

HERITAGE NETWORK



**462-464 BRAMFORD ROAD
Ipswich, Suffolk**

HN601

Archaeological Monitoring Report



THE HERITAGE NETWORK LTD

Registered with the Institute of Field Archaeologists as an Archaeological Organisation

Archaeological Director: David Hillelson, BA MIFA

462-464 BRAMFORD ROAD
Ipswich, Suffolk.

HN601

IPS 510

Archaeological Monitoring Report

Prepared on behalf of Heritage Construction

by

David Kaye, BA, PIFA

Report no. 374

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Acknowledgements

The fieldwork for this project was carried out by David Kaye. The report text and illustrations were prepared by David Kaye. The report was edited by David Hillelson.

The Heritage Network would like to express its thanks to Chris Hammond, Heritage Construction; Robert Matthews, S & M Contractors; and Keith Wade, Suffolk County Council Archaeology Service, for their co-operation and assistance in the execution of this project.

Summary

| | | | |
|--------------------------------------|---|-----------------------------------|---|
| Site name and address: | 462-464 Bramford Road, Ipswich, Suffolk | | |
| County: | Suffolk | District: | Ipswich |
| Village/town: | Ipswich | Parish: | Non-civil parish |
| Planning reference: | IP/04/01270/FUL | NGR: | TM 1406 4570 |
| Client name and address: | Heritage Construction, Stamford House, Primett Road, Stevenage, Herts | | |
| Nature of work: | New housing | Former land use: | Filling station & Kingdom Hall of Jehovah's Witnesses |
| Site Status: | None | Reason for investigation: | Direction of local planning authority (PPG16) |
| Position in planning process: | After full determination (as a condition) | Project brief originator: | Local Authority |
| Size of affected area: | c.2690m ² | Size of area investigated: | c.2690m ² |
| Site Code: | HN601 | Other reference: | IPS 510 |
| Organisation: | Heritage Network | Site Director: | David Hillelson |
| Project type, methods etc... | Monitoring | Archive Recipient: | Suffolk County Council Archaeological Service |
| Start of work | 20/06/2006 | Finish of work | 20/09/2006 |
| Related SMR Nos: | n/a | Periods represented: | Modern |
| Oasis UID | heritage1 - 18825 | Significant finds: | none |
| Monument types: | Air raid shelter | | |
| Physical archive: | none | | |
| Previous summaries/reports: | n/a | | |

Synopsis: In response to a condition on the planning permission for the construction of new housing at 462-464 Bramford Road, Ipswich, the Heritage Network was commissioned by Heritage Construction. to undertake the archaeological monitoring of the development groundworks.

The remains of a previously unrecorded WWII, subterranean, concrete air raid shelter were exposed during the programme of groundworks. The southern extremity of a sand quarry first marked on the OS map of 1904 was also observed. Although the site lies within 300m of a multi-period archaeological complex, including an Anglo-Saxon cemetery, at Boss Hall to the south, no cut features or deposits were encountered.

1. Introduction

1.1 This report has been prepared on behalf of *Heritage Construction*, as part of a programme of archaeological monitoring and recording of development works at 462-464 Bramford Road, Ipswich, Suffolk.

1.2 The investigation was a requirement of the planning consent for the development granted by Ipswich Borough Council (IBC) (ref. IP/04/01270/FUL), under the provisions set out in Planning Policy Guidance Note No.16 (PPG16) on Archaeology and Planning (DoE 1990). The extent of the work was defined in a *Brief and Specification for Archaeological Monitoring* prepared by the County Archaeologist for Suffolk (CA), acting as archaeological adviser to the IBC (ref. KW 26/01/2005). A full specification of the work is contained in the Heritage Network's approved *Project Design*, dated June 2005.

1.3 The site is located c.2km to the west of the historic core of Ipswich, centred on NGR TM 1406 4570, on the north side of Bramford Road (Figure 1). The River Gipping lies approximately 250m to the south. The site is bounded by the rear gardens of Henniker Road to the north, 460 Bramford Road to the east, and Shafto Road to the west. It consists of two plots, the eastern plot being formerly occupied by a garage, and the western by a Kingdom Hall of Jehovah's Witnesses. Demolition had taken place in both areas, including the removal of underground tanks associated with the garage. Prior to the start of development the site was occupied by an area of tarmac and hardcore covered with large spoil heaps and undergrowth. The development proposes the construction of 32 new flats along the southern and western frontages of the site and associated carpark to the rear.

1.4 The site lies within 300m, of a multi-period archaeological complex, including an Anglo-Saxon cemetery, at Boss Hall to the south. On this basis there was considered to be a moderate risk that features and deposits dating from the prehistoric period onwards might have been encountered in the course of the construction groundworks.

1.5 The aim of the present project has been to identify and record any archaeological features and deposits which were uncovered; and to retrieve artefactual and ecofactual elements which would allow the date, character, and significance of the site to be assessed in accordance with current regional research agenda (Brown and Glazebrook, 2000), and subject to the limitations of reasonable safety and practicality.

1.6 The present report describes the findings of the monitoring programme and is intended to complete the requirements of the planning condition.

2. Site History

2.1 Cartographic evidence suggests the site was open farmland until at least 1889. By the time of the 1904 Ordnance Survey, the current site boundaries had been defined and St. Thomas's Church had been constructed on the eastern half of the site. A sand pit on the land adjacent to the north is also marked.

2.2 By 1926 the Ordnance Survey shows a smaller building of indeterminate function to the west of St Thomas' Church and the sand pit has considerably increased in size but is now disused.

2.3 By 1938 this smaller building has been replaced by a larger one, which by 1952 is labelled as St. Thomas' Church Hall. At this time residential development is shown to the north of the site where the former sand pit was located.

2.4 The map of 1968 shows the former church hall as Stamford House. The ground on the eastern half of the site has been reduced and the garage constructed.

2.5 By the late 1980s the garage had been decommissioned and by 2000 Stamford House has been labelled as Kingdom Hall and identified as a place of worship.

3. Fieldwork

TOPOGRAPHY AND GEOLOGY

3.1 The solid geology is Upper Chalk of the Cretaceous period overlain by glacial sand and gravel outcrop. The chalk bedrock is present at a depth of c.4.7m below the glacial deposits.

3.2 The site lies at the junction of Bramford Road to the south and Shafto Road to the west. The ground slopes northeast to southwest with a fall of approximately 4m. The geology varied across the site. A limited amount of dark greyish brown (10YR 4/2) silty clay topsoil was present, c.0.15-0.3m deep. This was restricted to the northern and western boundary of the garage, beyond the retaining wall. Underlying the topsoil was a combination of yellowish brown (10YR 5/6) sand, at the northern end of the site, made ground at the western end, and yellowish brown (10YR 5/8) sandy gravel in the footprint of the garage site.

METHODOLOGY

3.3 The timetable for the fieldwork followed the client's groundwork schedule. Two site visits were made, initially to monitor the excavation of twelve geotechnical test pits and subsequently to record the structure revealed and monitor the ground reduction.

3.4 The test pits were excavated using a JCB wheeled excavator fitted with a 600mm toothless ditching bucket, and the ground reduction was carried out with a tracked 360° digger fitted with a 2m ditching bucket.

3.5 Spoil from the various stages of the groundworks was inspected for archaeological artefacts.

3.6 The project was carried out in accordance with the requirements of the Design Brief, and with the Heritage Network's approved Project Design.

TEST PITS

3.7 Twelve test pits were excavated at various locations across the site to determine the nature and depth of the underlying geology.

3.8 Test pits 1-7 were all located on the eastern half of the site. Pits 1-6 were situated in the area which had been terraced for of the garage, while Test Pit 7 was located on the slope north of the retaining wall.

3.9 Test Pits 8-12 were located on the western half of the site, previously occupied by the Kingdom Hall and its car park.

Results

3.10 Test Pits 2, 3, 6, 8 & 10 all had firm, yellowish brown (10YR 5/8) sand beneath the modern overburden, which appeared to be the natural geology.

3.11 Beneath the modern overburden of Test Pits 5, 7, 9, 11 & 12 were layers of mixed or banded sand. This layer was not breached despite the depth of these pits extending up to 2.7m. Once the ground reduction had begun it was clear that the location of this group of pits coincided with a visible deposit of sand covering approximately a quarter of the site. The banding is indicative of the redeposition of this material

3.12 Test Pits 1 & 4 also had a layer of banded sand of approximately 0.6m in depth. In both these cases this overlay the undisturbed natural geology.

3.13 Test Pit 10 revealed the remains of a modern, reinforced concrete wall. After TP10 was recorded the full extent of the structure was ascertained by machining round most of the perimeter, and clearing the backfill from within.

3.14 The structure appears to be a WWII air raid shelter measuring 35' x 8'3" (10.69m x 2.52m). There were 5 steps leading down to the entrance, and the base of the structure was 2.45m below the existing ground level.

3.15 Immediately to the right of the door there was evidence of an internal wall measuring 0.76m long, which may have acted as a blast wall. The remnant of another shorter internal wall was noted 1.1m in from the northwest end, though its function was unclear.

3.16 At the base of the external face of the northeast and southwest walls were the remains of wooden planks. The exact dimensions could not be ascertained due to their inaccessibility, however have been estimated to be 0.3 x 0.02m and at least 2m in length. The structure is made of concrete 0.17m thick, reinforced with steel mesh, and appears to have been constructed in situ. The wooden planks may be the remnants of the shuttering used to form the concrete structure.

3.17 The roof of the shelter had been destroyed and the structure backfilled with a mixture of soil and hardcore. This may have occurred when the carpark was constructed for the Kingdom Hall. The spoil was inspected for finds of archaeological significance but no artefacts were recovered.

GROUND REDUCTION

3.18 The eastern side of the site had been reduced by an estimated 1 - 4m prior to the construction of the garage. This would have severely truncated any potential archaeology, removing all but the deepest cut features.

3.19 The test pits indicated that much of the north of the site consisted of redeposited natural sand. This area was seen reduced to the contractors' impact level and the undisturbed natural geology was not encountered.

3.20 The remaining area in the southwest corner of the site was reduced by c.200mm through a layer of silty clay made ground. The natural sand was not encountered.

3.21 A study of the late 19th century and early 20th century Ordnance Survey maps has shown that the present site had been heavily disturbed by sand quarrying.

4. Discussion and conclusion

4.1 The monitoring of the groundworks and excavation of the test pits revealed no features other than a WWII air raid shelter.

4.2 Civil air raid defences during the Second World War were predominantly made of modular pre-fabricated concrete panels. By necessity, public shelters had to be of a size capable of accommodating significant numbers of people. The dimensions of this shelter suggest it is designed for approximately 25 individuals. It appears to have been made by pouring concrete over steel reinforcing mesh held within wooden shuttering. This construction technique added significantly to the unit cost and consequently subterranean shelters were rare and generally not available for public use (Lowry, 1996). Therefore it would appear unlikely that its function was to protect the residents of either Shafto Road or Bramford Road

4.3 As Ipswich was a key port during WWII, it seems likely that this shelter was constructed for military use. Its location suggests that it may have formed part of the defences of the western approaches to Ipswich, perhaps used by spigot mortar emplacement crews or the Home Guard.

4.4 The stratigraphy revealed in the Test Pits was notable for the depth of the banded sand. In Test Pits 2, 3, 6, 8 & 10 the modern overburden overlay the natural geology which consisted of firm, yellowish brown (10YR 5/8) sand.

4.5 However, in Test Pits 5, 7, 9, 11 & 12 there were layers of banded sand, which were not breached despite the depth of these pits varying up to 2.7m. The banding effect is indicative of the redeposition of sand. These pits give an indication of the extent of the sand pit which was marked on the 1926 map as disused, and backfilled for development by 1952.

4.6 Test Pits 1 & 4 had a layer of banded sand approximately 0.6 deep beneath the modern overburden but overlying the natural geology. This layer of redeposited sand is relatively shallow and is probably associated with the construction of the garage.

Confidence Rating

4.7 The conditions were generally acceptable for the identification of potential features and deposits, and for their investigation. There were no circumstances which would lead to a confidence rating for the work which was less than High.

5. Schedule of site visits

| Date | Staff | Hours | Comments |
|----------|-------|-------|-----------------------------|
| 20/06/06 | DGK | 11 | Monitor Test Pit excavation |
| 20/09/06 | DGK | 6 | Record air raid shelter |

6. Bibliography

- Lowry, B. (Ed.), 1996, *20th Century Defences in Britain*. Council for British Archaeology
- Turner, C. 2006, *462-464 Bramford Road, Ipswich, Suffolk: Archaeological Project Design*. Heritage Network
- Richard Jackson plc, 2004, *Ground Investigation Report, Mayfields Garage & Kingdom Hall, Bramford Road, Ipswich, Suffolk*
- Wade, K. 2005, *Brief and Specification for Archaeological Monitoring 462-464 Bramford Road, Ipswich*. Suffolk County Council Archaeological Services

7. Illustrations

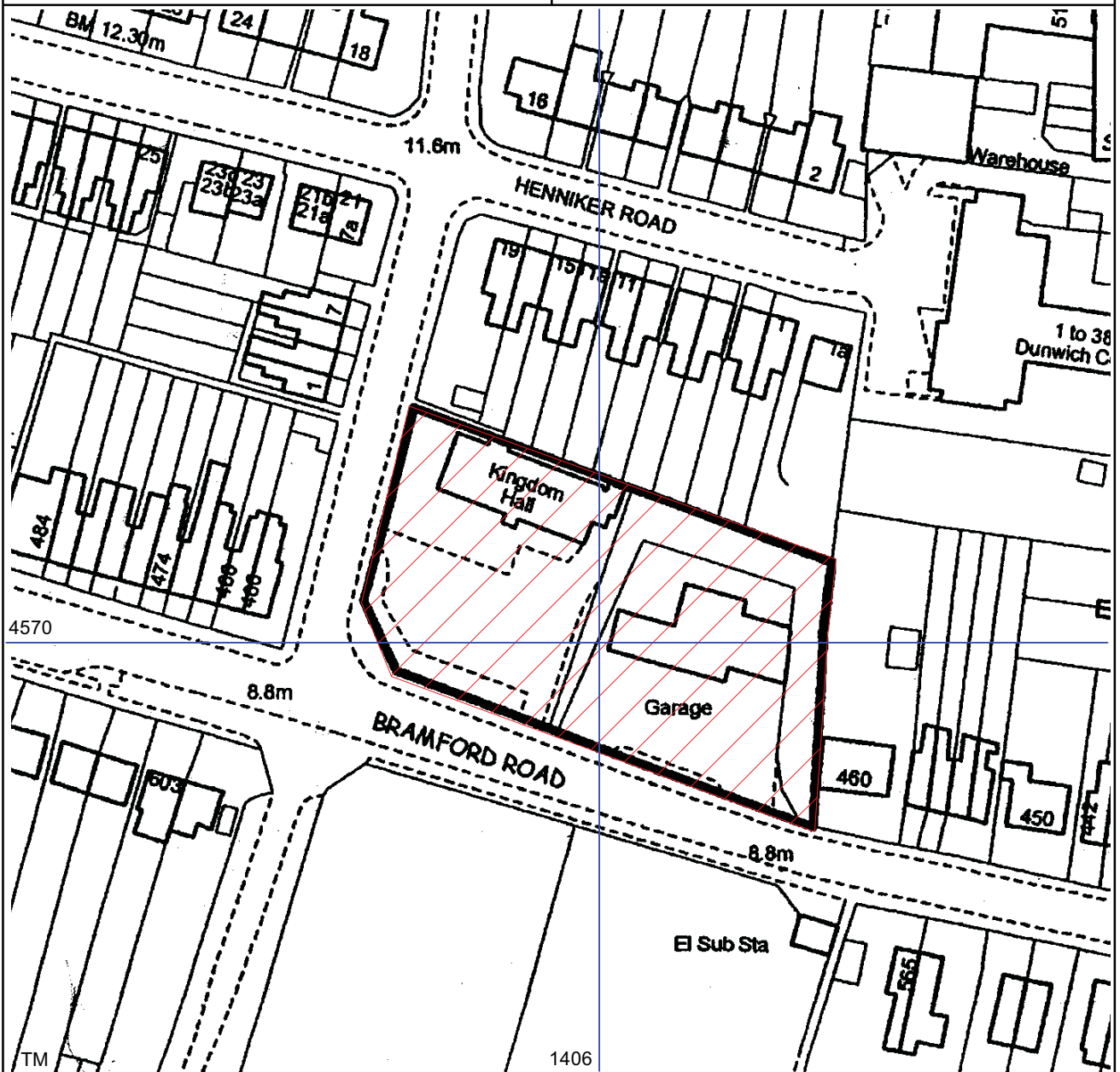
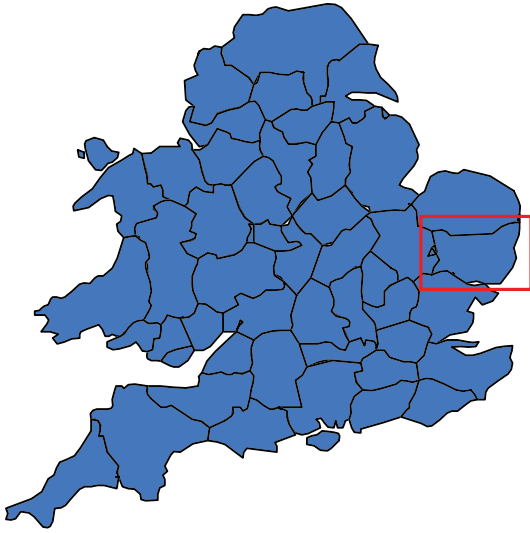
- Figure 1 Site location
- Figure 2 Site layout
- Figure 3 Shelter Layout

Appendix

THE HERITAGE NETWORK LTD

462-464 Bramford Rd., Ipswich

HN601



Site Location

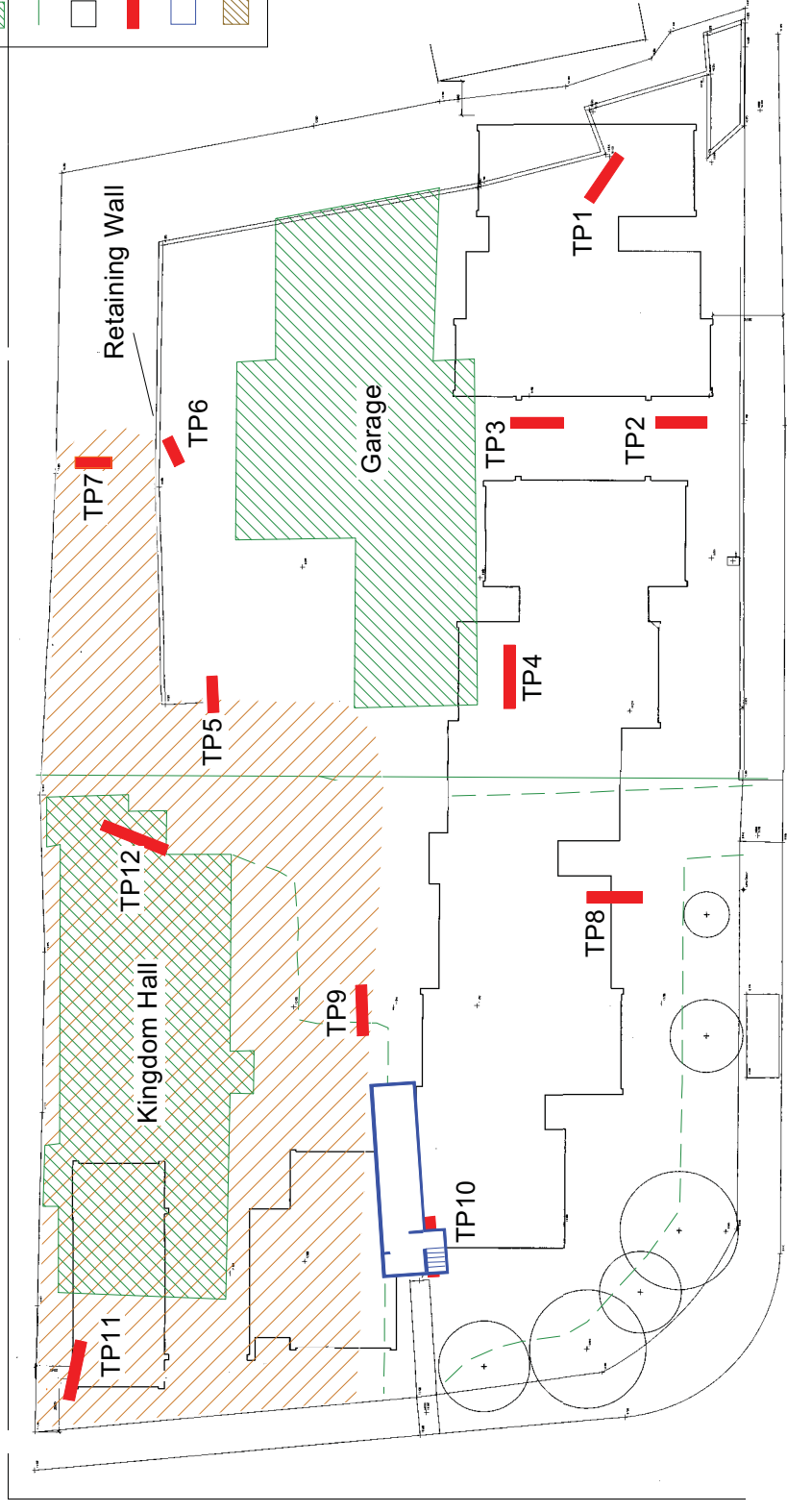
Scale 1:1000

Reproduced from the Ordnance Survey with the permission of the controller of Her Majesty's Stationery Office, Licence no.AL100014861

Figure 1

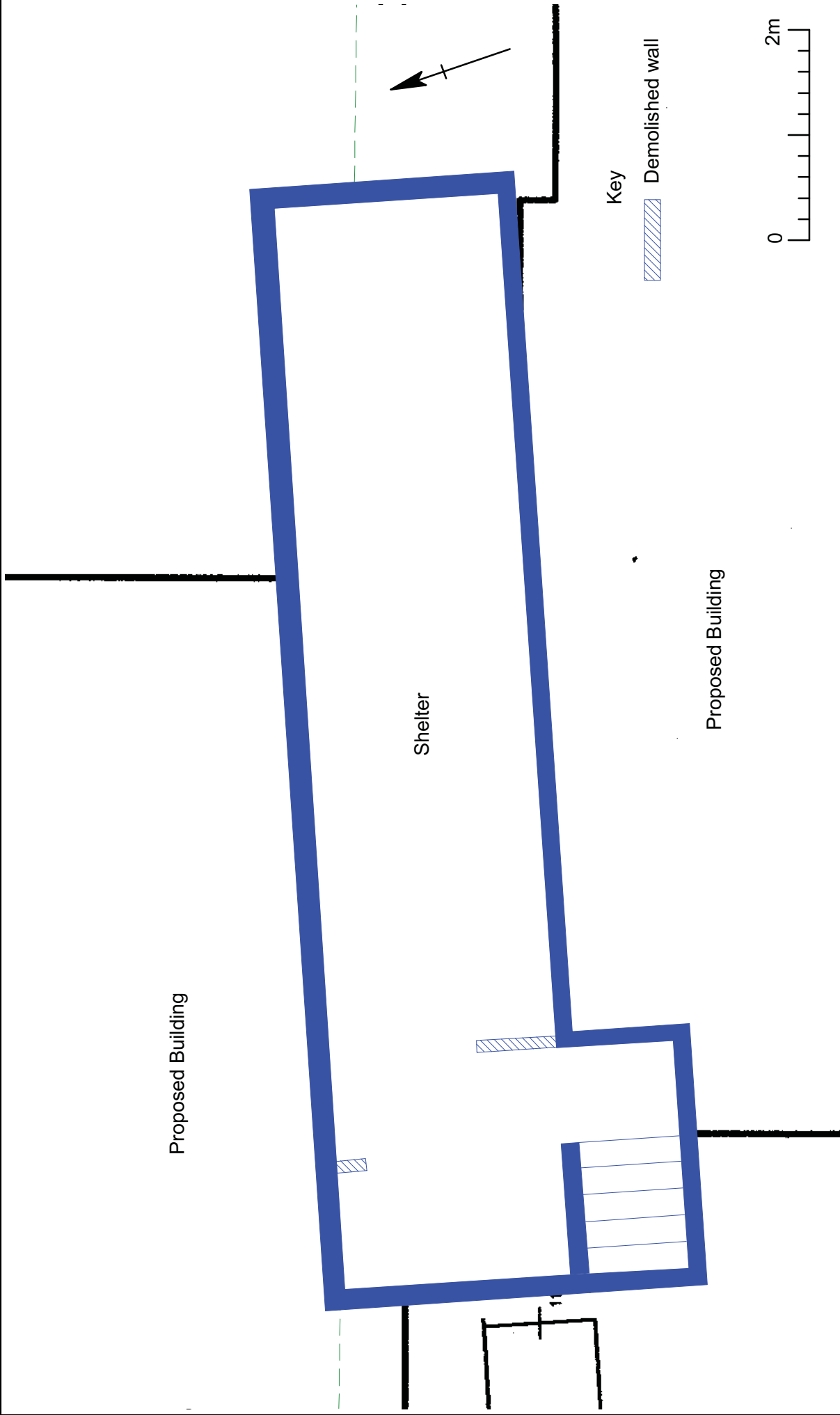
Key:

- Demolished Buildings
- Previous Carpark
- Proposed Buildings
- Test Pits
- Concrete Shelter
- Quarry Backfill



Site Layout

Scale 1:400
Figure 2



Shelter Layout

Digital Photographic Log

| Digital Ref. | Description | Facing |
|--------------|---------------------------|--------|
| HN601-001 | Garage site reduced | SE |
| HN601-002 | General view | E |
| HN601-003 | General view | E |
| HN601-004 | General view | E |
| HN601-005 | General view | N |
| HN601-006 | General view | NE |
| HN601-007 | General view | NE |
| HN601-008 | General view | N |
| HN601-009 | General view | N |
| HN601-010 | General view | N |
| HN601-011 | General view | NE |
| HN601-012 | General view | NW |
| HN601-013 | General view | NW |
| HN601-014 | General view | NW |
| HN601-015 | General view | S |
| HN601-016 | General view | N |
| HN601-017 | General view of NW corner | N |
| HN601-018 | General view of NW corner | N |
| HN601-019 | Test Pit 1 | NE |
| HN601-020 | TP1 close up | NE |
| HN601-021 | TP2 | E |
| HN601-022 | TP2 close up | E |
| HN601-023 | TP3 | E |
| HN601-024 | TP3 close up | E |
| HN601-025 | TP4 | S |
| HN601-026 | TP4 close up | S |
| HN601-027 | TP5 | NW |
| HN601-028 | TP5 close up | NW |
| HN601-029 | TP6 | E |
| HN601-030 | TP6 close up | E |
| HN601-031 | TP7 | N |
| HN601-032 | TP7 close up | N |
| HN601-033 | TP8 | E |
| HN601-034 | TP8 close up | E |
| HN601-035 | TP9 | E |
| HN601-036 | TP9 | S |
| HN601-037 | TP9 | SE |
| HN601-038 | TP10 | N |
| HN601-039 | TP10 close up | N |
| HN601-040 | TP10 close up | S |
| HN601-041 | TP10 concrete close up | N |
| HN601-042 | TP10 concrete close up | SE |
| HN601-043 | TP11 | E |
| HN601-044 | TP11 close up | E |
| HN601-045 | TP12 | E |
| HN601-046 | TP12 close up | E |
| HN601-047 | TP12 close up | NE |
| HN601-048 | NW corner stratigraphy | N |
| HN601-049 | N edge of site | SE |
| HN601-050 | NE edge of garage site | SE |
| HN601-051 | Stripped SW corner | SE |
| HN601-052 | Shelter | N |

| Digital Ref. | Description | Facing |
|---------------------|---------------------|---------------|
| HN601-053 | Shelter | NW |
| HN601-054 | Shelter | SE |
| HN601-055 | Shelter | SW |
| HN601-056 | Shelter NW end | NW |
| HN601-057 | Shelter steps | SW |
| HN601-058 | Internal wall | NE |
| HN601-059 | Internal wall | NE |
| HN601-060 | Internal wall | SE |
| HN601-061 | Internal wall | SW |
| HN601-062 | Shuttering | NE |
| HN601-063 | Shuttering | NW |
| HN601-064 | Shuttering close up | NE |
| HN601-065 | Shuttering close up | NE |
| HN601-066 | Shuttering | SE |



HN601-001



HN601-002



HN601-003



HN601-004



HN601-005



HN601-006



HN601-007



HN601-008



HN601-009



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