



Former Railway Shed at Barrack Row Gravesend, Kent

Level 1 Historic Building Record



Ref: 215361.02
July 2019

Document Information


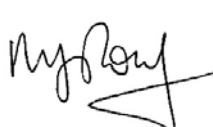
Document title Former Railway Shed at Barrack Row, Gravesend, Kent
Document subtitle Level 1 Historic Building Record
Document reference 215361.01

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Quality Assurance

Version & issue date	Status	Author	Approved by
V1 2019.06.18	External draft	TP	 MJR
V2 2019.07.09	Final following comments from the conservation officer	TP	 MJR



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Summary

Wessex Archaeology was commissioned by Campbell Reith, on behalf of Kent County Council, to produce a Level 1 (basic visual) building record of a late 19th – early 20th century former railway shed prior to its demolition. The building is located at Barrack Row, Gravesend, Kent, DA11 0RT centred on National Grid Reference (NGR) 564509, 174065

Historic mapping suggests that the former railway shed was constructed sometime between 1897 and 1908 and was one of several buildings which formed part of the commercial railway sidings for Gravesend Railway Station. The building appears to have been used as a storage facility, although in recent years it appears to have operated as a garage/workshop.

The railway shed is rectangular in plan and constructed from London stock brick in English bond. It features a parapet gabled pitched roof clad in slate with a central raised ridge box. The building contains a single large space with two inspection pits visible within the concrete floor. A small modern lean-to is located in the southwest corner which has been subdivided into a storage room and lavatory.

The historic building recording was carried out on the 11th of June 2019. The recording was completed to Level 1 Historic England standard (basic visual) and comprised a basic floor plan, and a photographic record carried out in accordance with a written scheme of investigation, which was approved in advance by the County Archaeologist for KCC and Conservation Architect for Gravesham Borough Council.

The historic building recording exercise has ensured that a record of the former railway shed has been documented for future research and interest.

Acknowledgements

This project was commissioned by Campbell Reith and Wessex Archaeology is grateful to Rachel Cossins and Grant Plain in this regard.

The advice and assistance of Alan Cox, Conservation Architect at Gravesham Borough Council, and Wendy Rogers, Senior Archaeological Officer at Kent County Council, is gratefully acknowledged.

The historic building recording was carried out and this report written by Thomas Piggott. Rob Goller produced the illustrations. The project was managed on behalf of Wessex Archaeology by Matt Rous.



Former Railway Shed at Barrack Row, Gravesend, Kent

Level 1 Historic Building Record

1 INTRODUCTION

1.1 Project background

1.1.1 Wessex Archaeology (WA) has been commissioned by Campbell Reith, on behalf of Kent County Council (hereafter 'the Client'), to produce a historic building record of a former late 19th – early 20th century railway shed located at Barrack Row, Gravesend, Kent, DA11 0RT, centred on National Grid Reference (NGR) 564509, 174065 (**Figure 1**).

1.1.2 Following consultation with the County Archaeologist for Kent County Council (KCC), a Historic England Level 1 historic building record was required of the late 19th - early 20th century former railway shed prior to its demolition as part of the redevelopment of the Site into a new transport quarter for Gravesend. A further request was made by the Conservation Architect for Gravesend Borough Council (GBC) for the production of a basic floor plan if one could not be provided by the Client.

1.1.3 The historic building recording was carried out in accordance with a Written Scheme of Investigation (WSI) (WA 2019), which was submitted to and approved by the County Archaeologist for KCC and the Conservation Architect for GBC in advance of the work.

1.2 Site location and description

1.2.1 The Site comprises an irregular parcel of land of approximately 988 m² located in the centre of Gravesend, Kent (**Figure 1**). The building subject to the historic building record is located in the centre of the Site. To the west of the former railway shed is a car parking area delineated by a small brick wall and fence.

1.2.2 A retaining wall runs along the entirety of the southern Site boundary with one of the car parks for Gravesend Railway Station to the south of the site at a lower. The site is bordered to the north by Barrack Row with commercial buildings on its north side. To the south lies Gravesend Railway Station with the main station buildings located to the southeast. Further commercial buildings lie to the west and east of the site.

1.2.3 The Site is recorded at an elevation of approximately 20 m above Ordnance Datum (aOD) with the car park below recorded at 17 m aOD. Local topography remains relatively flat to the north into the centre of Gravesend before falling sharply towards the River Thames. The topography to the south slopes downwards before rising further inland.

2 METHODOLOGY

2.1 Aims and objectives

2.1.1 The aims of the Historic Building Recording exercise were to provide a better understanding of the late 19th – early 20th century railway shed (where possible within the confines of the works), compile a lasting record and then disseminate the results.



2.1.2 This is a basic visual record of the subject in accordance with the guidelines for Level 1 recording as detailed in the document: *Understanding Historic Buildings: A guide to good recording practice* (Historic England (HE) 2016). Level 1 is defined as follows:

'Level 1 is essentially a **basic visual record**, supplemented by the minimum of information needed to identify the building's location, age and type. This is the simplest record...Level 1 surveys will generally be of exteriors only, although they may include superficial interior inspection for significant features. Only if circumstances and objectives allow will any drawings be produced, and these are likely to take the form of sketches.' (ibid, 25).

2.2 Methodology

2.2.1 The recording methodology was outlined in the approved WSI (WA 2019). The building recording comprised a photographic record, basic floor plan and brief written account. This was achieved through limited documentary research and a photographic and measured survey.

Written account

2.2.2 The written account includes detail of:

- *the building's location as a NGR and address;*
- *any statutory or non-statutory designations;*
- *the date of the record, the names of the recorders and, if an archive has been created, its location;*
- *A description of the building's type or purpose, historically and at present, its materials and possible date(s) so far as these are apparent from a superficial inspection.*

Photographic record

2.2.3 The photographic record comprises:

- general views of the building in its wider setting or landscape; and
- the building's external appearance

2.2.4 High quality digital images were taken with a Canon EOS 5D Mark II full frame digital camera (with 21 megapixel capability). 35 mm black and white film photography was also taken with a Canon EOS 3 camera.

2.2.5 A photographic scale of appropriate size was included in all general and specific detailed views, except where considered inappropriate or prevented by on-site conditions or health and safety concerns.

2.2.6 A selection of the photographs is included as plates within this report (**Plates 1-10** and **front cover**).

Drawn record

2.2.7 A basic measured and drawn floor plan was made of the former railway shed prior to the photographic survey. The drawn record was produced in accordance with the requirements for a Level 1 (basic visual) record.



2.3 Record date and conditions

- 2.3.1 The photographic survey of the Site was carried out on 11th June 2019 by a buildings archaeologist from Wessex Archaeology.

3 BUILDING DESCRIPTION

- 3.1.1 The former railway shed is rectangular in plan measuring approximately 19.5 m (64 ft) in length and 7 m (23 ft) in width, with a later lean-to extension constructed off of its southwest corner (**Figure 2**).
- 3.1.2 The building is constructed from London stock brick in English bond which is largely hidden beneath later applied white painted stucco render on its north and west elevations (**Plates 3-4**) and painted brickwork on the east elevation (**Plate 2**). Access was not possible to the south elevation as the ground drops steeply away to the south and the elevation was almost entirely obscured by young trees and vegetation. However, some glimpsed views of the south elevation were possible during earlier visits to the site revealing a classically inspired London stock brick exterior with simple cornice below eaves, pale brick voussoirs around recessed semi-circular windows and stone sills with recessed bays below (**Plates 9-10**).
- 3.1.3 The building is divided into six equal bays each illuminated on the south elevation by large, high-level, semi-circular cast iron windows featuring a sunburst design (**Plates 7-8**). An original semi-circular window with stone sill also survives within an arched recess on the west elevation (**Plate 4**).
- 3.1.4 The east and west ends of the building comprise raised parapet-topped gables enclosing a pitched roof clad in slates with a central raised ridge box that would originally have featured louvre vents. A low plinth wall runs along the perimeter of the building on the north and east elevations that has been painted marine blue. A small storage cupboard had been buttressed to the west elevation along with a brick wall.
- 3.1.5 The original entrance doors on the east elevation have been replaced with a steel roller shutter door (**Plate 2**) while three later inserted double doors are located on the north facing elevation (**Plate 3**). It is likely that the building was rendered and painted after the insertion of these new entrances. A photograph taken in 1959 shows that the west elevation of the building was not rendered at this time.
- 3.1.6 Internally, the building comprises a single large open space with concrete floor featuring two vehicle inspections pits related to its former use as a car workshop (**Plate 5**). Walls are plastered and painted white with a high grey-painted concrete plinth. Areas of wall plaster have deteriorated or been disturbed exposing the yellow brickwork behind. Evidence of a former opening that has been blocked on the south elevation is evident in **Plate 5** below the semi-circular window, although it was not possible to say whether this relates to the blocking of an original doorway or of a later inserted doorway. There is very little space to the immediate south of the building in this location before the ground slopes steeply down.
- 3.1.7 The internal roof structure is largely obscured below a later inserted ceiling with regular softwood joists exposed where the ceiling plaster has failed. Gaps in the ceiling reveal timber trusses supporting sarking boards.
- 3.1.8 A set of double doors provides access into a small late 20th century lean-to which is irregular in plan measuring approximately 7 m in length east-west, 2.8 m in width north to south at the west end and 1.6 m in width north to south at the eastern end (**Figure 2**). The lean-to is



crudely constructed from concrete blocks with a corrugated asbestos roof. The extension is divided into a single storage space with lavatory at the eastern end (**Plate 6**).

4 STORAGE AND CURATION

4.1 Archive

4.1.1 The site falls within the Borough of Gravesham which at present does not have a collecting museum or archive. Every effort will be made to identify a suitable repository for the physical archive (see list below) resulting from the fieldwork, and if this is not possible, Wessex Archaeology will initiate discussions with the local planning authority in an attempt to resolve the issue. If no suitable repository is identified, Wessex Archaeology will continue to store the archive but may institute a charge to the client for ongoing storage beyond a set period.

4.2 Copyright

4.2.1 The full copyright of the written/illustrative archive relating to the site will be retained by Wessex Archaeology under the *Copyright, Designs and Patents Act 1988* with all rights reserved. The Client will be licenced to use each report for the purposes that it was produced in relation to the project as described in the specification.

4.2.2 This document, the report and the project archive may contain material that is non-Wessex Archaeology copyright (e.g. Ordnance Survey, British Geological Survey, Crown Copyright), or the intellectual property of third parties, which Wessex Archaeology are able to provide for limited reproduction under the terms of our copyright licences, but for which copyright itself is non-transferable by Wessex Archaeology. Users remain bound by the conditions of the Copyright, Designs and Patents Act 1988 with regard to multiple copying and electronic dissemination of such material.

4.3 Security copy

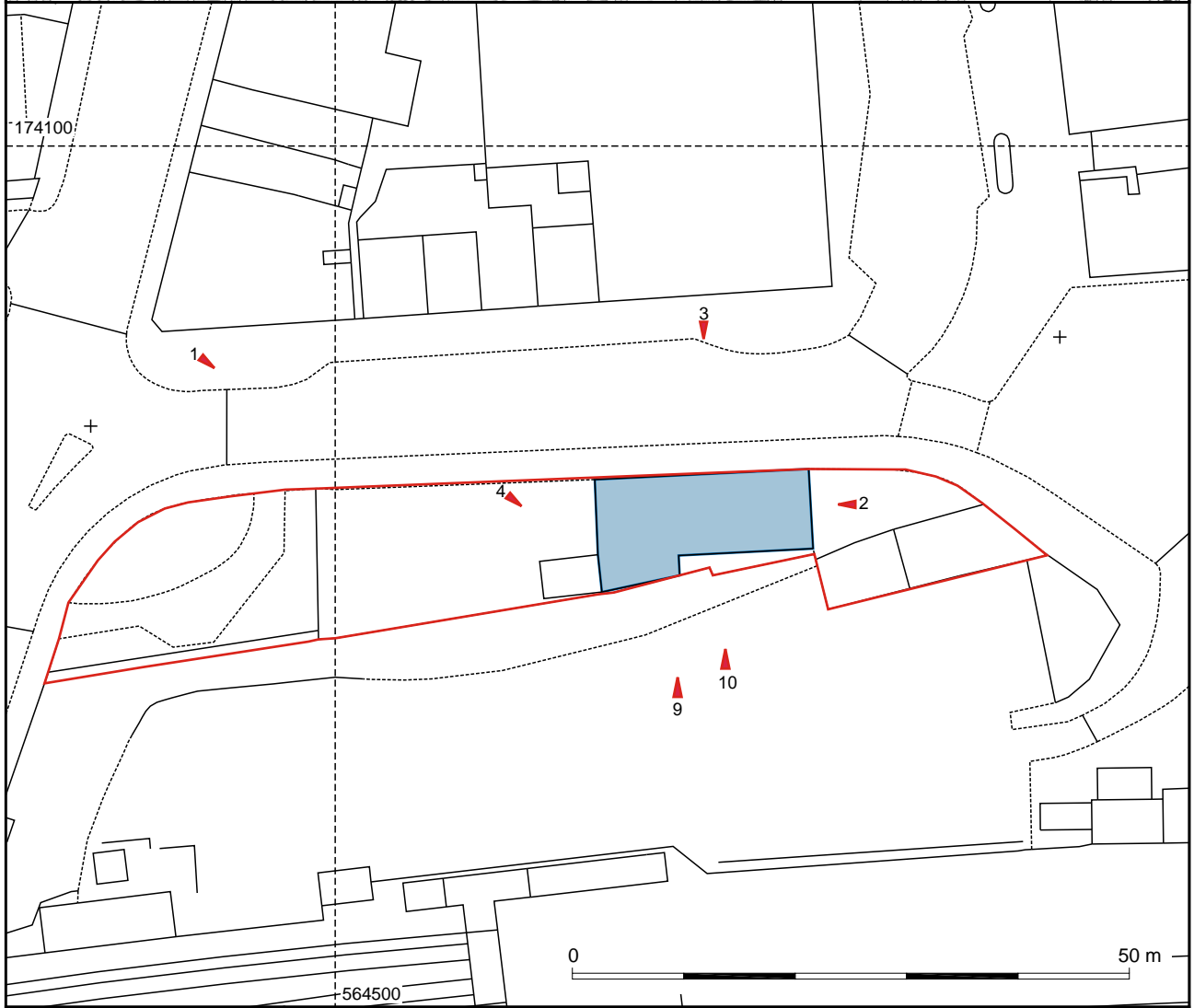
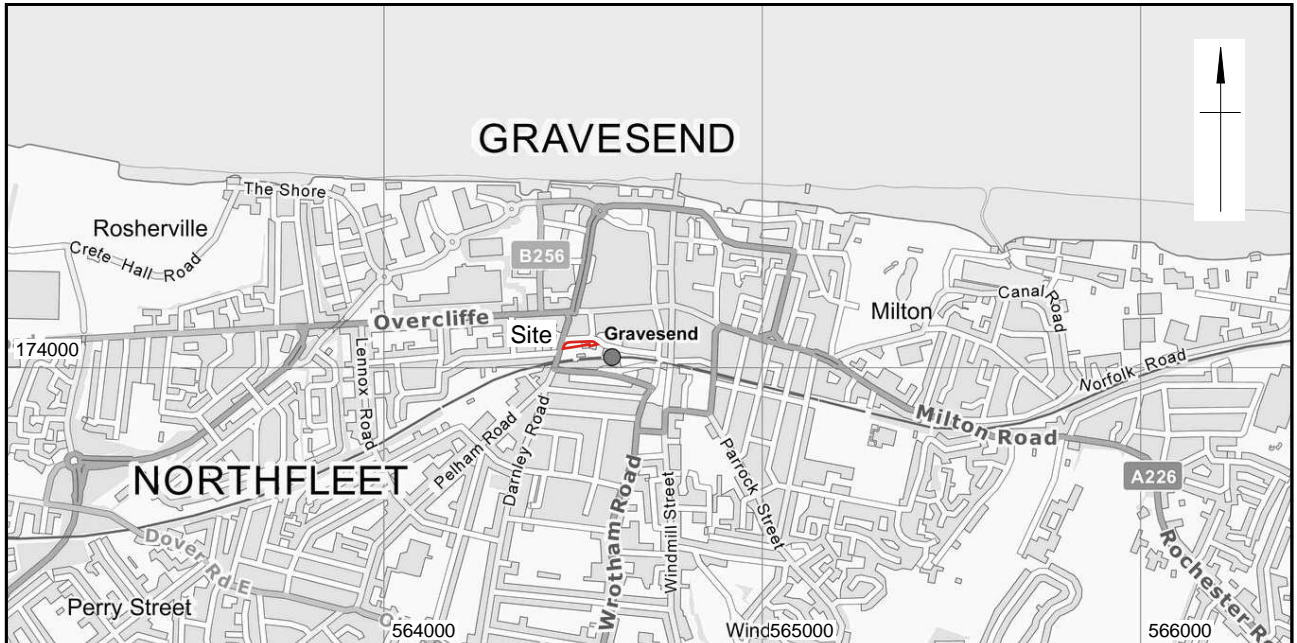
4.3.1 In line with current best practice (e.g. Brown 2011), on completion of the project, a security copy of the written records will be prepared, in the form of a digital PDF/A file. PDF/A is an ISO-standardised version of the Portable Document Format (PDF) designed for the digital preservation of electronic documents through omission of features ill-suited to long-term archiving.






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-  Site Boundary
-  Railway Shed
-  Plate location
- 

04/07/2019

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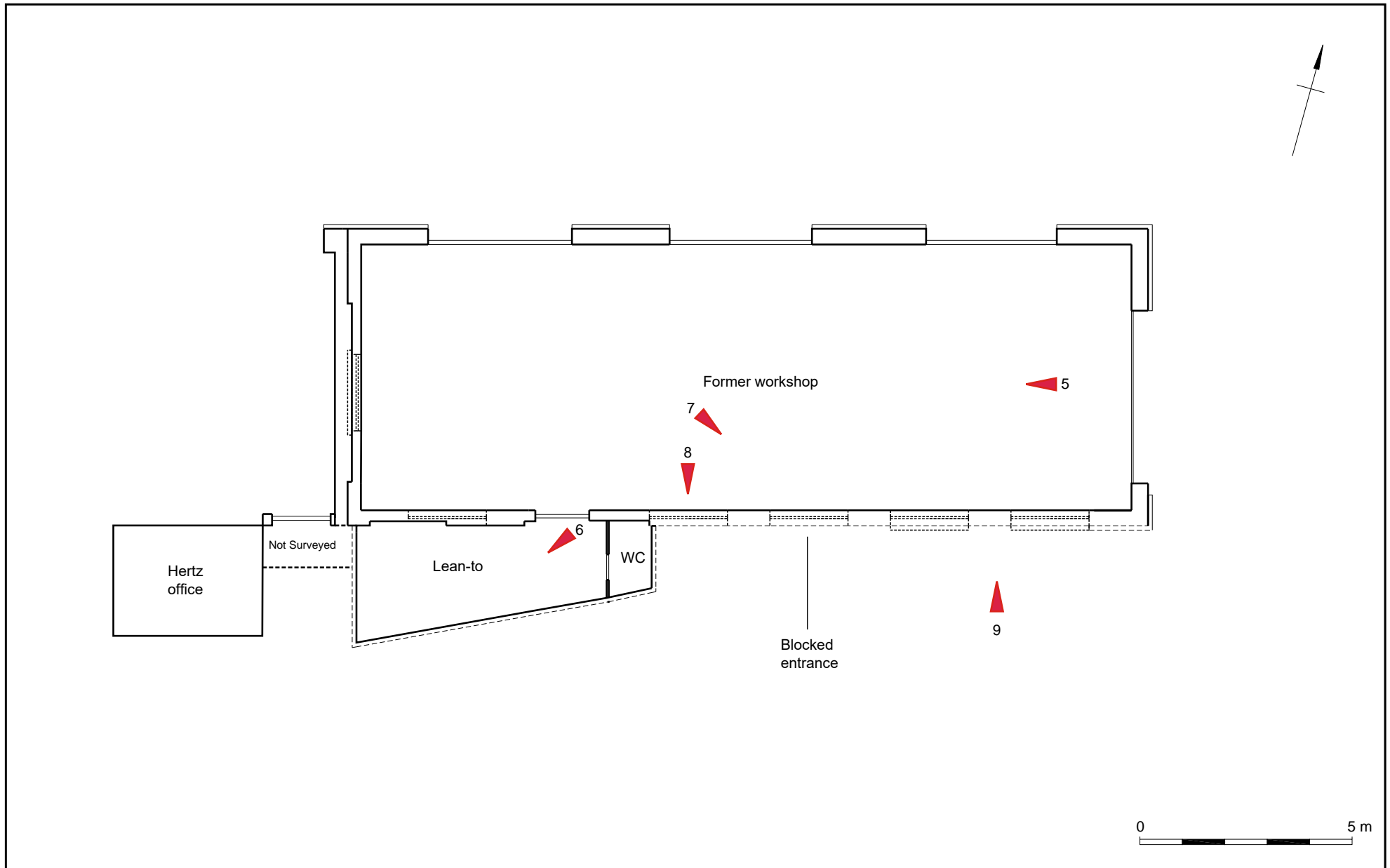
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Site Plan

Figure 1



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19th century railway shed : Floor plan

Figure 2



Plate 1: View from the west end of Barrack Row, facing southeast



Plate 2: View of the principal elevation, facing northwest


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Plate 3: View of the north elevation, facing south



Plate 4: View of the rear elevation, facing southeast


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Plate 5: View of the main room. Facing west



Plate 6: View of the modern lean-to, facing southwest


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Plate 7: Semi-circular cast iron windows on the south wall facing southeast



Plate 8: Example of a semi-circular cast iron windows facing south



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Plate 9: View of the south elevation from the car park to the south, facing north



Plate 10: Example of the semi-circular cast iron windows (external), facing north

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