/7/10 folio 29v – 30v).

This site is at the centre of three points of communication, the oldest of which is ‘Pickerel Bridge’ in Stowupland Street linking Stowmarket to Stowupland. There is some documentary evidence to suggest that the river was used to carry heavy goods in the medieval period (Amor 2006) though the channel was made navigable as a result of the Stowmarket Navigation Act of 1790. The commercial importance of the navigation was super ceded by the opening of the railway from Norwich to Ipswich in 1846 with the site of the station located to the east of this site.

### Maps

The road to the east of this site as shown on the earlier editions of the Ordnance Survey maps was formerly known as Prentice Road. A number of buildings on and around this site were demolished in 1972 as part of the development of the new road system that extended Station Road along the line of Prentice Road to join Stowupland Street giving priority to the traffic from Station Road. Something of the nature of the area before 1972 can be judged from the

maps. On all three editions, original sheet number LVI.7, published in 1887, 1904 and 1927 a goods line is shown branching out of the main line to the north of the station passing through a building to the east of Prentice Road before crossing this site and the River Gipping to link with maltings on the western side of the river. There is another malting at the southwestern corner of the site. The track passed through Lankester & Wells bonded warehouse. At the far end of this building there was 'the 'Hop Pole Tavern' otherwise known as 'The Poor Man's Hotel'; 'working people living in the countryside beyond walking distance and employed in Stowmarket would stay there during the week, returning home for the weekend' (Malster 1995). Other buildings were warehouses, though Vincent's soft drinks had previously occupied the building at the northern end of the site next to Pickerel Bridge (Durrant 2003).

The railway station was opened on 7 December 1846 on a site 'between Thorney Hall gardens and the Waggon and Horses Inn'. 'To coincide with the opening of the railway, a new street was planned to lead to the station, It began at the warehouse of Messrs Prentice and Hewitt in Stowupland Street, passing through the coal-yard of Mr B King and crossing the river with a bridge, terminating at the station. From then on, the road from the centre of town, which had been known as Stowupland Street, became Station Road, the former commencing where the road diverts' (Doubleday 1983).

Before the construction of the railway line detailed plans showing the route of the line within the boundaries of adjoining properties clearing shown on maps and numbered were deposited with the county Quarter Sessions who held responsibility for the administration of the county before the establishment of the county council. The properties are listed in a separate schedule. The plans for the line to Norwich (ref. 150/2/5.151) were deposited on 30 November 1844. Unfortunately the accompanying schedule has not survived. The line was also to be extended to Bury St Edmunds and separate plans and schedules were prepared for that route (ref. 150/2/5.239B). Fortunately the same parcel numbers were used in relation to this line through Stowupland as those used on the plan of the line to Norwich. Digital photographs of both the plan and schedule have been taken for this report. There is a minor feature at the bridge in Stowupland Street that should be noted. To the south of the road bridge there is a footbridge shown at an oblique angle to the road. This footbridge is depicted on an earlier print. An important geographic feature is the area of marshland to the east of Thorney Hall.

The site is shown on the 1839 Tithe map of Stowupland (ref. P461/240). The properties are listed in the separate apportionment.

No.	Landowner	Occupier	Description	Acreage
721	John C Cobbold	George Codd	Barge Inn Garden	0 0 15
722	ditto	ditto	Barge Inn Yard	0 0 09
723	Navigation Trustees	Themselves	Pt of R. Gipping	1 3 30
732	Oakes & Co	J. C. Cobbold	Building & Yds	0 0 25
733	Oakes & Co	Samuel Thurston	House & Garden	0 0 12
734	Oakes & Co	Simon Codd	House	0 0 03
735	Abraham Kersey Cowell	John Bass	House	0 0 03
736	ditto	Himself	Buildings & Yds	0 2 10
737	ditto	Charles Corner	House & Garden	0 0 05
738	Wm Bransby Fairs	William Chaplain	Cottages & Yds	0 0 20
739	Wm Bransby Fairs	Susan Sheldrake & others	Cottages & Yds	0 0 23



740 Navigation Trustees	Themselves	Common Quay	0 1 30
741 Daniel Edward	Thomas Prentice and Co	Buildings and part of the open space adjoining	0 1 25

The Navigation Trustees also held 724 the ‘barge dock yard’ measured at 1 rood and 4 perches. Some of the inhabitants of the cottages are listed in the 1841 census together with their trades. Nearly all were described as agricultural labourers, though there were also two navigation labourers and a barge captain. The street was not known as Prentice Street, instead the inhabitants are listed in their respective rows (ref. NRA HO 107/1035/14). Ann Robinson was listed at the Pickerel Inn in 1841. In White’s directory of 1844 ‘Samuel Pulham, Navigation Building’ is listed in her place. The ‘Barge Inn’ was then in the occupation of John Birds and George Codd had moved to the ‘Waggon & Horses’, ‘Navigation Wharf’. ‘Thomas Prentice & Co’ and John Cobbold are listed as ‘merchants’ at ‘Navigation Wharf’ both are also listed as malsters. Abraham Kersey Cowell was also listed as a malster. ‘Oakes, Bevan, Prentice, Moor and Co’ was one of the town’s three banks and J. A. Lankester was the then manager of the Suffolk Banking Company.

The directory mentions the navigation as having ‘reduced the price of land-carriage from hence to Ipswich more than one-half. Independently of its utility, it is a great ornament to the town, there being an agreeable walk from the basin along the towing path, near a mile in length’.

The area to the south of Pickerel Bridge is shown in an illustration dated October 1838 (ref. HD 401/3). The artist was Henry Davy who would have been standing on the Pickerel Bridge when sketching this view. The buildings and barges are clearly identified in the text below the print as ‘J Prentice & Co’s Warehouse, crane unloading salt, barge Friends, 16 or 17 barges on the Gipping of 43 tons burthen, Mr Cowell’s Warehouse & barge Commerce, Mr Cobbold’s warehouse & two barges Mary & Emma, Gas Chimney, J Prentice & Co’s warehouses’. On the opposite of the river the details are described as ‘Mr Cornelius’ Warehouse & barge Victoria, Mr King’s Warehouses & Beyond Prentice & Hewett’s Deal wharf’. The work is entitled ‘The Quay at Stowmarket: The Foot Bridge Crosses the Head of the Navigable part of the River Gipping’.

The properties in the town area of Stowmarket are not shown in detail on the tithe map for the parish (ref. P461/239). Most of the area was not titheable. The map does show the street line before the construction of the new road to the station. This emphasises that the Pickerel Bridge was then the only crossing point of the River Gipping and its navigation.

## **The Navigation**

The Navigation was created through an act of Parliament passed in 1790. The principal purpose of the act is set out in the preamble and states ‘Whereas the making and maintaining a navigable communication from Stowupland Bridge, situate upon the River Gippen, at the town of Stowmarket, to the town and port of Ipswich in the County of Suffolk will render the conveyance of corn, hops, and other produce of the said county and parts adjacent, and of coal, timber, lime and other things, less expensive than at present, and will in other respects be of considerable benefit to the inhabitants of the several towns and places within the said county and parts adjacent, and of publick utility; but the same cannot be effected without the

Authority of Parliament' (ref. EM 400/1). The act granted wide-ranging powers to the trustees to facilitate the construction of the navigation with the width of the river and tow paths extended to eighteen yards 'except where the banks of the rivers or cuts shall be more than three feet above the surface of the water and where places shall be made for Boats or other Vessels to turn or pass each other and in no such case of greater width than twenty yards'. The trustees were also empowered to 'extend the said navigation beyond Stowupland Bridge aforesaid for any distance they think fit necessary above the said bridge, not exceeding six furlongs'. A later act passed on 26th June 1846 enabled the trustees to lease the navigation to the railway company with 'all Rates of Tonnage and Wharfage' (Act 9 & 10 Vic c. CVI).

The Navigation minute books beginning on 19 April 1790 (ref. EM 400/2) offer further details. At their meeting held on 17th July 1790 orders were given for '*taking down and rebuilding Hanford Bridge*' at Ipswich and in November they ordered all the bricks used in the construction of locks and bridges should be '*made and burnt as near as may be possible to the places where wanted*'. Other materials included '*Reach or Isleham Lime and Oak, Elm and Poplar Timber*'. Thomas Shave of Ipswich was contracted to supply '*sound hearty dye square timber*'. The brickearth required for the works was dug from the nearest possible source. It appears to be the case that various parts of the navigation were opened and in use before the completion of the works on 14th September 1793. The minutes are sparse of details and are mainly concerned with subscriptions from investors and the payments of bills. Occasionally there are references to repairs such those ordered following floods in 1795. The area of this site appears to have been liable to flooding as illustrated in photographs of the floods of August 1912 (Doubleday 2002).

The later minutes are a little more informative and show that the trustees were well aware of the impact of the proposed new railway line and accepted in February 1845 that the railway '*shall take the wharf and crane now belonging to the trustees*' (ref. EM 400/3). In May 1845 it was proposed that the railway should take a 21 years lease of the navigation. Much of the trade in the area of this site was switched to the railway once the line had been opened to Stowmarket in 1846. The later minute book has a detailed index.

## **Property Records**

In order to assess the impact of the navigation and later railway on the settlement pattern in this area it is necessary to examine some of the property records for this site and adjoining areas.

### **Manorial Records**

In the late Anglo-Saxon period Stowupland was part of the royal vill of Thorney later subdivided into at least seven manors or hamlets. Thorney included all of Stowmarket and Stowupland together with land in adjoining parishes. The remnant of the former royal vill was vested in Robert Amoundeville at the time of his death in 1323 and later with Robert Hotot and then through marriage to the Tyrrell family of Gipping Hall. The title to the lordship of Thorney is still in existence and appears to rest with Stowupland Parish Council. They hold the common rights to Thorney Green. Some of the surviving manorial records are in the Parish Council collection. These records are far from complete. There are no extant manorial court books for the period after 1701 though some rentals and stewards papers have survived from that date. The court books would have recorded the transfer of lands held of the manor.

There are two pocket account books containing notes of admissions and fines extracted from the court books (1798-1809, 1820-1892) (ref. EG 34/7/20). Amongst the entries for 1817 there is 'John Cobbold admitted' and under 1841 H. J. Oakes in place of Harriet Payne who had been admitted on 23 February 1835.

In a bundle of surrenders of properties to the manorial court covering the years 1833-1877 (EG 34/7/22), there is a document relating to the cottages dated 25 November 1840. They were formerly the property of James Woods of Stowmarket who was bankrupt and commissioners had been appointed to handle his estate on 19 October 1836. His property was sold to Henry James Oakes. The property is described as '*all that piece or parcel of copyhold land formerly Nicholas Garnham containing by estimation one acre and one rood with ten brick built cottages thereon lately erected by the said James Woods*'. James Woods had been admitted on 8 April 1831.

The names of the other property owners do not appear in the surviving records. From the surviving records of the Ipswich Port Authority (ref. EL 1) it is clear that Abraham Kersey Cowell owned property in Ipswich and his family lived from the early decades of the nineteenth century. Later two family members were mayors of the Borough. John Cobbold owned a brewery in Ipswich and his family lived at Holywells Park. Prentices who lived in Stowmarket had a coprolite factory at Ipswich docks and were later involved with the development of gun cotton at their works in Stowmarket. The property records for most of these proprietors do not appear to have been deposited at the record office in Ipswich. There are deeds for some of John Cobbold's properties including a malthouse in Stowupland Street deposited as part of a solicitors' collection.

The maltings as described in a bundle of deeds recording the former properties of John Cobbold were on the opposite side of the river (ref. HB 8/2/95). In a deed dated 6 March 1830 between Thomas Rout and Mr Manning Prentice concerning the settlement of the estate of Edgar Rout Buchanan of Stowmarket '*Malster, Corn and Coal Merchant Dealer, and Chapman a bankrupt*'. The document recites a deed of April 1813 concerning a mortgage raised to purchase '*All that capital messuage or tenement called or known by the name of Baldries or by whatsoever other name or names the same then was or therefore had been called or known with the counting house, malting office called Great Malting, kilns, cisterns, cinder ovens, warehouses, granaries, stables, outhouses, edifices, buildings, wharf yards, gardens and land (formerly a close of meadow or pasture ground) and appurtenances thereto belonging situated lying and being in a certain street called Stowupland Street otherwise Bridge Street in Stowmarket aforesaid between the common Navigable River on the part of the east and the messuage of John Boby in the occupation of John Hadden in part the messuage and garden of John King in part and the said street in other part towards the North and upon the buildings, garden and meadow of Joseph Lankester towards the south as the same were then in the occupation of the said Edgar Rout Buchanan and William Smart or one of them their undertenants*'. The maltings may have been in existence in 1766 as they are mentioned in an abstract of the will of Samuel Rout of Stowmarket as '*All those my messuages or tenements & Malting office situate lying and being in Stowupland Street aforesaid in Stowmarket aforesaid near the White Lyon there*'. The property had been left to Thomas Rout. The same site is mentioned in a deed dated 25 June 1724 between William Wright and Samuel Rout then situated '*in a certain street there called Bridge Street otherwise Upland Street ... abutting ... on the King's highway on the east called Bridge Street*'. It should be noted that this deed does not mention the former meadow. The malting office is not mentioned in an earlier deed dated 18 August 1721 when the property was sold to William Wright a locksmith. There are additional documents folded into this deed of 1721 and one of these is a grant from Mary Adkinson to William Wright '*of a piece of land parcel*

*of her yard in Stowmarket* which *'the said William Wright has have built his malting house into her premises'*. The deed granted liberty of ingress etc to William and his workmen to enter her property to repair the malt house. It appears that these maltings were not against the river.

In the cases of both the cottages on the eastern side of the river and the extended maltings on the western side there is evidence to suggest that they were built after the opening of the navigation.

### **Pickerel Bridge**

It is highly likely that there was a bridge of the Gipping close to the site of Pickerel Bridge in the medieval period. A Henrico del Bregge who paid 18d in tax is listed in 1327 subsidy returns for Stowmarket then known as Thorneye (Hervey, 1906). He and his descendants appear amongst the manorial tenants of the manor of Thorney alias Thorney Hotot (ref. HA1/CC1/1-11). A detailed analysis of these records has recently been published (Amor 2006), in which the author suggests that there was a dock or shipyard on the Gipping in the medieval period. He does not mention that the tenants had any responsibility for bridge repairs.

The bridge is not mentioned in a list of county bridges dated 1651 (ref. HA1/BB/3). These bridges were built and repaired on the instructions of the Quarter Sessions. The responsibility for repairs to some bridges rested with parish highway surveyors. Full highway surveyors' accounts have not survived for Stowmarket and Stowupland (catalogue FB 221 Stowmarket Ecclesiastical Parish).

Without any clear link to the body that held the responsibility for the construction and repairs to this bridge it is difficult to detail its early history.

### **Conclusion**

The records for both Stowmarket and Stowupland are very incomplete and there appears to be very little scope for further research into the history of this site.

In the post medieval period there are just two manorial court books for the manor of Thorney Hall covering the years 1665-1701. It is evident from the few surviving stewards' papers that parts of this site had been manorial copyhold or leasehold land though the details are sparse. Unfortunately the business records for both the Cowell family and Prentices are either no longer extant or they have not been deposited at the record office and the history of this site in its entirety cannot be traced before the middle of the nineteenth century. There are the references in the property records to the cottages being built in the 1830's and to a new malting house being built on the western side of the river some twenty years earlier. Some of the commercial enterprises had links to the town of Stowmarket in the period before the opening of the navigation, others e.g. Cowell and Cobbold, did not. The evidence suggests an increase in mercantile activity in the area of this site in conjunction with the opening of the navigation in 1793.

There is an exception and that is Pickerel Bridge linking Stowmarket to Stowupland. Again records needed to trace the history of the bridge appear to be absent, though it is clear that a bridge did exist in the medieval period. In relation to the bridge it is important to consider

the site of Thorney Hall. The name includes the Anglo Saxon word for an island or islet and the site must have been originally surrounded in part with marshland. The marsh to the east of the hall proved to be a major engineering problem when the railway line was constructed in 1846 and newly laid track simply sank into the bog. It does not appear to be the case that the bog extended into the area of this site but references to flooding in 1795 and 1912 show that the area was low lying. In addition both dates are after the raising of the river banks to accommodate the towpaths of the navigation. The cost of building a bridge would have been reduced if a suitable site with firm ground could be found and this may have limited the possible sites for a bridge to one area. The only doubt lies in the 1668 perambulation. It is clear that the manorial boundary crossed over the river before the bridge and linked the site of Thorney Hall to that of the church.

**Anthony M Breen May 2007**

#### References

Suffolk Record Office, Ipswich

#### Maps

##### Tithe Maps

P461/239 Tithe Map Stowmarket 1839

P461/240 Tithe Map Stowupland 1839

FDA240/1A/1a Tithe Apportionment Stowupland 1839

##### Deposited Railway Plans and Schedules

150/2/5.151 Plan Great Eastern Railway Ipswich to Norwich 1844

150/2/5.239B Schedule of owners Great Eastern Railway Ipswich to Bury St Edmunds 1844

#### Prints

HD 480/3 Navigation Quay, Henry Davy, October 1838

#### Stowupland Parish Council

EG 34/7/10 Court Book Manor of Thorney Hall Perambulation folio 29v – 30v 1668

EG 34/7/20 Pocket account books containing notes of admissions and fines extracted from the court books (1798-1809, 1820-1892)

EG 34/7/22 Bundle of Surrenders Manor of Thorney (33 docs) 1833- 1877

#### Stowmarket Navigation

EM 400/1 Acts of Parliament 1790 & 1846

EM 400/2 Trustees Minute Book 1790 – 1843

EM 400/3 Trustees Minute Book 1843 – 1906

#### Deeds

HB8/2/95 Property Deeds John Cobbold : Maltings in Stowupland Street 1575 – 1830

Census Records On Microfilm

HO 107/1035/14 Census Stowupland 1841

Published Sources

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Harry Doubleday ed 'Stowmarket A Pageant in Pictures' Stowmarket 2002

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William White 'Directory of Suffolk', Sheffield 1844

Frederic A Youngs, JR. "Guide to the Local Administrative Units of England: Volume 1; Southern England" Royal Historical Society, London, 1979



## Appendix 3

### Listed buildings

1. STOWMARKET TM0558 STATION ROAD 614-1/4/113 (South side) 19/04/72 The Maltings (Formerly Listed as: STATION ROAD (South side) Malthouse (Malga Products Limited)) GV II Malthouse, then warehouse, now restaurant and leisure centre. Late C18 and later. Flint and brick under roofs of pantiles or slate. L-shaped plan, the major arm running north-south, the minor east-west, both terminating in a kiln with conical flue. 2 storeys and attics. At north end of long arm is the restaurant. Whole flints with brick dressings and piers, one storey and attic. Segmental-arched openings at intervals. Mansard slate roof with two C20 sloping dormers to east and west faces. Immediately south is the kiln with its louvred conical flue and, to the east a long outshut. East face of the main range with a deep outshut to the pantiled roof extending to the ground level. West side of 2 storeys and dormer attic. Whitewashed brick. Ground floor with 9 openings for loading shutes under segmental heads, intended for barges on adjacent River Gipping. One ground-floor entrance at south end and 2 first-floor loading doors flanked by irregular fenestration. 2 sloping dormers in roof. East-west range has a large outshut attached to south side. Half-hipped roof at east end. Attached to north of east end is a square malting kiln with a tall pyramid roof on a single-storey whitewashed brick plinth. Louvre at apex. To the right the east-west range has various windows, a loading lucam and 2 sloping dormers. INTERIOR. Square post construction with tie beams on straight braces. No original equipment or fittings remain
2. STOWMARKET TM0558 STATION ROAD 614-1/4/112 Stowmarket Railway Station 19/04/72 GV II Railway station. 1846 by Frederick Barnes. Restored 1987. Red brick with gault brick dressings under roofs clad in machine tiles. 1-3 storeys on high basements. Composition, in Jacobean style, is symmetrical, comprising a central one storey and attic block linked by single-storey ranges to taller 2-3 storey side blocks. Central block with Dutch gables to west, north and south, the west one facing the entrance and with an attic window. Windows generally are ovolo-moulded cross casements, cornices are saw-toothed. 2 square one-storey pavilions flank main entrance right and left. Recessed linking blocks had retaining walls with taller central doorways enclosing forecourt, but this remains now only to south side. Main outer blocks with cross casements, Dutch gables to all faces (north return of north block with twin shaped gables), and frontal (west) polygonal towers with doors at the bases and pierced parapets at the top. Gabled roofs carry romantically-placed 2- and 3-flued stacks. Platform canopies supported on square section welded steel piers of late C20. The piers rise to timber braces within which are cast-iron scrolled brackets. Inner face of main west range with 4 arches right and left of central entrance to booking hall.
3. STOWMARKET TM0558 STOWUPLAND STREET 614-1/4/122 (North side) 28/07/50 Nos.61 AND 63 GV II Pair of houses. C16. Plastered and colourwashed timber-frame under a plain tile roof. 2 storeys. One plank door to right and left of elevation. Ground floor lit through one 2/2 sash and one C20 casement. Jettied first floor, the bressummer on arched braces. Two 2-light casements to first floor: C19 and C20. Gabled roof. External stack added to west gable end. Lower cross wing to rear.





## Appendix 4

### List of sites on SMR within the 1km from the centre of the PDA.

MonUID	PrefRef	Summary	Period	Easting	Northing
MSF5388	SKT 001	Thames Valley type pick.	Mes	604450	258750
MSF5407	SKT Misc	One small, incomplete pebble mace-head.	Mes	605500	259500
MSF5408	SKT Misc	Flint core and blade (5cm long) found in garden soil adjacent to Police Hostel, Beech Terrace (circa TM 046 591 ?).	Mes	604650	259150
MSF5413	SKT Misc	Socketed axe, bronze.	BA	605500	258500
	SKT 036	Evaluation revealed mainly Iron Age features including the possible remains of round houses.	IA	606050	258930
	SKT 037	Evaluation revealed a small number of features, some of which contained Iron Age pottery.	IA	605730	259010
MSF5389	SKT 002	Coin.	Rom	605550	258150
MSF5395	SKT 008	Pottery kiln with pierced clay floor.	Rom	605465	258925
MSF5397	SKT 010	Pottery: part of micaceous grey urn.	Rom	604850	258450
MSF14971	SKT 018	Excavation revealed evidence of Roman activity probably representing a farmstead that had its origins in the Iron Age.	Rom	605915	258555
MSF5390	SKT 003	C13 sherds of gritty ware (S1).	Med	605141	258260
MSF16078	SKT 010	The Fair at Stowmarket	Med	604835	258455
MSF5400	SKT 012	Thorney Hall: site of.	Med	605250	258850
MSF10981	SKT 015	St Peter & Paul.	Med	604925	258685
MSF16036	SKT 022	Area of medieval town.	Med	604931	258757
MSF19661	SKT 025	Watching brief located medieval pottery scatter	Med	605035	258515
MSF21897	SKT 032	Evaluation trenches revealed series of C12-C14 and later pits and pottery etc.	Med	604922	258771
	SKT 032	Evaluation revealed domestic rubbish pits dating from between the 12th to 14th centuries.	Med	604922	258771
	SKT 036	Evaluation revealed probable boundary ditches dating to the 10th to 13th centuries.	Med	606050	258930
	SKT 043	Excavation revealed medieval pits, ditches and gullies, with potter dating from the C11th-C14th, representing agricultural activity	Med	605680	258680
MSF19783	SKT Misc	Shield shaped harness mount with 3 lions passant on red enamelled background and Late Medieval purse bar fragment.	Med	605250	259450
MSF5392	SKT 005	Building site footings.	PMed	605045	258465
MSF16088	SKT 010	The Fair at Stowmarket .	PMed	604835	258455
MSF16079	SKT 015	Resulting from a serious outbreak of smallpox in Stowmarket in 1678, 51 soldiers, who were quartered in the town, died.	PMed	604950	258650
MSF12840	SKT 016	Straight sided broad canal 102m long and tapering from 40m wide at the W end to 28m wide at the E.	PMed	604705	258345
MSF14823	SKT 017	Finborough Road brickworks.	PMed	604450	258550
MSF15315	SKT 020	Watermill beside Ford Bridge, Combs Ford on Rattlesden River.	PMed	605105	257935

MSF15316	SKT 021	Bridge over Rattlesden River at Comb Ford.	PMed	605135	257935
MSF16837	SKT 023	Bridge spanning the River Gipping in Stowmarket.	PMed	605075	258805
MSF17583	SKT 023	Bridge, probably as shown on maps of 1575, 1610, 1755 & 1783 (S1-S4).	PMed	605075	258815
MSF5422	SKT Misc	Witch bottle with pins and nails found under floor at TM 0490 5873 in 1964.	PMed	604905	258735
MSF20504	SKT 028	Excavation revealed a pit of unknown date, no finds.	Un	605031	258668
	SKT 039	Monitoring of groundworks, site had been levelled at some time in the past, no archaeology present.	Un	60511	25875
	SKT 040	Evaluation revealed an undated ditch	Un	60537	25880
	SKT 042	Watching brief located an undated pit that contained peat like deposits.	Un	60536	25790