

ARCHAEOLOGICAL MONITORING REPORT

SCCAS REPORT No. 2010/013

**Burton End CP School, Haverhill
HVH 070**

HER Information

Planning Application No: **SE/09/0989**
Date of Fieldwork: **11th to 21st January 2010**
Grid Reference: **TL 6600 4526**
Funding Body: **RM Property**
Curatorial Officer: **Dr Jess Tipper**
Project Officer: **M. Sommers**

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Summary

Following a trenched evaluation, archaeological monitoring of groundwork associated with the construction of a car-park and a haul road at Burton End CP School, Haverhill, was undertaken during January 2010. A previously recorded ditch (0009) was noted running across the area of the car park but no further features were identified. The monitoring of the haul-road was undertaken to ensure an adequate depth of overburden was left *in-situ* in an area where a number of archaeological features were recorded during the evaluation.

1. Introduction and methodology

Archaeological monitoring of groundwork associated with the construction of a car park and a haul road was undertaken at Burton End CP School, Haverhill (Fig. 1). This followed a trenched evaluation of areas around the school liable to be affected by a proposed extension to the school, an associated temporary haul road and an area of additional car parking (Sommers 2009). The evaluation identified a single ditch, dated to the late prehistoric period, in the area of the proposed car-parking and a number of features of prehistoric and Roman date, some of which relate to a possible structure, in the area of the haul road.

No archaeological evidence was recovered from a trench excavated in the area of the proposed extension to the school building.

In order to guard against the potential loss of archaeological evidence various mitigation strategies were agreed with the County Conservation Team. As only a single ditch type feature was noted in the area of the additional car parking continuous monitoring of the machining of the area was deemed to be adequate. The proposed work would entail truncation of the surface of the natural subsoil with the potential to expose and damage any archaeological features that may be present but these could be excavated and recorded by the monitoring archaeologist whilst the machining was underway.

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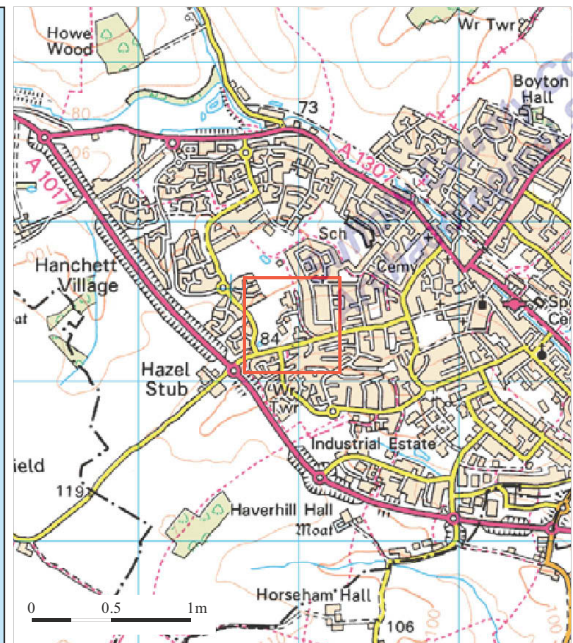
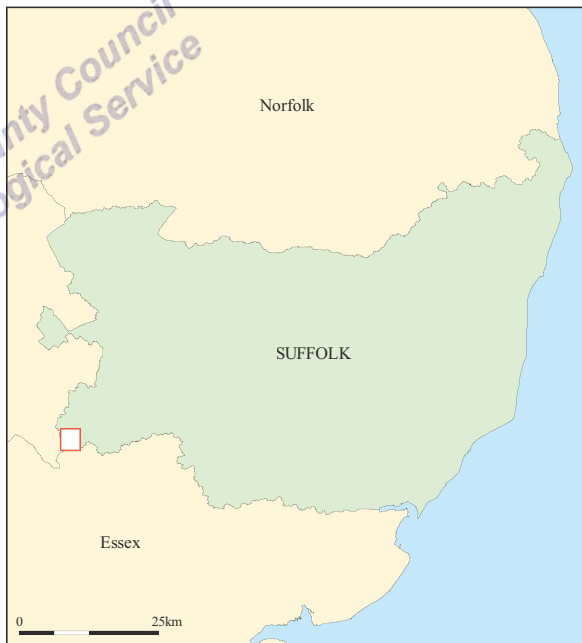


Figure 1. Site Location Plan

In the area of the haul road where archaeological features were recorded during the evaluation it was proposed to remove a maximum of 100 to 150mm of topsoil so that a sufficient depth of overburden (150 to 200mm) was left *in-situ* in order to provide adequate protection to the buried archaeological features known to exist as well as any further remains that were liable to be present.

In the area of the proposed extension to the school building no further archaeological work was required due to the complete absence of features or artefacts recovered from the evaluation trench excavated across the proposed building footprint.

The monitoring was achieved through the continued observation of the machining of the area of the car park in order to identify any early features or deposits and to recover any artefacts that may have been revealed. In the area of the haul road the work was also continually monitored to ensure the depth of the strip was not excessive and to recover significant artefacts from the spoil.

2. Results

A continued presence on the site was maintained from the 11th to the 21st January 2010 whilst the car park and haul road strips were underway.

The entire car park area was reduced in height by approximately 600mm resulting in a truncation of the natural subsoil surface by approximately 100mm. A single linear feature was noted which was interpreted as a ditch. This ditch was undoubtedly the same as that revealed in Trench 1 of the evaluation and allocated the cut number 0009.

Within the car park area it was found to be straight with no obvious deviation and ran on a southeast or northwest alignment across the entire width of the car park area (Fig. 2 & Plate I). No other features were noted and no stratified artefacts were recovered.

Monitoring of the haul road strip was maintained until it had passed the area of known archaeology by a comfortable margin (Fig. 2). On the initial east to west run a maximum of 150mm of topsoil was removed whilst for the north to south run this was

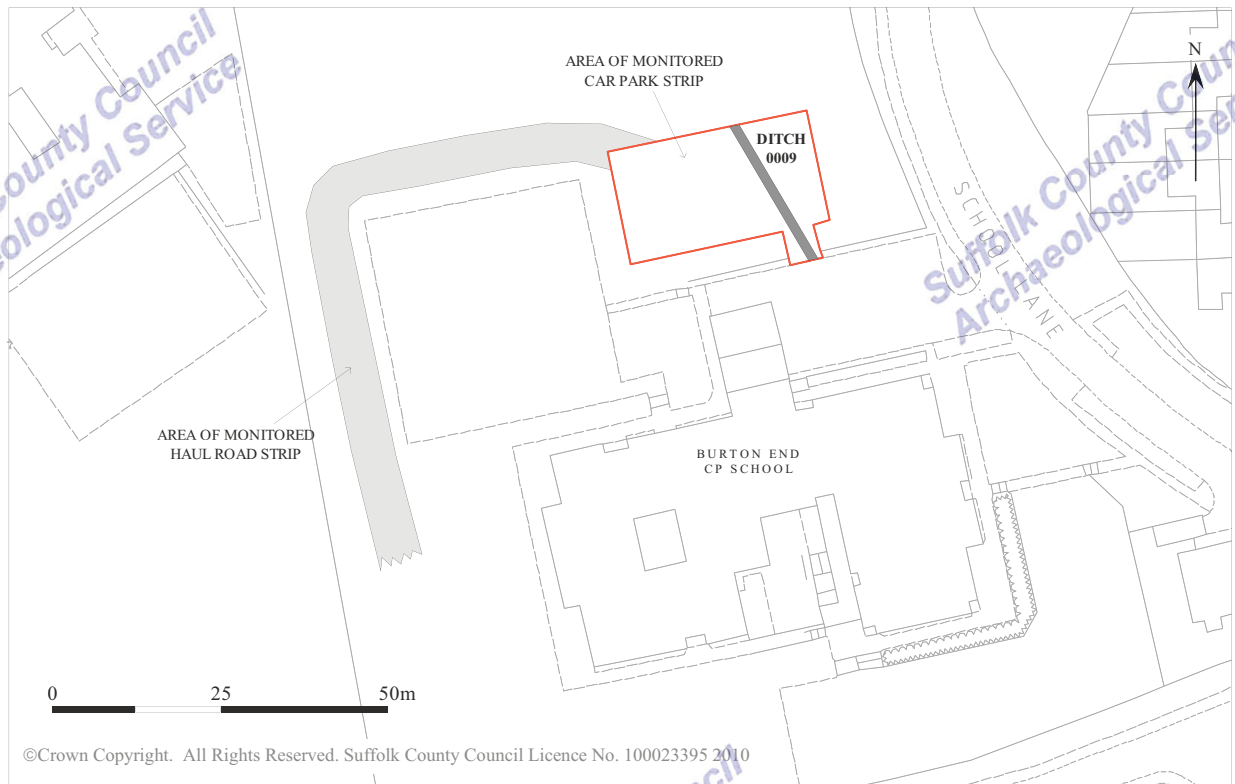


Figure 2. Site Plan

reduced to 100mm or just over (Plate II). In the evaluation it was noted that the archaeological features lay at a depth of between 250 to 300mm below ground level. As only c. 100mm of the topsoil was removed the remaining overburden should be between 150 and 200mm thick. Once a small length had been stripped (c. 5m) the surface would be covered in a permeable geotextile (Terram) upon which c. 150 to 200mm of hardcore would be laid to form the haul road.

3. Conclusion

No further features were located in the area of the car park. The finds recovered from the ditch fill during the evaluation indicate a nearby settlement but no evidence for this was revealed.

The continual monitoring of the machining of the haul road confirmed a sufficient overburden remained in the area of known archaeology.

M. Sommers
January 2010

Plates



Plate I: Ditch 0009 as revealed running across the car park area, looking NW.
A modern service trenches cuts across in the foreground (photo ref. GEW 24)



Plate II: Stripping the Haul road, looking SE (photo ref. GEW 30)