

ARCHAEOLOGICAL SOLUTIONS LTD

**KWIK-FIT, NEWTON ROAD,
SUDBURY, SUFFOLK**

ARCHAEOLOGICAL MONITORING & RECORDING

Authors: Peter Thompson MA (Research) Adam Dyson BA (Fieldwork & report)	
NGR: TL 875 414	Report No: 3661
District: Babergh	Site Code:
Approved: Claire Halpin	Project No: 3844
Signed:	Date: October 2010

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ACKNOWLEDGEMENTS

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OASIS SUMMARY SHEET

Project details			
Project name	<i>Kwik-Fit, Newton Road, Sudbury, Suffolk</i>		
<i>In October 2010, Archaeological Solutions Ltd (AS) conducted archaeological monitoring & recording at Kwik-Fit, Newton Road, Sudbury, Suffolk (NGR TL 875 414). The site lies in the core of the historic town which was urbanised by the late Saxon period and grew prosperous on the wool trade during medieval times (SUY 040). The monitoring observed the ground reduction of the area of the proposed new MOT workshop (c.80m²). No archaeological features or finds were present.</i>			
Project dates (fieldwork)	<i>19th October 2010</i>		
Previous work (Y/N/?)	<i>N</i>	Future work	<i>N</i>
P. number	<i>3844</i>	Site code	
Type of project	<i>Archaeological Monitoring & Recording</i>		
Site status	<i>Within an Area of Archaeological Interest</i>		
Current land use	<i>Commercial property</i>		
Planned development	<i>MOT workshop</i>		
Main features (+dates)	<i>None</i>		
Significant finds (+dates)	<i>None</i>		
Project location			
County/ District/ Parish	<i>Suffolk</i>	<i>Babergh</i>	<i>Sudbury</i>
HER/ SMR for area	<i>Suffolk Historic Environment Record</i>		
Post code (if known)	<i>-</i>		
Area of site	<i>80 m²</i>		
NGR	<i>TL 875 414</i>		
Height AOD (max/ min)	<i>35-40m AOD</i>		
Project creators			
Brief issued by	<i>Suffolk County Council Archaeological Service Conservation Team</i>		
Project supervisor/s (PO)	<i>Adam Dyson</i>		
Funded by	<i>Kwik-Fit Properties Ltd</i>		
Full title	<i>Kwik-Fit, Newton Road, Sudbury, Suffolk. Archaeological Monitoring & Recording</i>		
Authors	<i>Dyson, A. & Thompson, P.</i>		
Report no.	<i>3661</i>		
Date (of report)	<i>October 2010</i>		

KWIK-FIT, NEWTON ROAD, SUDBURY, SUFFOLK ARCHAEOLOGICAL MONITORING & RECORDING

SUMMARY

In October 2010, Archaeological Solutions Ltd (AS) conducted archaeological monitoring & recording at Kwik-Fit, Newton Road, Sudbury, Suffolk (NGR TL 875 414). The site lies in the core of the historic town which was urbanised by the late Saxon period and grew prosperous on the wool trade during medieval times (SUY 040). The monitoring observed the ground reduction of the area of the proposed new MOT workshop (c.80m²). No archaeological features or finds were present.

1 INTRODUCTION

1.1 In October 2010, Archaeological Solutions Ltd (AS) carried out a programme of archaeological monitoring & recording at the Kwik-Fit Motorist Centre, Newton Road, Sudbury, Suffolk (NGR TL 875 414; Figs.1-2). The works were carried out to comply with a planning condition on approval for the erection of a new MOT workshop (Babergh DC Planning Ref. 09/01288/FUL). The project was commissioned by Petro Designs Ltd on behalf of Kwik-Fit Properties Limited.

1.2 The monitoring was carried out in accordance with a brief issued by Suffolk County Council Archaeological Service Conservation Team (SCC AS-CT) (22/03/2010), and a specification compiled by AS (23/03/2010), and approved by SCC AS-CT. It complied with the Institute for Archaeologists' (IfA) *Code of conduct, Standard and Guidance for Archaeological Watching Briefs* (revised 2008), and the *Standards for Field Archaeology in the East of England* (Gurney 2003).

1.3 The monitoring aimed to record and identify any surviving archaeological remains liable to be threatened by the proposed development, and to identify areas of previous ground disturbance on the site.

Planning policy context

1.4 PPG16 (1990), the national Planning Policy Guidance Note which applies to archaeology and PPG15 (1994) the national Planning Policy Guidance Note which applies to conservation of the historic environment (by protecting the character and appearance of Conservation Areas and protecting listed buildings (of architectural or historical interest) from demolition and unsympathetic change and safeguarding their settings as far as is possible) have been replaced by Planning Policy Statement 5 (2010), the national Planning Policy Statement that applies to the historic environment.

1.5 PPS5 states that those parts of the historic environment that have significance because of their historic, archaeological, architectural or artistic interest are heritage assets. The Planning Policy Statement aims to deliver sustainable development by ensuring that policies and decisions that concern the historic environment recognise that heritage assets are a non-renewable resource, take account of the wider social, cultural, economic and environmental benefits of heritage conservation, and recognise that intelligently managed change may sometimes be necessary if heritage assets are to be maintained for the long term. It aims to conserve England's heritage assets in a manner appropriate to their significance. It states that opportunities to capture evidence from the historic environment and to contribute to our knowledge and understanding of our past, and to make this publicly available, should be taken, particularly where a heritage asset is to be lost.

2 DESCRIPTION OF THE SITE (Figs. 1 - 2)

2.1 Sudbury is in south Suffolk, on the east side of the river Stour, 23km north-west of Colchester. The site is a former Post Office fronting East Street, which forms part of the B1115. King Street lies to the south and Newton Street to the east and north. The site is a rectangular plot with the existing Kwik-Fit Motorist Centre buildings to the west, and an open car park or yard to the east which contains a small Electricity Sub Station.

3 METHODOLOGY (Desk-based assessment)

3.1 Archaeological databases

The Suffolk Historic Environment Record (SHER) database was consulted in order to identify any local archaeological finds or remains that might be affected by groundworks. Sites that may have relevance to the site or in characterising the archaeology or history of the town are described in the text (Section 4.2).

4 THE EVIDENCE

4.1 Topography, geology and soils (Fig. 1)

4.1.1 The core of the historic town which contains the site is enclosed by a loop of the river to the west and south and is on ground rising to the east. The site is at approximately 35-40m AOD on loamy soils which contain a clay enriched subsurface horizon. The solid geology beneath is chalk, although Sudbury is on the dividing line with London Clay immediately to the south, whilst river gravels may be present on the valley floor and lower slopes.

4.2 Archaeological and historical background

4.2.1 Sudbury was urbanised by the Late Saxon period and is classed as an 'Area of Archaeological Interest' by the Babergh local planning authority. First recorded in 799 as *Suthberie* meaning 'south-borough', the town was minting coins in the 10th century (SUY 045) and had defences that can be traced in the curve of the street-plan (SUY 040, Dymond and Martin 1999). The Church of St Gregory was founded in the later 10th century (SUY 032), and a market in 1009. Late Saxon pottery has been recovered from several locations (SUY 014, 028, 029, 030). Sudbury is mentioned in the 1086 Domesday survey and had burgesses by this time.

4.2.2 In the 12th century the town expanded beyond the defences and a market and two new churches were established. In one area the Saxon ditches were backfilled in the 13th-14th centuries (SUY 040). In the medieval period the Chapel of the Holy Sepulchre faced Gainsborough Street and burials have been found in close proximity (SUY 026). The current building of the Collegiate Church of St Gregory dates from the 14th century (SUY 032 and 004). It houses the mummified skull of Simon of Sudbury, who as Chancellor and instigator of the Poll Tax was beheaded during the Peasants Revolt of 1381. In the 14th century Flemings were settled in the town as it flourished through the wool industry. St Peter's (SUY 013) and All Saints (SUY 035) churches were added in the 15th century. There was also a Dominican Friary (SUY 005) and a Hospital (SUY 006). A large number of medieval sites and finds have been recovered in Sudbury (SUY 014-018, 27, 028-30). The town's historic buildings include Salters Hall and Cleeve House of medieval origin.

4.2.3 Between the 16th and 18th centuries the wool industry was less prosperous in the town. One important Tudor building was The Moot Hall which stood on Market Hill. In King Street a 16th century cellar was discovered during archaeological monitoring (SUY 080). In the 17th century Sudbury was a Puritan town, and many of the more extreme families emigrated to North America. In 1847 the railway reached Sudbury and during WWII RAF Sudbury was a base for American bombers.

5 METHODOLOGY (Archaeological Monitoring and Recording)

5.1 The archaeological monitoring observed the ground reduction of the area of the proposed new MOT workshop. The latter consisted of an area measuring 10m by 8m (Figs. 2-3) which was excavated to a depth of c.0.90m. The reduction was undertaken with a tracked 360° excavator. No further foundations were proposed. Exposed surfaces were cleaned by hand and examined for archaeological features. Deposits were recorded using pro forma recording sheets, drawn to scale and photographed as appropriate.

6 DESCRIPTION OF RESULTS (Fig. 3)

Sample sections of the stratigraphy were recorded, and are tabulated below:

Sample Section 1

Fig. 3, DP2 <i>North-east edge, south-west facing</i> <i>0.00m = 28.10m AOD</i>		
0.00 – 0.90m+	L1004	Modern foundation. Light whitish grey concrete.

Sample Section 2

Fig. 3, DP3 <i>South-west edge, north-east facing</i> <i>0.00m = 27.95m AOD</i>		
0.00 – 0.12m	L1000	Car-park surface. Dark blackish grey, very compact tarmac.
0.12 – 0.36m	L1001	Layer. Light greyish yellow, very compact sandy concrete.
0.36 – 0.96m	L1002	Modern Made Ground
0.96m+	L1003	Modern Made Ground. Mid-dark greyish brown, compact sandy silt with frequent medium angular stones.

Description:

L1002 consisted of mixed deposits of modern made ground. It largely comprised concrete, much of which was reinforced with steel. An earlier tarmac surface revealed in the south-east edge of excavation (DP4).

F1004 was a modern concrete foundation (DP2) which continued beyond the excavated depth.

No archaeological features or finds were present.

7 CONFIDENCE RATING

7.1 It is not felt that any factors inhibited the recognition of archaeological features or finds.

8 DEPOSIT MODEL

8.1 The current ground surface was L1000 which was a dark blackish grey, tarmac, measuring 0.04-0.16m thick. This overlay a concrete layer (L1001) presumably providing a base for the car-park, which was a light greyish yellow,

sandy concrete, c.0.24m thick. Beneath this was a layer of mixed modern made ground deposits measuring c.60m deep (L1002, see 6.2 above) which overlay made ground layer L1003. L1003 was a mid-dark greyish brown, compact sandy silt with frequent medium angular stones and continued below the excavated depth.

9 DISCUSSION

9.1 No archaeological features or finds were present. The site was much truncated by modern building activity.

10 DEPOSITION OF THE ARCHIVE

10.1 The requirements for archive storage will be agreed with the Suffolk HER, and the archive deposited there. A unique event number will be obtained from the County Historic Environment Record Officer.

ACKNOWLEDGEMENTS

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AS would also like to acknowledge the assistance of the main contractor Macmillan & Wright Ltd.

AS is pleased to acknowledge the advice and input of Mr Keith Wade of Suffolk County Council Archaeological Service Conservation Team

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WEB SITES

Heritage Gateway

PHOTOGRAPHIC INDEX



1
General view of the site. Looking north-east.



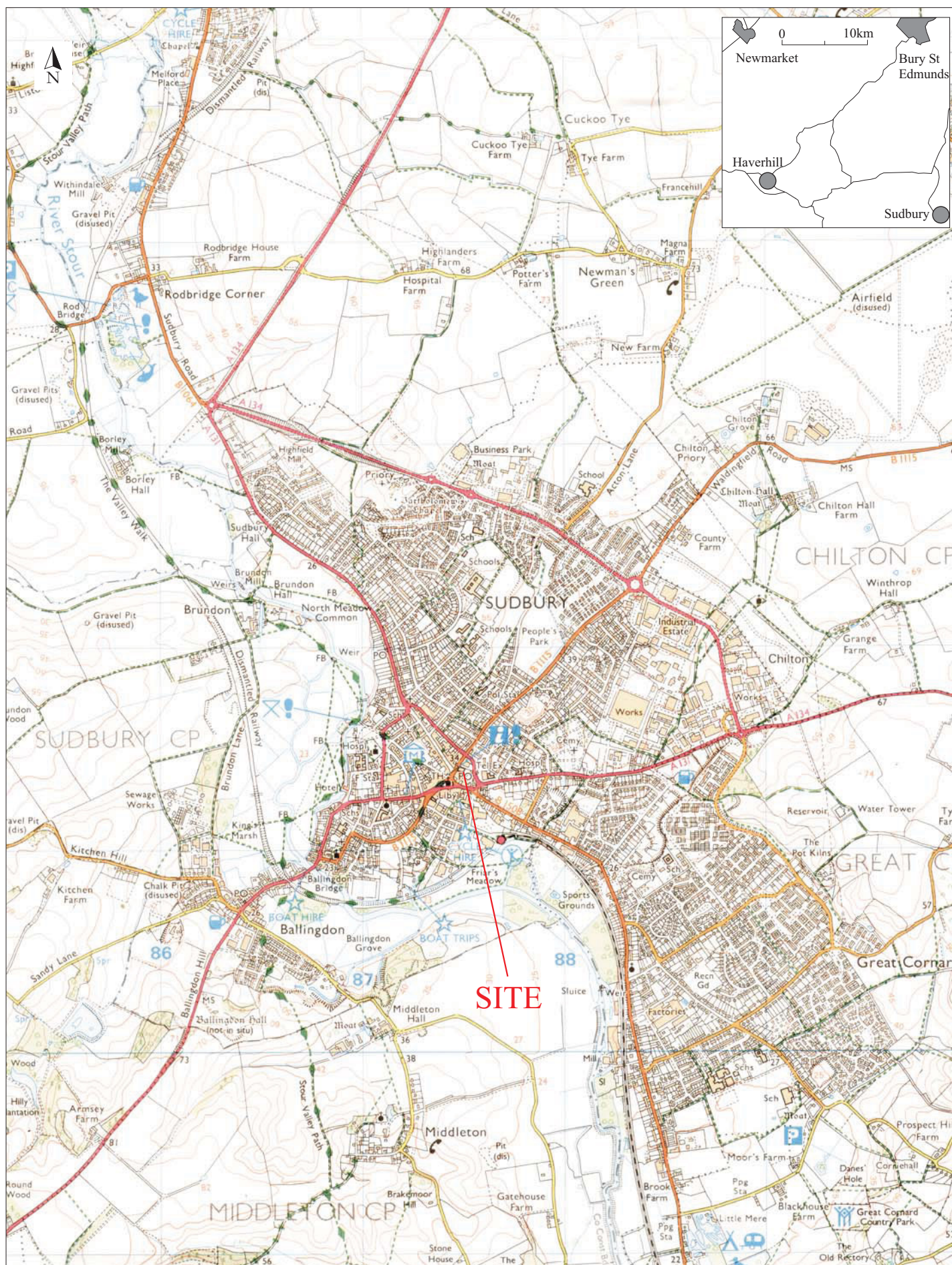
2
Sample section 1. Looking north-east.



3
Sample section 2. Looking south-west.

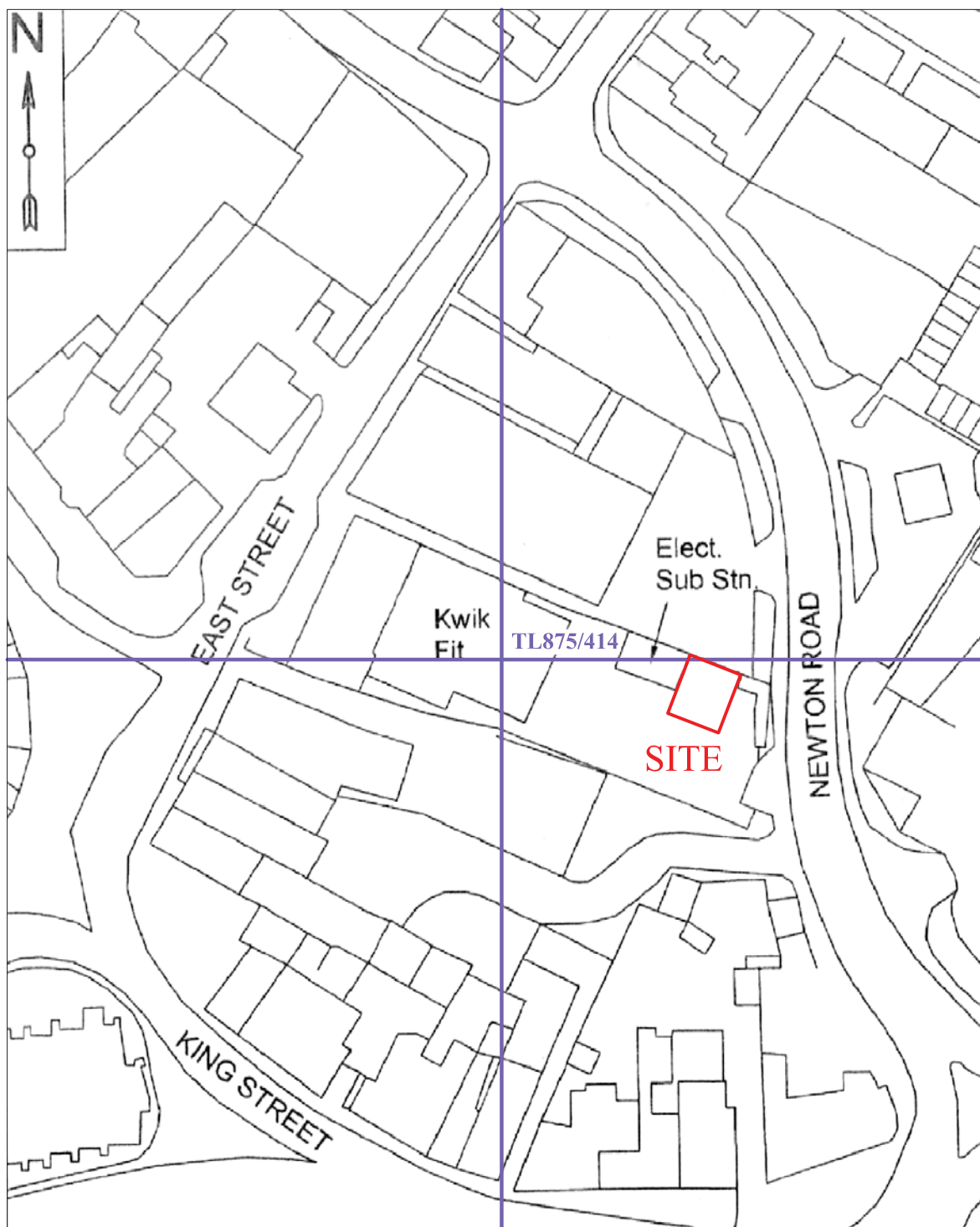


4
General view of the south-east limit of excavation. Looking east.



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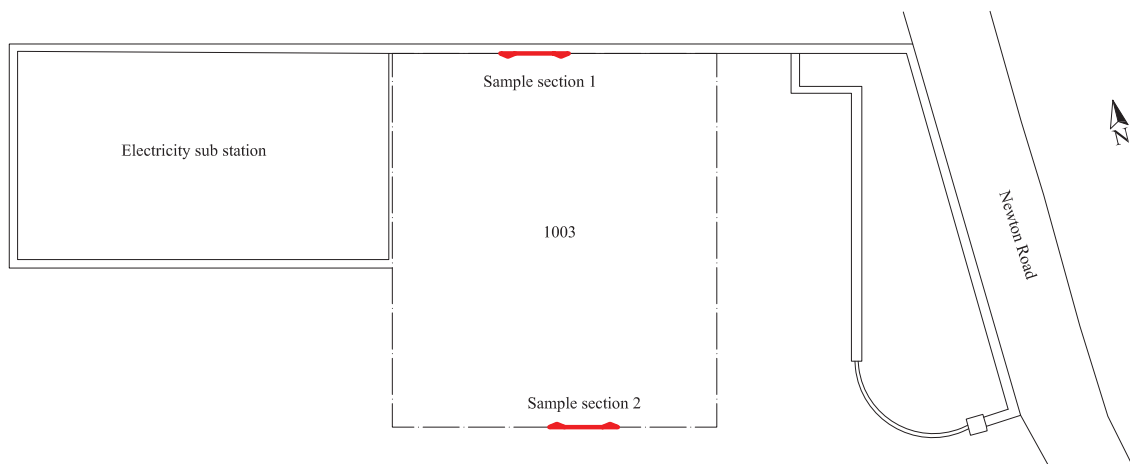
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Fig. 1 Site location plan
Scale 1:25,000 at A4



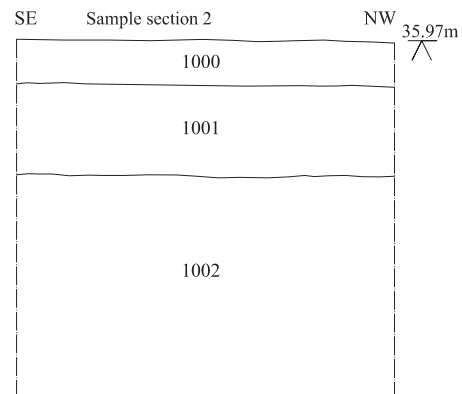
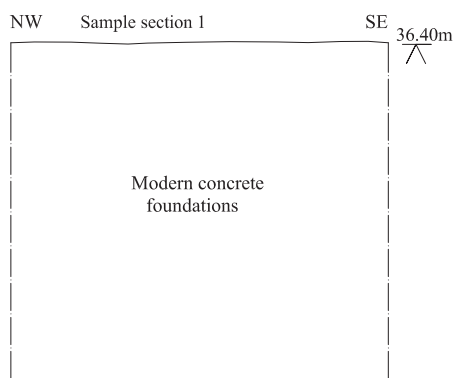
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0 50m

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Fig. 2 Detailed site location plan
 Scale 1:1000 at A4



0 Plan only 10m

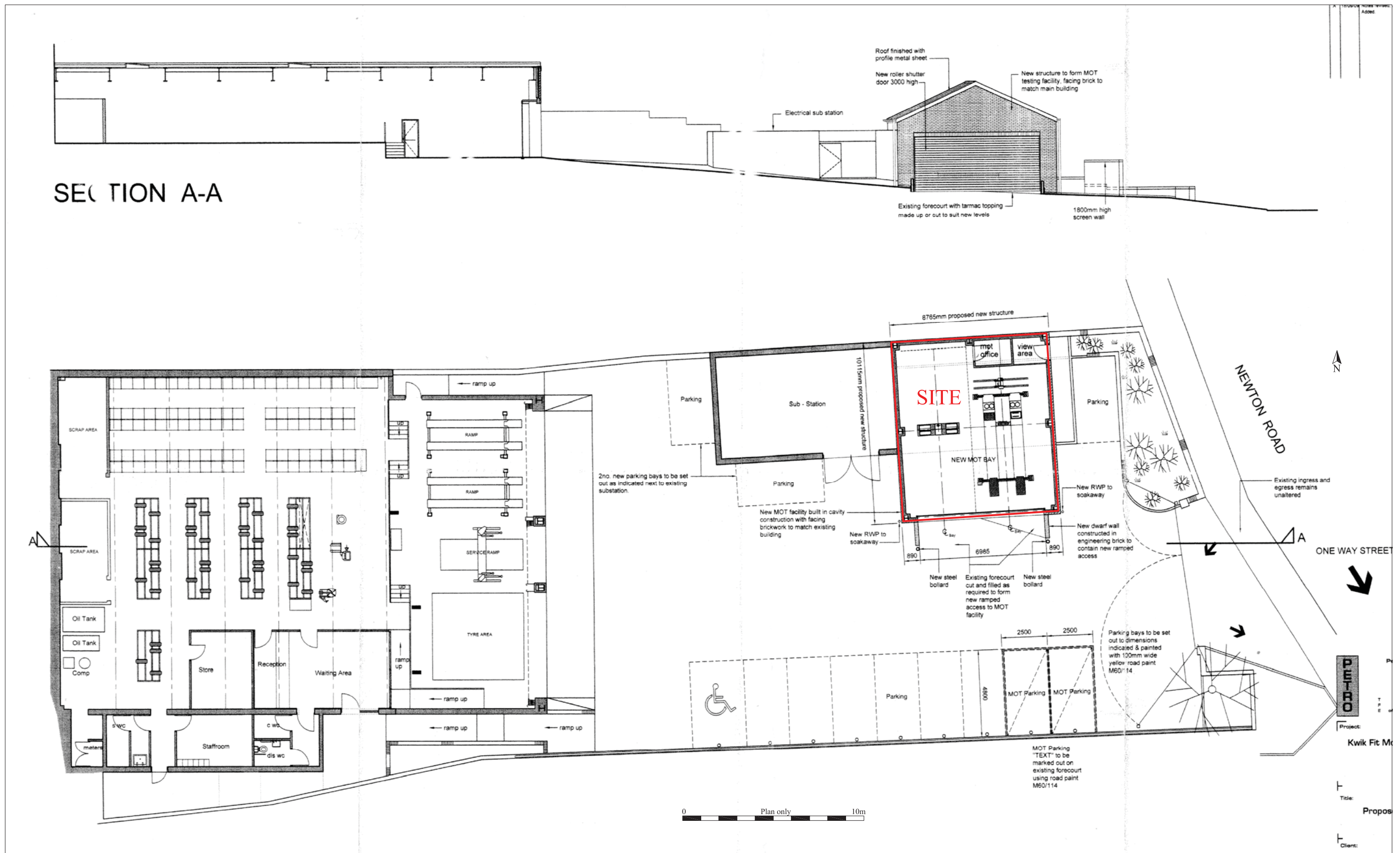


0 2m

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Fig. 3 Location of sample sections

Scale Plan 1:200, sections 1:20 at A4



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Fig. 4 Proposed development plan
Scale Plan 1:200 at A3