

**Former Stable Block,  
Brentford, London**

**Level 2 Historic  
Building Recording**

Client: PRIME PLACE

AB Heritage Project No:11036

Date:28/02/2017

## Former Stable Block, Brentford, London Level 2 Historic Building Recording

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**Project Number** 11036  
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## **1. INTRODUCTION**

### **1.1 Project Background**

- 1.1.1 AB Heritage Limited (hereafter AB Heritage) has been commissioned by Prime Place to undertake a Level 2 Historic Building Recording at Former Stable Block, Brentford, London Borough of Hounslow, TW8 9QR.
- 1.1.2 The Historic Building Recording works were required as a planning condition (Condition 28) for the grant of planning permission (P/2013/1811), as stipulated by the London Borough of Hounslow Council, prior to the demolition of the building.
- 1.1.3 AFL Architects and London Borough of Hounslow Council have identified that the former stable blocks is not a designated heritage asset (AFL Architects 2015).
- 1.1.4 The Historic Building Recording has been undertaken in line with the Written Scheme of Investigation (MOLA, June 2015).

### **1.2 Site Location & Description**

- 1.2.1 Centred on approximate National Grid Reference (NGR) TQ 18841 78198, the Former Stable Block is a one storey building constructed in the late 19<sup>th</sup> century and is located to the north of Lionel Road South. It was until recently (February 2017) occupied by a mechanical engineering firm and a vintage car restorer, and has been used as a horse stables in the past, associated with the North & South Western Junction Railway and for storing coal and possibly local market good (London Borough of Hounslow Council, 2013).
- 1.2.2 The Former stable block is situated within an industrial and commercial yard that is located within the former North & South Western Junction Railway goods yard. The surrounding area is characterised by transport links, in the form of railway lines that bound the triangular former goods yard. Commercial and residential areas dominate to the wider area to the north and east.
- 1.2.3 The remains of Gunnersbury Park are located beyond the M4 motorway to the north. Dense residential and shopping developments are located to the south-west and south-east, adjacent to the River Thames.

### **1.3 Proposed Development**

- 1.3.1 The proposed development will require demolition of the existing Former Stable Block that currently occupies the site. This will be replaced with the new Brentford F.C. stadium. The proposal also includes plans to incorporate some of the materials from the demolished building into the fabric of the new stadium.

## 2. AIMS & METHODOLOGY

### 2.1 Aims of Works

- 2.1.1 The aim of the Level 2 Historic Building Recording was to implement a mitigation strategy necessary to discharge the archaeological conditions attached to the Planning Consent for the redevelopment at the site, by creating a descriptive record of the building, prior to its demolition.

### 2.2 Objectives

- 2.2.1 The principal objective of the programme of works were to satisfy the need for recording and historic analysis, which addresses the building's structure, architectural detail and archaeological evidence, in order to discharge the planning conditions relating to built heritage by:

- Provide a systematic account of the building's origins, development and use;
- Include all drawn and photographic records that may be required to illustrate the building's appearance and structure to support the historical analysis.

### 2.3 Methodology of Works

- 2.3.1 The methodology for the Level 2 Historic Building Recording was carried out in accordance with *Understanding Historic Buildings: A Guide to Good Recording Practice* issued by Historic England (2016) and the Written Scheme of Investigation (MOLA, June 2015) included the following:

- A comprehensive photographic record of the building, including detailed and general shots of the interior and exterior fabric of the building, where this can be safely done, has been produced;
- Investigation, analysis and descriptions of the fabric of the building before demolition, with the aim of elucidating its use / structural history, and record and analyse the resulting evidence for this history using applicable methods has been undertaken;
- A detailed record of the existing building in its present condition, by means of the use of existing scale drawings to be supplied by the client has been undertaken;
- A study of documentary sources for the history of the building on the site, using where necessary, maps, archives, collections of local photographs etc. These have been consulted to the extent necessary to furnish information as to dates of construction and modification of the building, and on the social, economic and cultural context in which the building was constructed and used, and later modified in form and use;
- This report presents the results of the analysis. An Historic England OASIS form under the reference abherita1277438 has been created. A final version of the report will be sent to the London Borough of Hounslow Planning Department and the project archive will be deposited with the Museum of London Archaeological Archive Resource Centre (LAARC) under the reference LNL13.

## 2.4 Photography

- 2.4.1 The photographic element of the recording was undertaken in a digital format using a DSLR Nikon D3300 24.2 Megapixel, 18-55mm lens camera, with tripod where necessary. A selective capture method with single shot image capture using a 23.5 x 15.6mm CMOS sensor was used. The images included a photographic scale where appropriate.
- 2.4.2 Multiple shots were taken and sorted during post capture processing.
- 2.4.3 The photographs are listed on an AB Heritage Photograph Register, included in the project archive. A selection of images are included in the report. The position of the selected images are illustrated on an associated plan (See Figures 2 & 3).
- 2.4.4 The capture and storage of the digital photographs has been carried out in accordance the Historic England guidelines *Digital Image Capture and File Storage: Guidelines for Best Practice* (2015).

## 2.5 Limitations

- 2.5.1 It should be noted that the report has been prepared under the express instruction and solely for the use of Prime Place, and any associated parties they elect to share this information with. Measurements and distances referred to in the report should be taken as approximations only and should not be used for detailed design purposes.
- 2.5.2 All the work carried out in this report is based upon the professional knowledge and understanding of AB Heritage on current (February 2017) and relevant United Kingdom standards and codes, technology and legislation. Changes in these areas may occur in the future and cause changes to the conclusions, advice, recommendations or design given. AB Heritage does not accept responsibility for advising the client's or associated parties of the facts or implications of any such changes in the future.
- 2.5.3 All scale drawings have been sources directly from the client and have been annotated by AB Heritage where necessary.
- 2.5.4 Wide context photographic shots of the south-western elevation were limited by the proximity of the building to the active Lionel Road, due to health and safety surrounding working on the road. Access to the north-east elevation was restricted to a degree by several laden skips that were in front of the building to prevent trespassing.

### **3. HISTORIC BACKGROUND**

#### **3.1 Designations**

- 3.1.1 The Former Stable Block at Lionel Road South is not statutorily designated, nor is it locally listed or located within a Conservation Area.
- 3.1.2 London Borough of Hounslow Council have identified the building as not 'having any heritage significance' and that it does not warrant statutory designation, because it is considered that it 'has no extra claim to special interest on grounds of rarity', nor does it 'demonstrate any specific vernacular architecture or have representative or distinct features such as an intact interior or examples of special farming practices' (London Borough of Hounslow Council, 2013).

#### **3.2 Historic Background & Development**

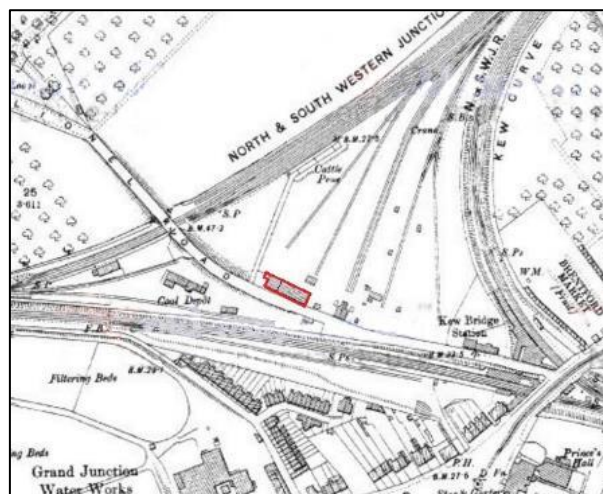
- 3.2.1 Horses played a vital role in the railways throughout the 19<sup>th</sup> and 20<sup>th</sup> centuries. Initially used to haul passenger services, after being superseded by steam traction, horses continued to be used for shunting goods in the goods yards and for transporting goods and supplies to and from stations. Although locomotives could move heavier loads, horses were cheaper and more flexible. In 1904, London & North Western Railway and Midland Railway each owned over 5,000 horses. Wherever these horses operated it was necessary to house the animals within a short distance of the goods yards, as at the site at Brentford, and these stables were often accompanied by other ancillary buildings for the care of the horses, such as horse hospitals (Railway Maniacs, 2017).
- 3.2.2 Kew coal depot is shown on the 1882 edition of the 25" OS map (not reproduced), adjacent to Old Kew Station. The depot is shown with its own branch line into the yard. Many railway stations had an associated coal depot for their own needs but also for domestic distribution. The position of Kew coal depot, close to the Brentford gasworks, may have supplied this as well. The former stable block may have been used for storage of coal associated with the adjacent depot.
- 3.2.3 From the early 20<sup>th</sup> century, railway stables were often constructed with upper floors dedicated to other uses, such as the storage of goods. Following the First World War, the use of the horses in the railway goods yards began to be replaced with mechanised forms of the transport, although horses continued to be used well into the 20<sup>th</sup> century. The last working shunting horse 'Charlie' was utilised at Haymarket until 1967 (Plate 1) (National Railway Museum, 2017).





**Plate 1: Charlie, the last railway shunting horse at Newmarket in 1967 (National Railway Museum)**

- 3.2.4 The North & South Western Junction Railway (N&SWJR) was a short line located in West London. The company was established in 1851 and four miles of line was opened in 1853 connecting Willesden, on the London and North Western Railway (LNWR), to Brentford, on the London and South Western Railway, at Old Kew Junction, running goods services initially but passenger services soon followed. Services were run by the North London Railway, the Midland Railway and the LNWR. A branch line to Hammersmith was opened in 1857. The line was leased to the service providers in perpetuity in 1871 (Graces Guide, 2017).
- 3.2.5 The former stable block building was constructed in late 19<sup>th</sup> century, c. 1870, around the time that the North London Railway, the Midland Railway and the LNWR were given permanent control of the line. The former stable block is not shown on the 1871 OS map (not reproduced) though can be found on the 1894-96 edition of the OS map (Plate 2). The building is clearly positioned at the southern end of the goods yard. The main section of the building is shown as a large bay at the southern end and a smaller bay at the northern end, adjacent to Lionel Road. A small extension is shown at the north-west end of the building.



**Plate 2: 25" OS map, 1894 -96 (site outlined in red)**

- 3.2.6 Several halts were opened along the North & South Western Junction Railway line in 1909 to attempt to bolster passenger numbers and compete against other railway companies in the region, these were mostly unsuccessful and passenger services ceased to the halts in 1917. The 1915 edition of the 25" OS map (not reproduced) shows the layout of the building had remained unchanged from the 1894 -96 edition. The 1935 edition of the OS map (Plate 3) shows a small, L-shaped building attached to the southern end of the former stable block.

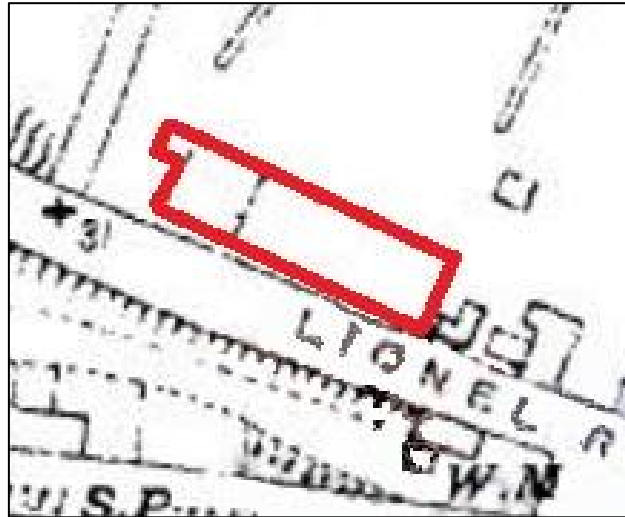


Plate 3: 25" OS Map, 1935

- 3.2.7 Passenger service to Kew Bridge Station ceased in 1940. The 1961 edition of the 25" OS map (Plate 4) shows the former external stairs on the southern end of the building, as well as a large extension on the northern end of the building (partly extant). The adjacent goods yard was still in use as the Kew Bridge North Goods Depot. Goods trains continued to serve the coal depot at Kew and asphalt plant at Hammersmith until 1965. The N&SWJR main line continues in use as a freight route.

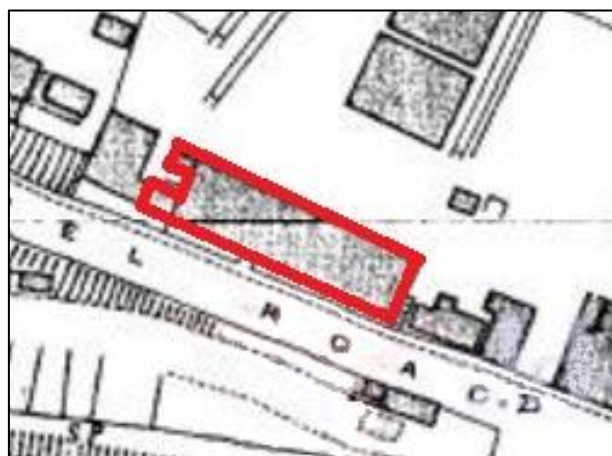


Plate 4: 25" OS Map, 1961

## 4. HISTORIC BUILDING RECORDING

### Overview

- 4.1.1 The Former Stable Block comprises twin double storey brick built blocks, with twin single storey bays and two later single storey extensions on the north-western elevation. The building is constructed mainly from English bonded, discoloured yellow London stock bricks and has a pitched slate roof. A chimney is present within the third bay, towards the north-western end of the complex.
- 4.1.2 Overall, there is little surviving evidence that clearly highlights the original function of the building as a stable and few architectural details survive. There is also limited survival of evidence for the potential use of the building by the adjacent coal depot.

### Exterior

- 4.1.3 The lower courses are of high density, dark coloured, industrial, slag based bricks, as are the quoins around a ground floor doorway on the south-east elevation and a cart door on the north-east elevation. Red bricks have been used to create ornate coggled cornices and arched features such as double segmented window arches (Photo 1).



Photo 1: The former stable block from the south-east

### South-Eastern Elevation

- 4.1.4 The south-eastern elevation (Photo 1) has a central ground floor doorway. This doorway has later been infilled with stock bricks. There is a doorway at first-floor level, with a plank and baton wooden stable door. Two metal beams extend from the wall just below the level of the door, which would have supported an external staircase. A diagonal line marking the location of the staircase is visible. An area of cleaner bricks towards the roofline, indicates that there was once a large sign covering this part of the brickwork.

### North-eastern Elevation

- 4.1.5 The north-eastern elevation is divided into four sections, the south-eastern end (Photo 2) consists of two storeys with a gable-end. At ground floor level is a central double sliding doorway with a concrete lintel. The upper storey has a central plank and baton wooden door with red brick lintel and dark bull-nosed slag based industrial brick sill.



**Photo 2: South-east gable end of the north-east elevation**

- 4.1.6 The first-floor door is flanked by two 15 light windows with concrete sills and three light openings. Above the door is a projecting horizontal beam, that supports the remains of a pulley system, which would have been used to hoist items for storage on the upper floor. A horizontal metal beam, providing structural support for the lifting system, is embedded in the brick coursing. The location of another sign is suggested by a cleaner are of bricks towards the roofline. The second section is of single storey construction, with four ten light windows and a metal door (Photo 3).



**Photo 3: North-east elevation from the south-east**

- 4.1.7 The third section is like the south-east end (Photo 4), it is two-storey with gable-end and the upper floor has the same central doorway flanked by windows and remains of a pulley mechanism. The ground floor has a window (as above) and a double doorway. This doorway has been bricked up later with mixed bricks and a smaller door and modern square window inserted. A chimney is present on the south side of the gable, with red brick dressings.





**Photo 4: North-west gable from the north-west**

- 4.1.8 The fourth section is single storey construction like the second section. There are two windows (as above) with concrete sills, either side of a double width doorway with a RSJ lintel and sliding doors.



**Photo 5: North-west end from the north-east**

- 4.1.9 On the northern side of the north-western elevation is a lean-to, single storey extension, fabricated from yellow stock bricks and slag based industrial bricks. There is a doorway with exposed RSJ lintel above the door. The roof of the lean-to appears to be made from sheet asbestos. A later, rendered single storey extension is located on the south-west side of the north-west elevation.



**Photo 6: Extensions on the north-west elevation**

### **South-West Elevation**

- 4.1.10 The south-west elevation has similar architectural details to the north-west elevation. The south-west facing gable ends have three windows at ground floor level and two at first-floor level. The north-west gable has a round oriel window at the apex of the gable, with red brick dressings (Photo 7).



**Photo 7: Oriel window on the south-west elevation**

### **Interior – Ground Floor**

- 4.1.11 The ground floor interior has been stripped of many architectural features. There are no strong surviving indicators of the positions of the former stalls (Photo 8 & 9), apart from the positions of the windows (Photo 3 & 10). Several modern partitions have been created from concrete blockwork within the ground floor interior, mostly in the central bay of the building. The blocked doorways that are evident from the exterior of the building are also visible on the interior. Queen post roof structures are present in the single storey elements of the building,

which have metal braces, probably for additional support (Photo 9). The first-floor floorboards have addition bracing between the joists, also for additional support (Photo 12).



**Photo 8: Blocked doorway in the south-east end of the building (in location mural) & example of the stripped-out interior**



**Photo 9: Blocked doorways in the north-west end of the building**

4.1.12 Some areas of brick floors survive but the most of the floors have been covered with concrete.





**Photo 10: Surviving brick floor (rear) & concrete floors (foreground). Position of former staircase (rear left)**

- 4.1.13 The middle bay contains a chimney with fireplace (Photo 11) and formerly some stairs to the first floor (Photo 10). It seems likely that this may have been the location of the horse-keeper's accommodation.



**Photo 11: Chimney & fireplace in ground floor central bay**

- 4.1.14 A metal shoot from the upper floor is in the south-eastern part of the ground floor, likely for the distribution of feed down from first floor level.

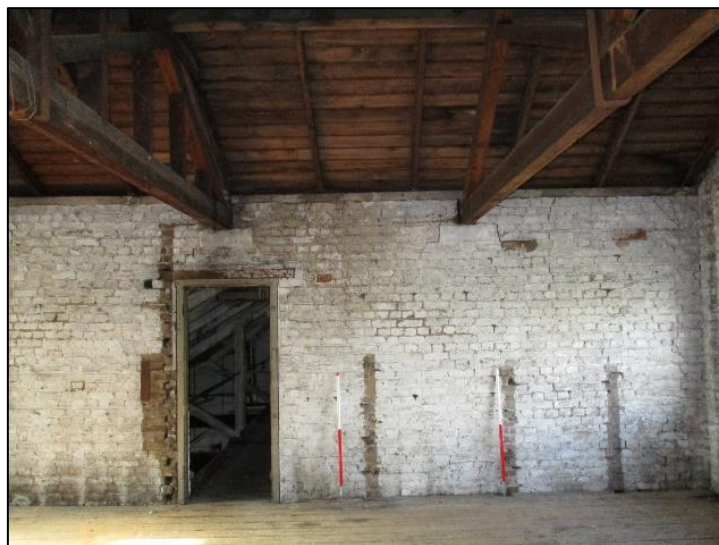




**Photo 12: Shoot from first-floor level and additional bracing of the first-floor floor boards**

#### **Interior – First Floor**

- 4.1.15 The first-floor covers the south-eastern and third gable bays, with a suspended walkway across the second bay. Queen post roof structures are present at first floor level, the trusses of which are supported by concrete corbels (Photo 13). The evidence of former partitions is visible at the south-eastern end in the form of a timber floor plate at floor level, with holes for timber studs. Scars are also visible on the walls for possible storage partitions (Photo 13). The first floor is boarded with, what appear to be, original floor boards (Photo 13 & 14).



**Photo 13: Scars of possible storage partitions at first floor level**



**Photo 14: First floor roof structure and floor boards in the third bay**

4.1.16 The first-floor walkway is supported by two horizontal beams and would have provided access across the top of the horse stalls. The walkway has been incorporated into the queen post roof structure (Photo 15).



**Photo 15: View along with first-floor walkway, from the south-east**

## 5. DISCUSSION

- 5.1.1 Overall the former stable block is typical of this type of railway building, although it is a small example. The exterior architectural details have comparisons with other railway stable blocks in London, such as the complex at Camden, the 1883 horse hospital at which has similar red brick dressings, cogged cornices and oriel window.
- 5.1.2 The building has undergone significant alterations to the interior, which have removed many traces of the former use of the building. Architectural details that have survived are mostly present at first-floor level, including a suspended walkway and original floorboards. On the ground floor, some areas of brick flooring survive, but the majority have been covered with concrete. Evidence for storage of heavy goods at first-floor level, perhaps coal, is suggested by the additional bracing of the first-floor floor boards and a single shoot is present that would likely have supplied feed to the horses in the ground floor stalls, from the first-floor.
- 5.1.3 The aim of the Level 2 Historic Building Recording was to implement a mitigation strategy necessary to discharge the archaeological conditions attached to the Planning Consent for the redevelopment at the site, by creating a descriptive record of the building, prior to its demolition.

## 6. REFERENCES

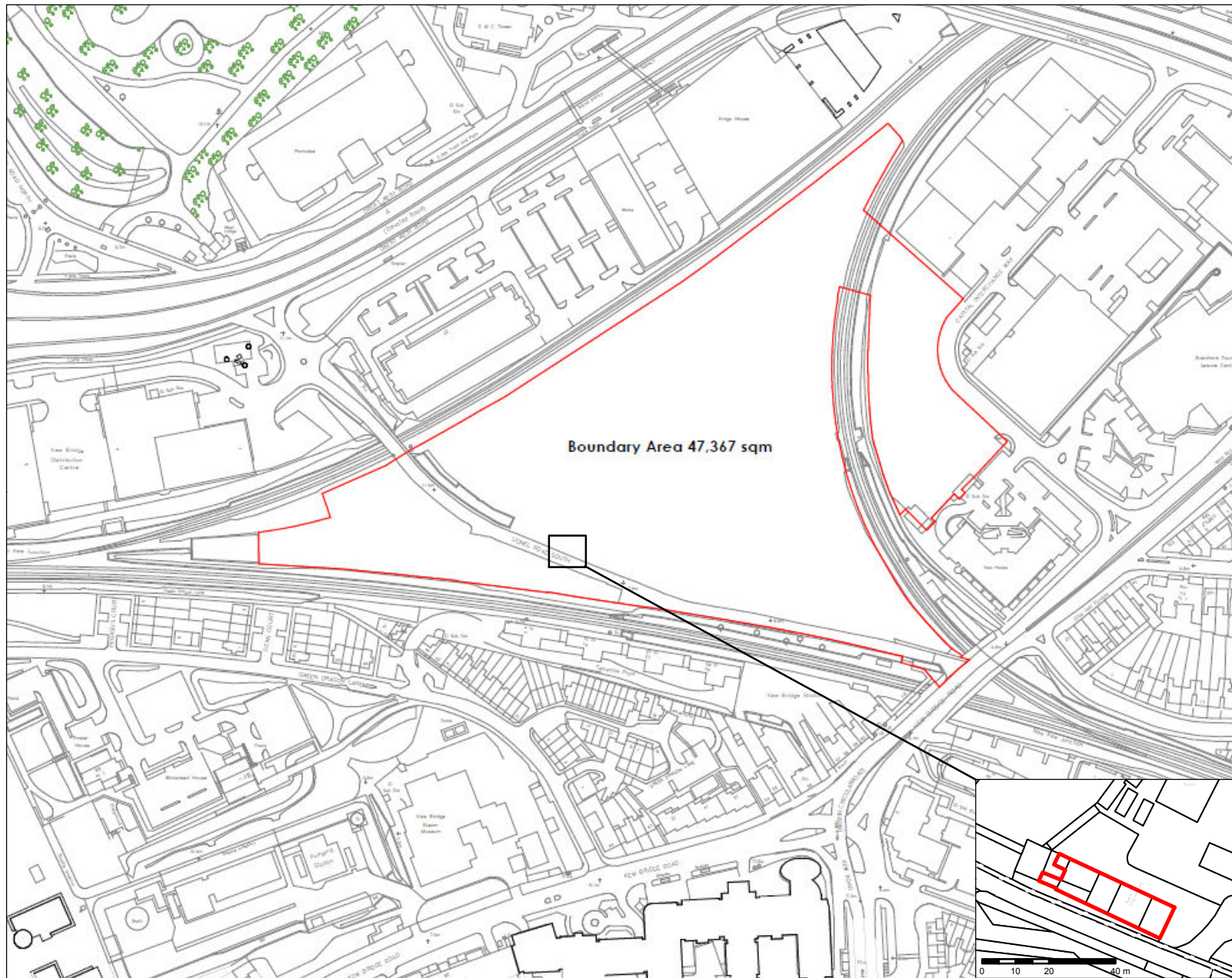
### 6.1 Documentary & Cartographic Sources

- AFL Architects. 2015. Lionel Road South – Existing Stable Block Review. 121516-Report B2 6 Rev P3 (April 2015)
- Historic England, 2015, Photographing Historic Buildings Notes 2015
- MOLA, 2015, FORMER STABLE BLOCKS, Brentford Community Stadium, Lionel Road South, London TW8 Written scheme of investigation for a standing building survey
- 25" OS Map, 1894 -96
- 25" OS Map, 1935
- 25" OS Map, 1961

### 6.2 Online Sources

- Camden Railway Heritage Trust <http://www.crht1837.org/history/horsesstables>
- Chartered Institute for Archaeologists Standard and Guidance for the Archaeological Investigation and Recording of Standing Buildings and Structures [http://www.archaeologists.net/sites/default/files/CIfAS&GBuildings\\_1.pdf](http://www.archaeologists.net/sites/default/files/CIfAS&GBuildings_1.pdf)
- Greater London Industrial Archaeological Society <http://www.glias.org.uk/glias/midland-railway-coal-drops.html>
- Grid Reference Finder, 2016 <http://www.gridreferencefinder.com/>
- Historic England, 2016, Understanding Historic Buildings, A Guide to Good Recording Practice <https://content.historicengland.org.uk/images-books/publications/understanding-historic-buildings/heag099-understanding-historic-buildings.pdf/>
- London Borough of Hounslow Planning Committee, 5<sup>th</sup> December 2013 [http://planning.hounslow.gov.uk/planning\\_summary.aspx?strWeekListType=SRCH&strCaseNo=P/2013/1811&strLimit=50](http://planning.hounslow.gov.uk/planning_summary.aspx?strWeekListType=SRCH&strCaseNo=P/2013/1811&strLimit=50)
- National Railway Museum – Shunting Horse, 1967 [http://www.nrm.org.uk/ourcollection/photo?group=Liverpool%20Street&objid=1995-7233\\_LIVST\\_AH\\_18](http://www.nrm.org.uk/ourcollection/photo?group=Liverpool%20Street&objid=1995-7233_LIVST_AH_18)
- Old-Maps Repository <https://www.old-maps.co.uk>
- Railway Maniacs – Horse and the Railways <http://railwaymaniac.com/2015/05/horses-and-the-railways/>





Legend


 Site Boundary



Figure 1: Site Location

Project: Stable Block, Hounslow

Date: 24/02/17 Job Number: 11036

Drawn by: ZE Approved by: KKP



# Photograph Location & Orientation

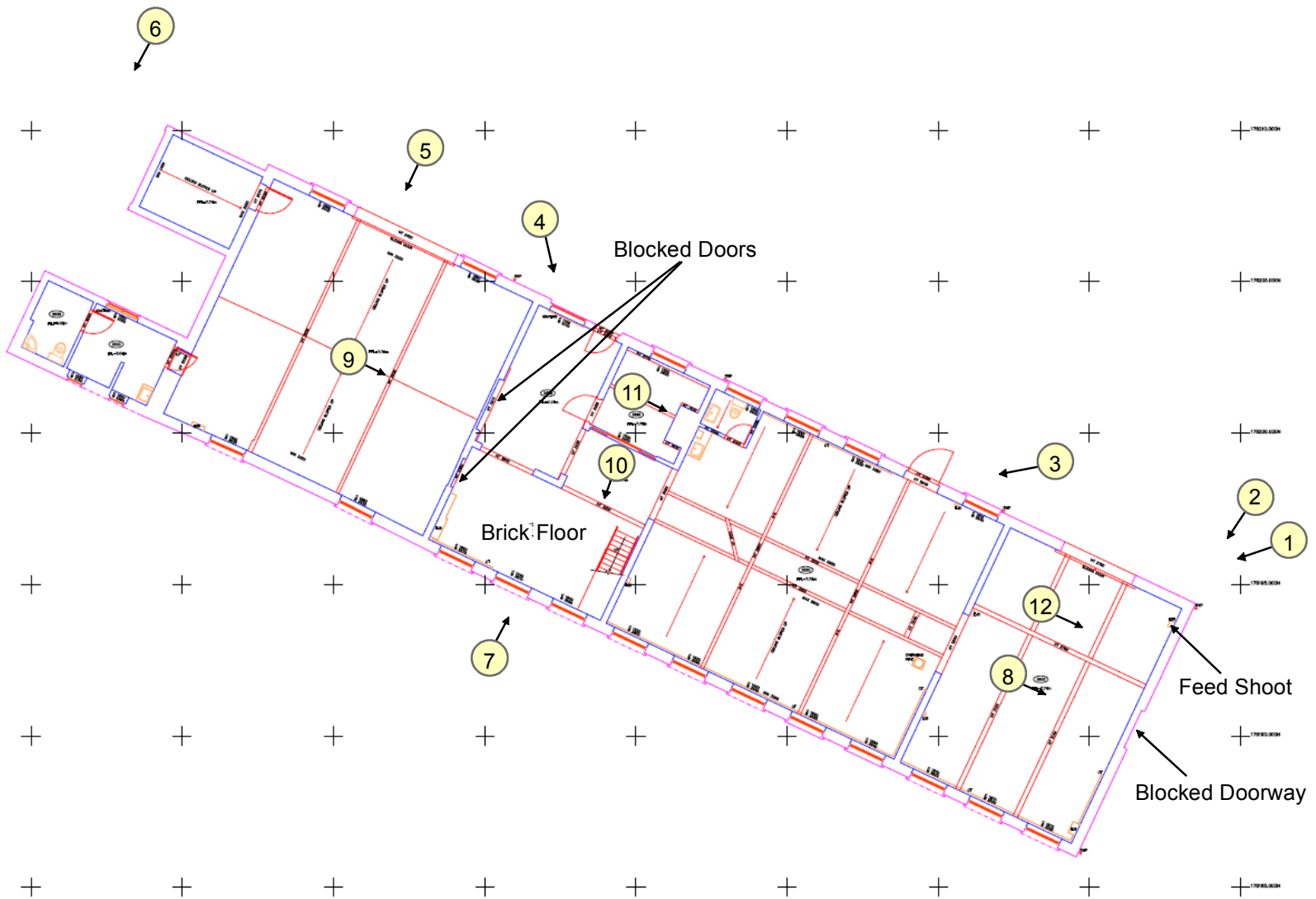


Figure 2: Existing Ground Floor Plan

Project: Stable Block, Hounslow

Job Number: 11036

Reproduced from plans by Warner Surveys, dated 27/01/2017





# Photograph Location & Orientation

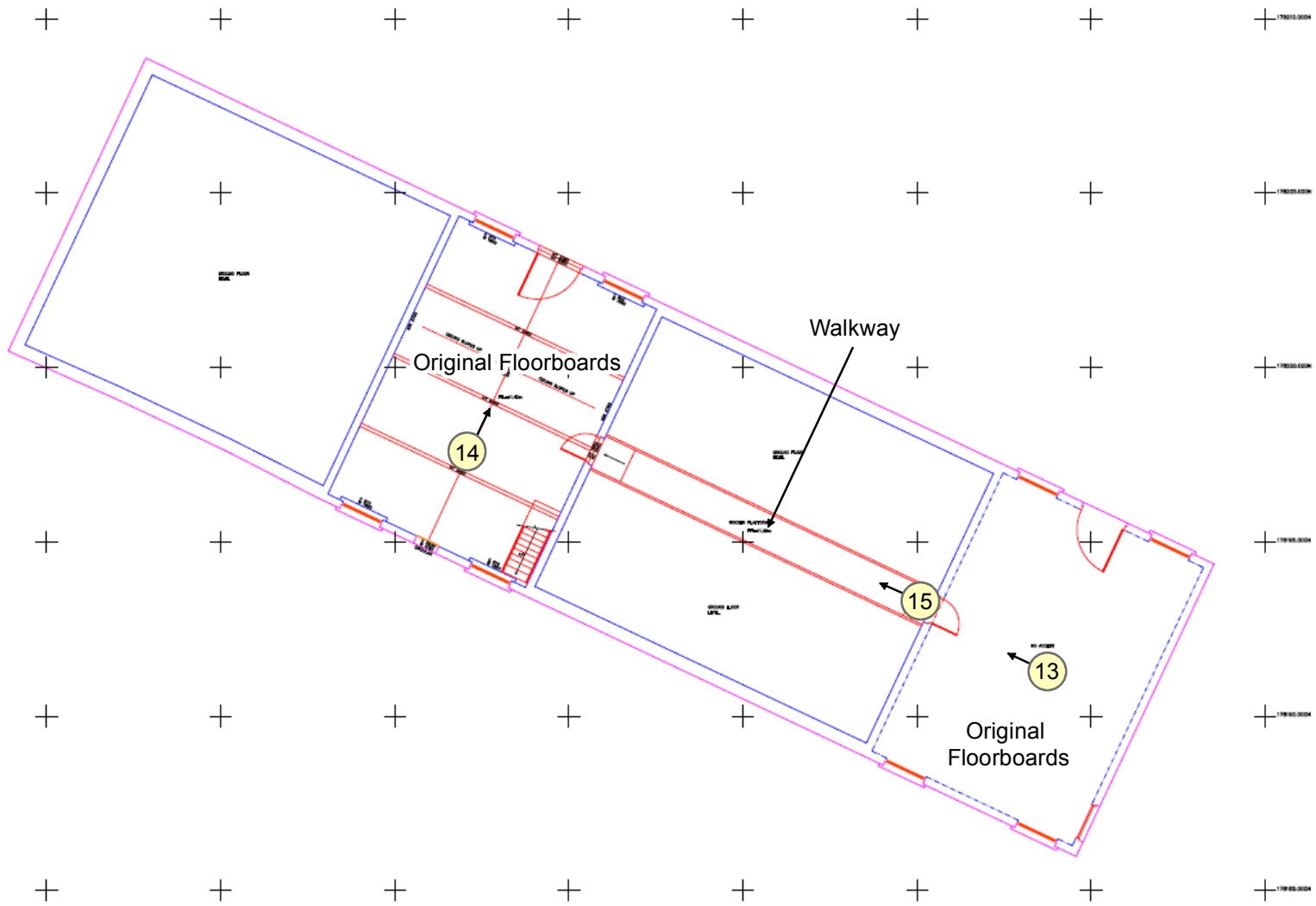


Figure 3: Existing First Floor Plan

Project: Stable Block, Hounslow

Job Number: 11036

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