

Report 2842



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**Historic Building Record at  
Former Goods Shed, Campsea Ashe, Suffolk**

CAA 024



**Prepared for**  
Bloor Homes Limited



NPS Archaeology

October 2011



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## Contents

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<i>Summary</i> .....	1
1.0 Introduction .....	1
2.0 Archaeological and Historical Background.....	1
3.0 Methodology .....	3
4.0 Results.....	3
4.1 The Building .....	3
4.2 Room 1 .....	6
4.3 Room 2.....	11
4.4 Room 3.....	12
5.0 Conclusions .....	12
<i>Acknowledgements</i> .....	13
<i>Bibliography</i> .....	13

## **Figures**

- Figure 1 Site Location
- Figure 2 Goods Shed layout
- Figure 3 Goods shed roof structure layout
- Figure 4 Positions of photographs

## **Plates**

- Plate 1 General view south-east of goods shed
- Plate 2 The scalloped timber side panel of the loading bay canopy
- Plate 3 Modern extensions fitted under the loading bay canopy
- Plate 4 General view north-west of goods shed interior
- Plate 5 North-east gable wall showing former railway door
- Plate 6 General view north-east of upper floor of goods shed interior
- Plate 7 Detail of 'shark-tooth' joint above railway door
- Plate 8 Detail of lightweight panelling filling south-west railway door
- Plate 9 Upper section of loading doors
- Plate 10 Exterior of loading doors in former loading bay
- Plate 11 Upper sections of the windows in the south-east wall
- Plate 12 General view of roof structure
- Plate 13 Detail of connection of queen post to the tie beam and cart wheel roof structure
- Plate 14 General view north-east of building showing sloping roof of Room 3

Location:	Ash Road, Campsea Ashe, Suffolk
District:	Suffolk
Planning ref.:	n/a
Grid Ref.:	TM 3257 5572
HER No.	CAA 024
OASIS Ref.:	112020
Client:	Bloor Homes Limited
Dates of Fieldwork:	19 August 2011

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## **Summary**

*An historic building record was carried out on a former railway goods shed at Ash Road, Campsea Ashe, Suffolk, for Bloor Homes Limited ahead of its demolition and the redevelopment of the site.*

*The goods shed was probably constructed in 1859 when the station opened and it was operating until the mid 20th century, from which point it had a variety of uses including a garage and an antiques showroom.*

*The exterior had several modern extensions built against three sides and the interior had been altered to suit its later uses. Despite the alterations, which had been relatively lightweight and largely non-intrusive into the original structure, it was possible to adequately record and understand the original building. The building is a simple structure consisting of a large main shed and small extensions on either end. The main shed had railway doors at either end and two loading doors for the transfer of goods onto road traffic in its long, north-west wall.*

*Overall the building is a nice, but unremarkable, example of mid- to late-19th-century railway architecture.*

## **1.0 INTRODUCTION**

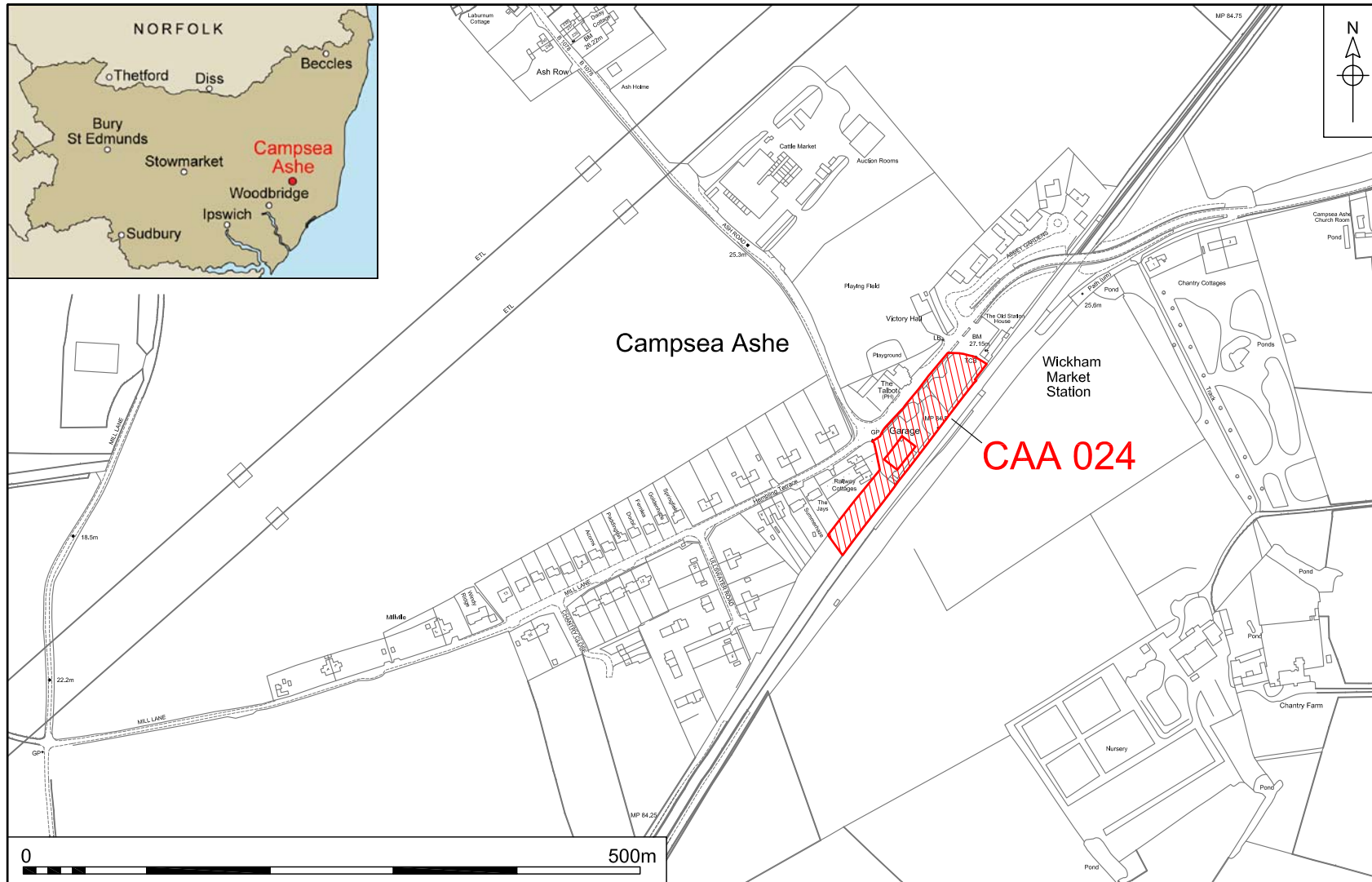
Proposals to redevelop a site at Ash Road, Campsea Ashe, Suffolk (Fig. 1) involved the demolition of a former railway goods shed. Therefore, a programme of historic building recording was undertaken to mitigate the loss of the shed.

This work was carried out to support a planning application for the site and the work was commissioned and funded by Bloor Homes Limited.

The site archive is currently held by NPS Archaeology and on completion of the project will be deposited with a suitable repository, following relevant national and local policies on archiving standards.

## **2.0 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND**

The railway station (Suffolk Historic Environment Record (SHER) number CAA024) at Campsea Ashe was opened as part of the East Suffolk Line in 1859 and it is possible that the goods shed dates from this period, or very shortly afterwards. By the late 19th century the station comprised a station building and platform, a number of sidings, a crane, the goods shed recorded during this survey and another shed to the south-west. It was marked as Wickham Market Station on early 20th-century Ordnance Survey maps and until the mid 20th century it remained fairly unchanged. By the mid 1970s the sidings had disappeared along



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Figure 1. Site location. Scale 1:5000

with the south-western shed and the crane and the goods shed was being used as a garage.

### 3.0 METHODOLOGY

The objective of this project was to mitigate the effects of the proposed redevelopment by creating a record of the structure of the former goods shed before it was demolished.

The historic building record conformed to a Level 2 survey as defined by English Heritage (English Heritage 2006, *Understanding Historic Buildings: a guide to good practice*) and the watching brief was carried out in accordance with *Standard and Guidance for an Archaeological Watching Brief* (Institute for Archaeologists 2008).

### 4.0 RESULTS

#### 4.1 The Building

The goods shed consisted of a rectangular five bay building, 16m (c.52' 6") x 10.16m (c.33' 4"), constructed in red brick laid in an English bond under a steeply pitched galvanised sheet roof (Plate 1) that presumably replaced the original pantiled roof. The building originally contained three rooms (Fig. 2): the main goods shed (Room 1) which formed the main body of the building, and a small extension at either end (Rooms 2 and 3). There was also a timber canopy along the north-west side, which covered the former loading bay (Plate 2). The building was aligned north-east – south-west, parallel to the railway line it formerly served. The gable height on each end was c.8.2m (c.26' 11") and the top wall plate of the north-west and south-east walls was c.5.83m (c.19' 1½") above floor level.

There are a number of modern extensions on the north-east, north-west and south-west sides constructed during the later 20th century for the garage that most recently occupied the building. Some of these were built under the loading bay canopy (Plate 3), but they are not considered further here.



Plate 1. General view south-east of goods shed





Plate 2. The scalloped timber side panel of the loading bay canopy



Plate 3. Modern extensions fitted under the loading bay canopy



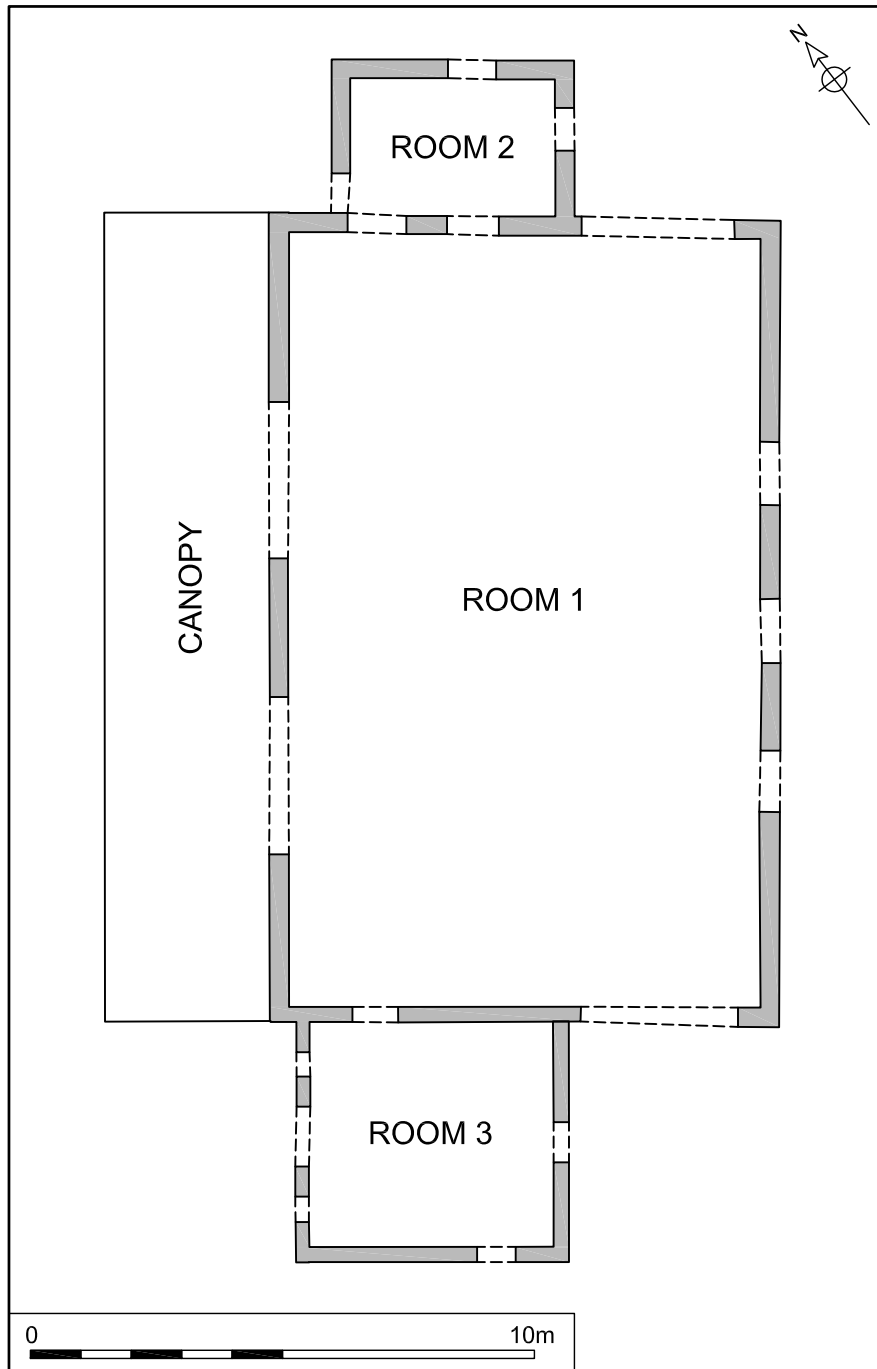


Figure 2. Goods Shed layout. Scale 1:150

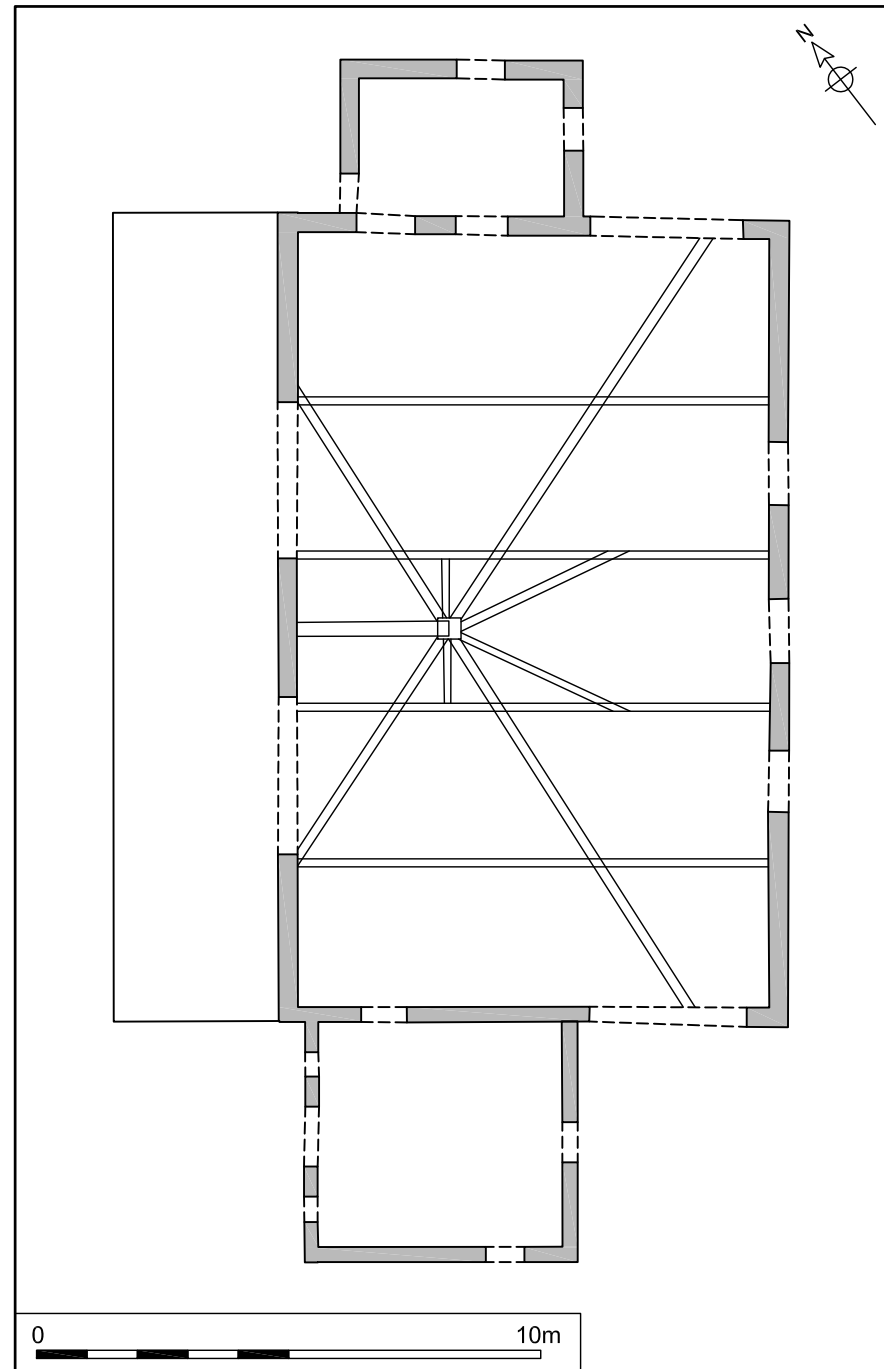


Figure 3. Goods Shed roof structure layout.  
Scale 1:150

## 4.2 Room 1

Room 1 was the main shed and consisted of a large rectangular room, c.15.2m (c.49' 10") x c. 9.4m (c.30' 10"), which had been split vertically by a modern steel and timber floor inserted to create an upstairs antiques showroom (Plate 4). The floor is not considered further here and only the original features are discussed.



Plate 4. General view north-west of goods shed interior

The room contained two railway doors in the north-east and south-west gable walls, two loading bay doors in the north-west wall and three large windows in the south-east wall.

### 4.2.1 Railway doors

Railway traffic entered and exited the shed through two large opposing entrances in the south-east ends of the north-east and south-west gable walls (Plate 5). The entrances were 3.1m (c.10' 2") wide x c.4.3m high (c.14' 1"), and topped by large timber lintels, c.0.23m (c.9") square, which extended 0.35m (c.1' 2") beyond the width of the openings. The wall above the openings is supported by flat arches in red brick headers on end, with the space between the arches and the lintels blocked by wooden panels (Plate 6). The ends of the arches are braced by timbers secured to the top of the lintels by shark-tooth joints to stop lateral movement (Plate 7).

The original openings would have been closed by wooden doors, but these have been replaced by a modern roller shutter on the north-east wall and a lightweight glazed panel partition in the south-west wall (Plate 8).



Plate 5. North-east gable wall showing former railway door



Plate 6. General view north-east of upper floor of goods shed interior



Plate 7. Detail of 'shark-tooth' joint above railway door



Plate 8 Detail of lightweight panelling filling south-west railway door



#### 4.2.2 Loading doors

Goods were transferred to and from road traffic through two large sliding loading doors in the long north-west wall. The door openings occupied the second and fourth bays and were 3.1m (c.10' 2") wide x 4.74m (c.15' 6") high, with large timber lintels, 0.3m (11 3/4") square (Plate 9). The original timber doors survive, although they have been largely covered by shelves and panelling (Plate 10). The doors were hung on metal runners on the external wall.

The floor of the loading bay was 0.75m above the ground to facilitate the loading of goods to and from road traffic.



Plate 9 Upper section of loading doors



Plate 10 Exterior of loading doors in former loading bay

### **4.2.3 The windows**

Three large windows in the long south-east wall provided light. Externally the windows were set in stepped round-headed brick recesses but, as there was no access to the exterior of the south-east wall because of the adjacent railway line, the external appearance of the windows is not described.

Internally the windows were in a plain, whitewashed brick wall. Each window was 2.2m (7' 2") high and c.1.25m (c.4' 1"), with a low, virtually flat arch of bricks on end (Plate 11). The windows were sixteen light metal framed and set high in the wall within the three central bays.



Plate 11 Upper sections of the windows in the south-east wall

### **4.2.4 The roof structure**

The roof structure consisted of four large queen post truss frames supporting two sets of purlins, which were set on wooden blocks in the gable walls. The frames were joined by angled metal plates and bolted to the large timber tie beams that spanned the room (Plate 12). Angled struts braced the tops and bottoms of the frames (Plate 13).

A complex layout of squared beams that formed a 'cart wheel' like arrangement had been constructed across the top of the roof beams (Fig. 3, Plate 13). The centre of the 'cart wheel' was positioned between the loading bay doors and offset towards the north-west, loading bay wall. The timbers in it were connected by a square cast iron plate with a central circular socket, which may have been intended to take an iron column. There was no corresponding plate in the floor below, but it is possible that the concrete shed floor had been re-laid at some time.



Plate 12 General view of roof structure



Plate 13 Detail of connection of queen post to the tie beam and cart wheel roof structure

## 4.3 Room 2

### 4.3.1 General

Room 2 was a small rectangular room accessed through the north-eastern end of Room 1 (Plates 1 and 5). Externally the room had red brick walls and a sloping tiled roof, with raised parapets on the two side walls capped with concrete or stone slabs.

Internally the room measured 4.12m (c.13' 6") x 2.67m (c.8' 8"). There were two external windows, one each in the north-east and south-east walls and an internal



window overlooking Room 1 in the south-west wall. The original door was in the north-west wall, but this had been blocked and a set of shelves inserted.

The floor level of Room 2 was c.1m above that in Room 1 and a set of new wooden steps provided access between the two rooms. The floor had a plywood covering and the walls and ceiling were painted white. There were no features of architectural interest present.

## **4.4 Room 3**

### **4.4.1 General**

Room 3 was a square room on the south-west end of the main shed. It measured 5.42m (c.17' 8") x 4.77m (c.15' 7") and was constructed from red brick with a sloping galvanised steel roof with raised parapets on the side walls capped with concrete or stone slabs (Fig. 2, Plate 14).



Plate 14. General view north-east of building showing sloping roof of Room 3

The room was accessed through an external door in the north-west wall and formerly from the main shed (Room 1) via a blocked door in its north-east wall. The external door was flanked on either side by narrow windows. There were two blocked windows, one in the south-west wall and one in the south-east wall (this is just visible above the wall mounted shelf unit on the left hand side of Plate 8). Internally there had been some modern alterations and there were no original features visible.

## **5.0 CONCLUSIONS**

The former goods shed is a typical example of mid- to late- 19th-century railway architecture, which, despite later alterations has survived in reasonably good condition. The later reuse of the building as a garage and antiques showroom had removed or covered most of the original internal fixtures and fittings.

## ***Acknowledgements***

The author would like to thank Jamie Wragg of Bloor Homes for commissioning the project.

## ***Bibliography***

English Heritage      2006      *Understanding Historic Buildings: a guide to good practice*