

Aldi Foodstore Newton Abbot Devon

*Historic Building Recording and
Archaeological Watching Brief*



Report prepared for:
ALDI Stores Limited

CA Project: 880272

CA Report: 17727

March 2019




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date	March 2018
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SUMMARY

In November 2017, Cotswold Archaeology was commissioned by Planning Potential on behalf of ALDI Stores Limited to undertake a historic building recording of non-designated buildings in Newton Abbot, Devon.

Two attached structures survived on the Site. Both structures date to the late-19th century, one of which (Building B) was previously identified as the remains of an 1840s stone-built railway structure. However, a reassessment of the historic maps and plans has identified both buildings as dating to the late-19th century with no evidence of a previous development on the Site. The interior of the brick carriage shed (Building A) has undergone a series of alterations, with minimal historic features surviving.

Initially the building was to be recorded in two phases due to adjacent modern extensions which obscured the west gable. However, in October 2018 the building caught on fire and became too unstable to allow for the second phase of recording.

An archaeological watching brief was undertaken during the lifting and removal of the floor slab/foundations. This located a subterranean structure at the northern end of the building that appears to have been a foundry of some sort. No deposits or features predating the structure was identified.

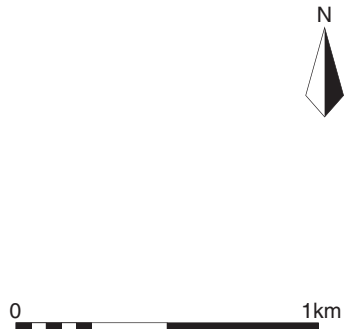
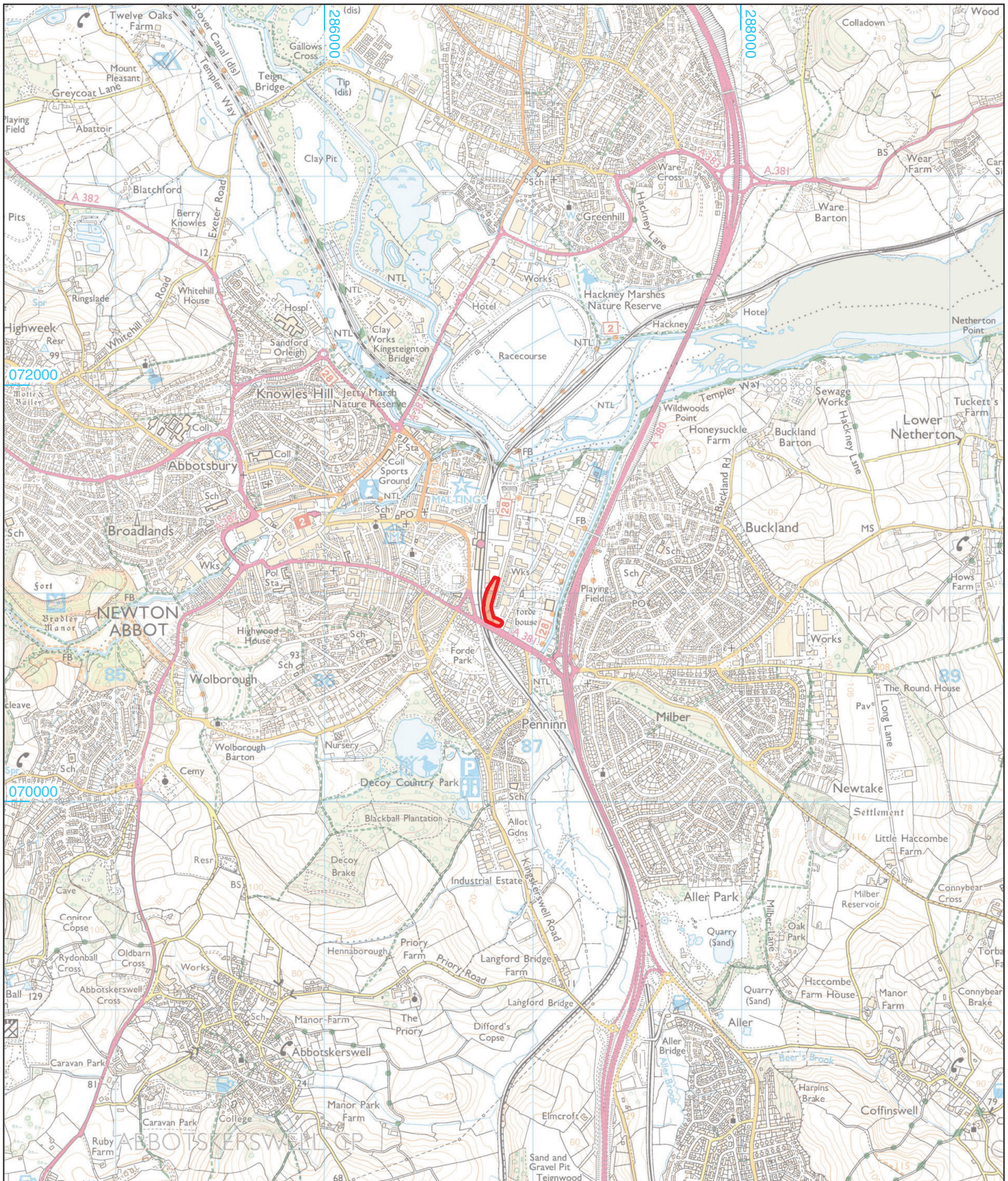
1. INTRODUCTION

- 1.1. In November 2017 Cotswold Archaeology (CA) was commissioned by Potential Planning on behalf of ALDI Stores Limited to undertake a programme of historic building recording and archaeological watching brief of non-designated buildings in Newton Abbot, Devon (Site centre point at approximately NGR 286783 070944, Fig. 1). These buildings within the Site were proposed for demolition prior to redevelopment of the site as a foodstore with parking (16/02826/MAJ). The area of proposed redevelopment will hereafter be referred to as ‘the Site’.
- 1.2. Cotswold Archaeology undertook a Heritage Assessment of the Site in March 2016 (2016), which identified the buildings within the Site as holding a level of heritage significance. Teignbridge District Council, the Local Planning Authority (LPA), has subsequently requested that a historic building recording is undertaken of both of these buildings prior to their demolition.
- 1.3. A second phase of works had been arranged to allow for the recording of the west elevation and associated features. This was due to modern buildings obscuring the elevation which were scheduled to be demolished prior to the carriage shed. However, due to the carriage shed catching fire in October 2018, the building became unstable and for safety reasons the second phase of recording was not undertaken prior to demolition. Devon County Council Historic Environment Team (DCCHET), who had recommended the work as part of the planning permission, was consulted and agreed with the decision not to undertake the second phase of recording.

Objectives and professional standards

- 1.4. The objectives of the building recording programme are to ensure that a photographic and written record of the buildings is created and an archive deposited at a suitable location. This report is to be completed in accordance with recommendation from the DCCHET that:

No development to which this permission relates shall commence until an appropriate programme of historic building recording and analysis, and archaeological monitoring and recording, has been secured and implemented in accordance with a written scheme of investigation which has been submitted to and approved in writing by the local planning authority.



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PROJECT TITLE
 Aldi Foodstore, Newton Abbot, Devon

FIGURE TITLE
 Site location plan

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1.5. A WSI (Cotswold Archaeology 2017) was submitted and approved by the LPA, stating that a Level 2 survey would be undertaken, in accordance with Historic England *Understanding Historic Buildings: A Guide to Good Recording Practice* (2016), the Chartered Institute for Archaeologists *Standard and Guidance for the Archaeological Investigation and Recording of Standing Buildings or Structures* (2014) and the Chartered Institute for Archaeologists *Standard and Guidance for the Archaeological Watching Briefs* (2014)

Statute, policy and guidance context

1.6. This assessment has been undertaken within the key statute, policy and guidance context presented within the table overleaf (Table 1.1). The applicable provisions contained within these statute, policy and guidance documents are referred to, and discussed, as relevant, throughout the text. Fuller detail is provided in Appendix 1.

Statute	Description
Planning (Listed Buildings and Conservation Areas) Act (1990)	Act of Parliament placing a duty upon the Local Planning Authority (or, as the case may be, the Secretary of State) to afford due consideration to the preservation of Listed buildings and their settings (under Section 66(1)), and Conservation Areas (under Section 72(2)), in determining planning applications.
National Heritage Act 1983 (amended 2002)	One of four Acts of Parliament providing for the protection and management of the historic environment, including the establishment of the Historic Monuments & Buildings Commission, now Historic England.
Conservation Principles (Historic England 2008)	Guidance for assessing heritage significance, with reference to contributing heritage values, in particular: <i>evidential</i> (archaeological), <i>historical</i> (illustrative and associative), <i>aesthetic</i> , and <i>communal</i> .
National Planning Policy Framework (2012)	Provides the English government's national planning policies and describes how these are expected to be applied within the planning system. Heritage is subject of Chapter 12 (page 30).
Good Practice Advice in Planning: Note 2 (GPA2): Managing Significance in Decision-Taking in the Historic Environment (Historic England, 2015a)	Provides useful information on assessing the significance of heritage assets, using appropriate expertise, historic environment records, recording and furthering understanding, neglect and unauthorised works, marketing and design and distinctiveness.
Teignbridge Local Plan 2033	Comprises the local development plan (local plan), as required to be compiled, published and maintained by the local authority, consistent with the requirements of the NPPF (2012). Intended to be the primary planning policy document against which planning proposals within that local authority jurisdiction are assessed. Where the development plan is found to be inadequate, primacy reverts to the NPPF (2012).

Table 1.1 Key statute, policy and guidance

2. METHODOLOGY

Data acquisition

- 2.1. This report has been informed by a proportionate level of information sufficient to understand the historical development of the Site, as required within a Level 2 building recording. This approach is in accordance with the guidance issued by Historic England (2016). The data has been collected from a wide variety of sources, summarised in table 2.1.

Building inspection and recording

- 2.2. A Site visit was undertaken on 14 December 2017, in order to inspect the buildings, both internally and externally. The recording of the historic buildings within the Site was undertaken to meet the requirements of a Level 2 survey, as defined in the Historic England guidance *Understanding Historic Buildings: A Guide to Good Recording Practice* (Historic England 2016).
- 2.3. A Level 2 survey comprises a photographic survey of the building showing its present condition and a detailed recording of the structure and features of significance. The survey involves an inspection of the building exterior, and interior when possible. Typically, the record of the Level 2 survey would comprise a number of general and detailed photographs of the building, in addition to details of its appearance, including architectural details of the structure concerned. The record will present conclusions regarding the building's development and use.
- 2.4. The focus of the survey will be the photographic record accompanied by annotations and descriptions. Previously prepared architects plans have been utilised as the basis of the historic fabric recording. These will be annotated as necessary to illustrate the report and provide a context for the photographic and written record. Plans will show the form and location of any structural features of historic significance, such as blocked doors, windows, masonry joints, ceiling beams and other changes in floor and ceiling levels, and any evidence for fixtures of significance, including former machinery.
- 2.5. The photographic record will include:
- A general view or views of the buildings (in its wider setting or landscape).
 - The buildings' external appearance.
 - The overall appearance of the interior of the buildings.

- 2.6. The written record will include the location of the buildings (with relation to National Grid Reference); the date of the record (including the name(s) of the recorder(s)) and location of the archive. The report will set findings of the recording and will summarise the building's form, function, date and sequence of development. The report will be supported by a level of historical research undertaken utilising online sources (including map regression).
- 2.7. The Historic Building Assessment was guided in its composition by the *Standard and Guidance for the Archaeological Investigation and Recording of Standing Buildings or Structures* (Chartered Institute for Archaeologists 2017); *Understanding Historic Buildings: A Guide to Good Recording Practice* (English Heritage 2006) and *Conservation Basics: English Heritage Practical Building Conservation* (English Heritage 2013).

Source	Data
National Heritage List (NHL)	Current information relating to designated heritage assets, and heritage assets considered to be 'at risk'.
Devon Archives	Historic mapping, historic documentation, and relevant published and grey literature.
Devon Local Studies Library	Additional publications, grey literature and other materials specific to the locality.
Wiltshire and Swindon History Centre (WSHC)	Collection of Great Western Railway (GWR) archives.
Old-Maps, National Library of Scotland & other cartographic websites	Historic (Ordnance Survey and Tithe) mapping in digital format.

Table 2.1 Key data sources

Limitations of the assessment

- 2.8. This assessment is presented as a building survey and desk-based study. Where required secondary information has been consulted, only some of which have been directly examined for the purpose of this assessment. The assumption is made that this data, as well as that derived from other secondary sources, is reasonably accurate.
- 2.9. Access was provided to all parts of the building's interior and all notable features were photographed and are considered in this report, which accords with a level 2 building

survey as defined in Historic England's *Understanding Buildings: A Guide to Good Recording Practice* (2016).

- 2.10. However, due to the existing built form it was not possible to examine and appropriately photograph parts of the exterior of the building. This was supposed to be undertaken during a second site visit following the demolition of the adjacent modern structures. However, due to the carriage shed catching fire prior to this (in October 2018) it was not possible to undertake as the building had become extremely unstable and had to be demolished first. Additionally, it was not possible to get close to the sections of the western elevation as live railway tracks run immediately west of the building and prevented safe access.

Archaeological Watching Brief

- 2.11. Following the fire the above ground structure was levelled prior to lifting the ground slab and foundations. An archaeologist was present during key stages of the lifting of the ground slab and foundations undertaken in November 2018. It was quickly apparent that large areas of the site had been disturbed during alterations to the structure in its life and a presence was not therefore maintained throughout the process. Ground conditions and the weather were very poor during the watching brief restricting the ability to enter deeper subterranean structures identified.

3. PLANNING CONTEXT

3.1. The buildings' online planning history goes back to November 1977 and includes c. 19 individual applications up to December 2017. The majority of the applications relate to extensions on existing buildings and new buildings or features relating to production within the Site. Several of the applications relate to the later expansion of the building along the north-west side of the Site, indicating that it has been altered and refurbished on a quite regular basis to enable continuing use as a warehouse and production facility. There have been three additional planning applications submitted to the council regarding the Site and the proposed redevelopment as a foodstore since 2005, the latest of which is Planning Application 16/02826/MAJ. The first (Planning Application 05/04586/MAJ) was refused and the second (Planning Application 15/03019/MAJ) was withdrawn.

3.2. The following entries confirm the applications made which have directly affected the fabric of the buildings which are recorded:

- 92/01937/FUL – Cover to the external conveyor at Brunel House
- 91/00842/FUL – Siting of portakabin in warehouse compound at Brunel House
- 91/00955/FUL – Canopy to rear of warehouse at Brunel House
- 90/02733/FUL – New shop front to existing bookshop, David and Charles Publishers
- 89/01018/FUL – New gates and access at Carriage House Compound
- 84/02304/FUL – Renewal of permission for a butler building at Brunel House and Carriage House
- 83/02331/FUL – Addition of a loading bay at Brunel House
- 82/01355/FUL – Extension to car park and erect signal gantry at Brunel House
- 82/02360/REM – Industrial buildings land fronting onto Forde Road
- 82/00082/FUL – Warehouse at land adjacent to British Rail warehouse
- 81/00956/FUL – Two-storey extension to form offices to building on Forde Road
- 81/03049/ADV – Placement of a non-illuminated sign on a building on Forde Road
- 81/01217/FUL – Erection of a temporary building for use as office warehouse

-
- 80/02609/FUL – Erection of two-storey office block for Davis and Charles, Forde Road
 - 79/01196/FUL – Erection of a two-storey office block for Davis and Charles Ltd, Forde Road
 - 79/03144/FUL – Extension of car park adjacent to Brunel House
 - 77/02249/FUL – Erection of two temporary buildings to form seven offices at Brunel House

4. HISTORICAL BACKGROUND

Introduction

- 4.1. This section provides an overview of the historical background of the buildings and the surrounding landscape, within the immediate locale of the Site. This has been summarised from a Heritage Assessment undertaken by Cotswold Archaeology in 2016. A summarised history Newton Abbot Railway station and works and a of carriage maintenance sheds in general, is also provided to place the buildings in context. This is followed by an overview of the building, both externally and internally.

Heritage context

- 4.2. The earliest recorded evidence of activity within the environs of the Site dates to the late-12th century and relates to the settlement of Newton Abbot, with the prefix Newton implying that it was a new town. In 1196, the manor of Wolborough was given by William Brewer to his foundation of Torre Abbey, and there are references to *Villa Nova*, a small settlement on the southern bank of the River Lemon, by around 1200. For a short period, this settlement was known as Shireborne Newton, and subsequently established as Newton Abbot by the 13th century. On the north side of the river, a new town and borough were established in 1246, latterly known as Newton Bushel. The two towns were not politically joined until the later 19th century.
- 4.3. Prior to the development of the railway, Newton Abbot functioned as a market town. Its location on the River Lemon was a formative influence in the industries developing around the town, including milling and tanning. Salt workings, located to the north of the River Teign, were recorded by the Domesday Survey, were also recorded in an earlier Saxon Charter dating to 1044 AD (Turton 1992). The structures were used in the extraction of estuarine salt, and represent an important local medieval industry.
- 4.4. The arrival of the railway, in 1846, resulted in the town's diversification and expansion, and a decade earlier the development of a 'transport corridor' re-shaped the town's major road networks, particularly to the east and south-east. Brunel operated trains between Exeter and Newton, with locomotives operating to the east of the town. The railway through Newton abbot was initially part of the South Devon Railway. Brunel established the line in 1846, which was supposed to run from Exeter to Plymouth on a new technology with the trains moved by a system of atmospheric (vacuum) traction (Bradley 2015). The only section considered to have worked as

proposed ran between Exeter and Newton Abbot from February 1848 to September 1848, when it was plagued by a series of failures (Bradley 2015).

- 4.5. The early station was designed in the classic Brunel style, with an 'Up' line towards London, and a 'Down' line towards Plymouth. Train sheds were constructed to the west of the line. The station developed continuously, and by 1848 a separate shed had been constructed for the branch line to Torquay. Previously owned and operated by South Devon Railways, the railway was bought in the 1870's by the Great Western Railway, who were subsequently responsible for developing a number of repair and maintenance sheds into an area of substantial works. As a director of the South Devon Railway Company, and a business colleague of Isambard Kingdom Brunel, Lord Devon, the 10th Earl of Devon, was much involved in the development of the railway. The development of the railway had a considerable impact on the population of Newton Abbot, and a number of terraced streets were built around the railway for its employees.
- 4.6. Newton Abbot Station was subject to further construction works in 1861, with further branch-lines added in the 1880s and 1890s. By 1926, the station had been completely rebuilt to its present form.
- 4.7. The character and appearance of large areas of Newton Abbot are the result of 19th-century, and later, developments, and the involvement of Humphrey Abberley and Joseph William Rowell, architects who were instrumental in the design of highways, residential suburbs and villa-style properties. They were also responsible for the layout and development of the neighbouring areas of Courtenay Park, Devon Square and Forde Park (Teignbridge District Council, n.da).

Early history of goods, carriage and engine sheds

- 4.8. Goods, carriage and engine sheds were introduced as part of the railway in the early-19th century, in response to the need for facilities that could handle the larger and heavier machinery than those used for horse-drawn carriages or undertaking the works on the side of the line (Larkin 1988). These early structures were simple, and works were contracted out to local engineering firms and millwrights and were used only for repairs. As the railway lines developed and expanded through the late-1830s and 1840s, so did the elements that supported them, including the natural resources and manufacturing facilities. This allowed for the larger firms to become self-sufficient, from the production, to running and maintenance of the lines (Larkin 1988).

As with other railway buildings, the design of goods, carriage and engine sheds became standardised from the mid-19th century onwards (Historic England 2017).

Historic development of the Site and its historic context

- 4.9. Historic cartographic evidence indicates that the proposed development Site was in agricultural use until the late-19th century. The railway arrived in Newton Abbot in 1845 and resulted in the diversification and expansion of the town. The station and associated buildings were constructed within the immediate environs of the Site. The increasing number of sheds and maintenance buildings reflected the increase in lines serving Newton abbot between 1848 and 1866. The 1889 First Edition Ordnance Survey map (Fig 3a) depicts the Newton Abbot Railway Station to the north of the Site. At this time the only buildings within the Site were a row of terraced houses. These houses were destroyed during the bombing raids of the Second World War.

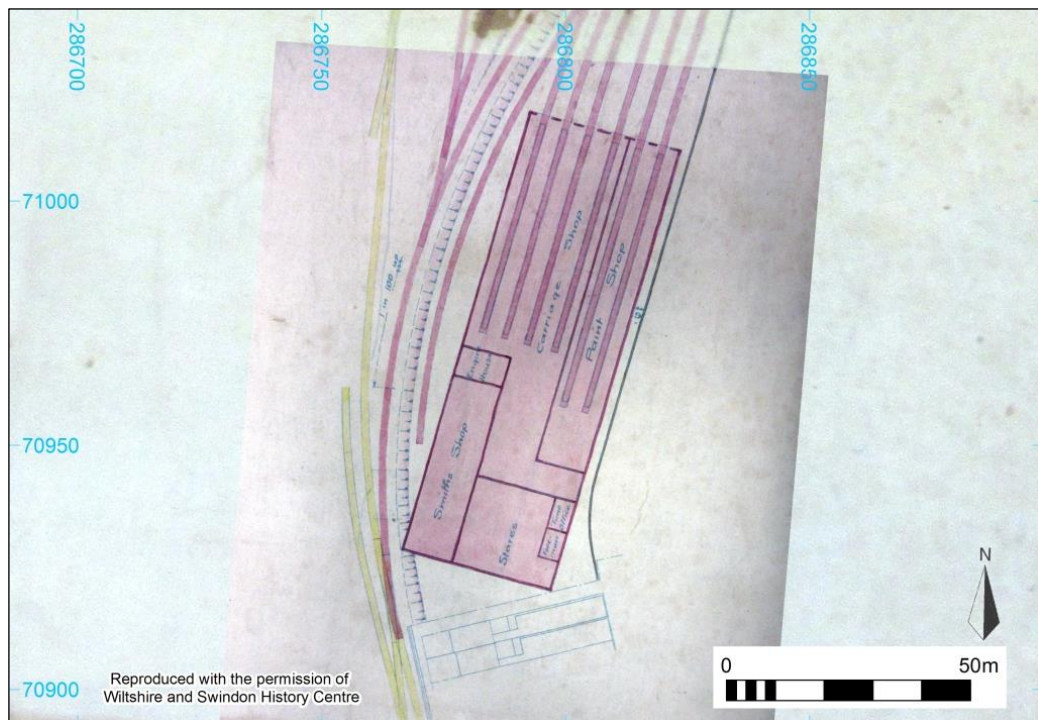


Fig. 2 1892 plan of the carriage shed (Building A); note that the extension to the south (Building B) is not shown at this time.

- 4.10. A plan dated 15 June 1892 shows a series of alterations to the Newton Abbot Station and shows Building A (see below for more detailed description) as built (WSHC ref 2515.410.0241 ms: Fig. 2). The plan implies that the internal layout was the same as the extant building with the exception of a few walls and doors which have since been added. An insurance plan dated 7 January 1893 (WSHC ref 2515/403/1617; not reproduced) depicts the shed within the Site and records it as the *Carriage Repairing*

Shop. This confirms that the building was constructed by 1893 and a detailed plan was produced in April 1893 (WHSC ref 2515/406/1555 ms; not reproduced), which depicts the internal machinery used for moving the carriages in and out of the building.

- 4.11. The 1906 Second Edition Ordnance Survey map depicts the carriage Shed on the Site and up to the edge of the terraced housing (Fig. 3b). At some time during the mid-20th century, the Site was partially cleared and by the 1980's it had started to be redeveloped as a focus of commercial activity. As part of the redevelopment works, a series of new buildings were constructed and the tracks servicing the railway buildings removed. The buildings to the south of the late-19th to early-20th century building was constructed between 1969 and 1981-1982 based on the post-Second World War Ordnance Survey maps.
- 4.12. The previous heritage statement included a site visit which indicated the presence of an earlier wall on the western side of one of the mid- to late-20th century buildings, forming the boundary to the current railway. An initial assessment dated this wall to the earlier establishment of the railway line in 1840s, although it was not clear whether it was associated with a former building and if so what function that structure served. A reassessment of the Ordnance Survey maps and early plans show that there was no structure relating to the section of walling within the Site at the time of the First Edition Ordnance Survey map of 1889 or any of the earlier station plans examined. The Second Edition Ordnance Survey map of 1906 (Fig. 3b) depicts the brick building as having an additional section (Building B; see below) at the south-western end set at an angle. Examination of the wall clearly showed that it butted up to the brick built carriage shed (Building A). It is also of note that the former roof was attached to the gable end of the Building A as a butt joint (as can be seen in Photograph 10) clearly indicating that it is more likely to have been a later extension, albeit constructed soon after the main building. The change in angle is clearly a product of the need to avoid the existing railway lines and the logistical issues of building within the railway cutting at this point. Therefore, the surviving wall of Building B is most likely to relate to an extension constructed soon after the main carriage shed probably in the mid 1890's.
- 4.13. The current layout of the Site appears to have been established by 1981-1982, with the Brunel Industrial Estate demarcated by Forde Close to the east, and active railway lines to the west. All available evidence suggests that the current Site was

established as a result of 20th century developments, although features directly associated with the railway, such as the tracks, are no longer extant or legible within the Site.

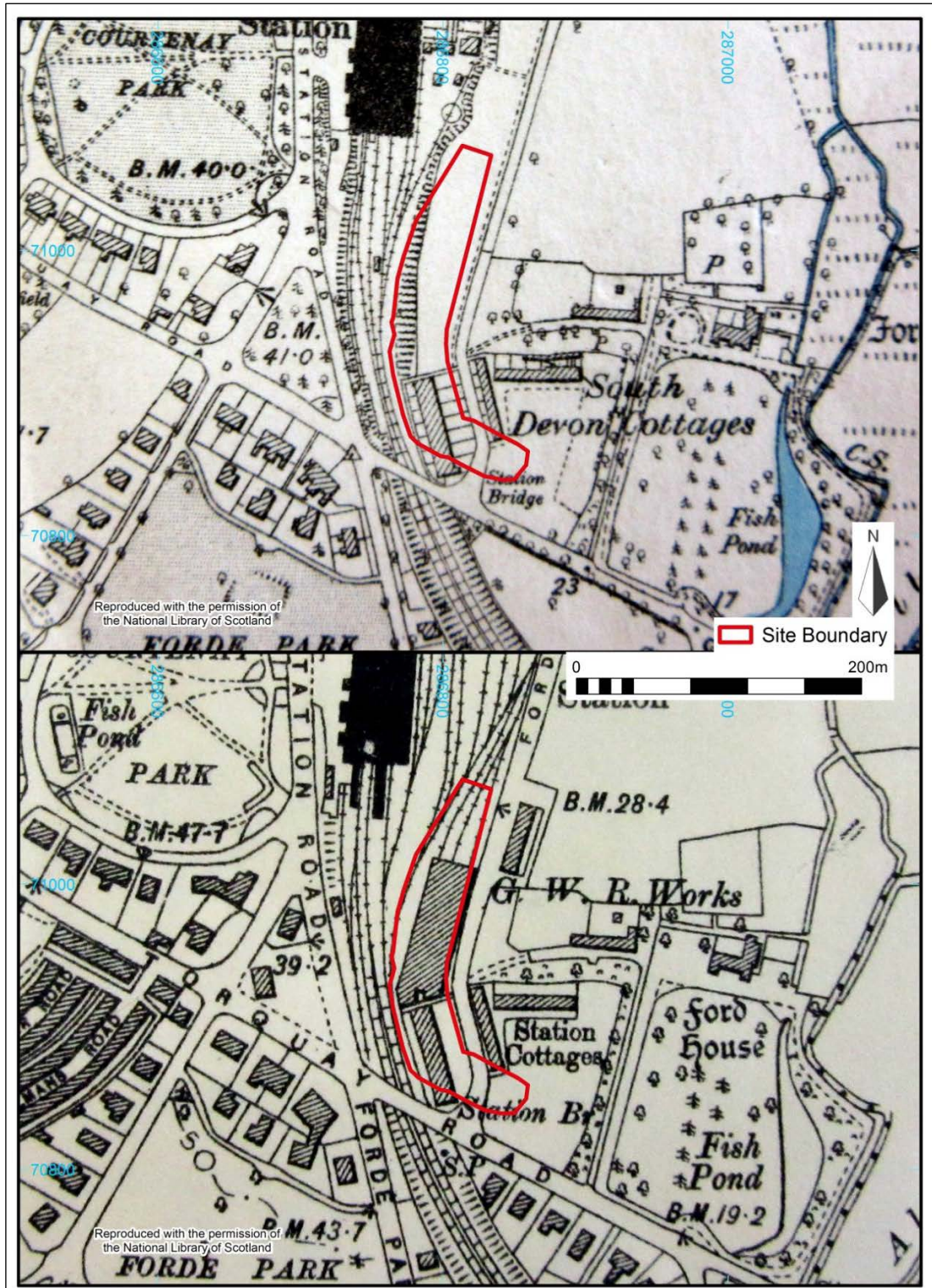


Fig. 3 a) 1889 Ordnance Survey map (top)
b) 1906 Ordnance Survey map (bottom)

5. ARCHITECTURAL DESCRIPTION

Building A

Exterior

- 5.1. The north elevation is comprised of three gables with six large carriage doors (Photograph 1), five of which are double timber with concrete lintels (Photograph 2) and the sixth is a metal roller door (Photograph 3). Leading off of the elevation is a corrugated sheet canopy enclosed on the western side. The western edge of the canopy partially overlaps the western most of the timber doors, clearly defining it as a later addition (Photograph 4). At the eastern end of the elevation is a corrugated container type structure, which projects from the building and partially obscures the eastern most timber door (Photograph 5). The timber door to the east of the roller door has a pedestrian door cut into it (Photograph 2).
- 5.2. An examination of the interior of the door shows that the carriage door has been boarded up on the inside with the pedestrian door still accessible. This implies that the pedestrian door is a later insert. At mid-height and the top of the door, on both sides is an ashlar stone, which appears to have been a decorative and functional feature as the hinges are attached to it (Photograph 2). These stones are on the side of the metal roller door (Photograph 3) implying that there was formerly timber door at this location, which was replaced by the modern metal roller door.
- 5.3. At the apex of the western most gable is a weather vane with a Pegasus design (Photograph 4).



Photograph 1 General view of the north Elevation

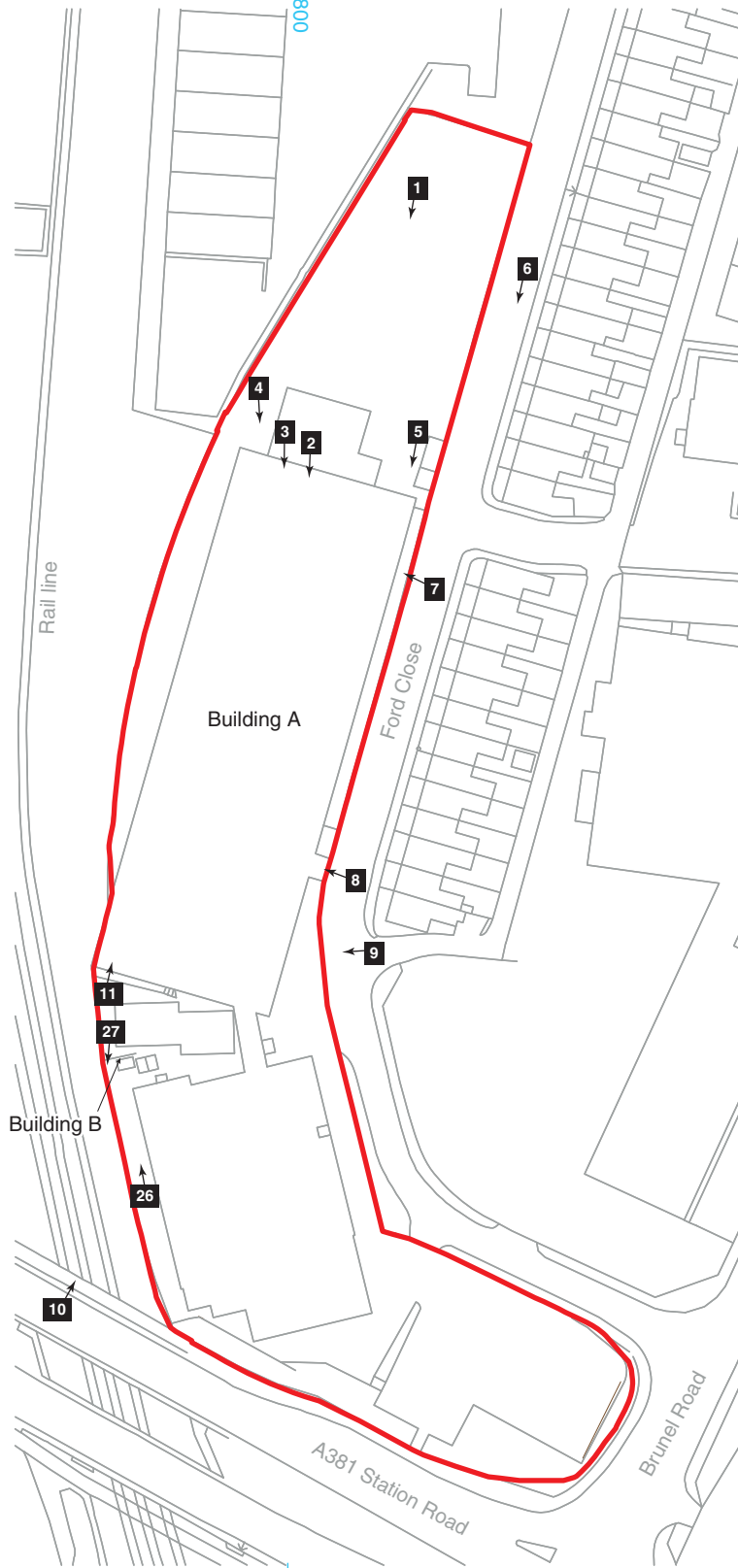
286700

286800

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071000

070900



14

15

17

25

Rail line

Building A

Ford Close

Building B

A381 Station Road

Brunel Road



site boundary



photograph location



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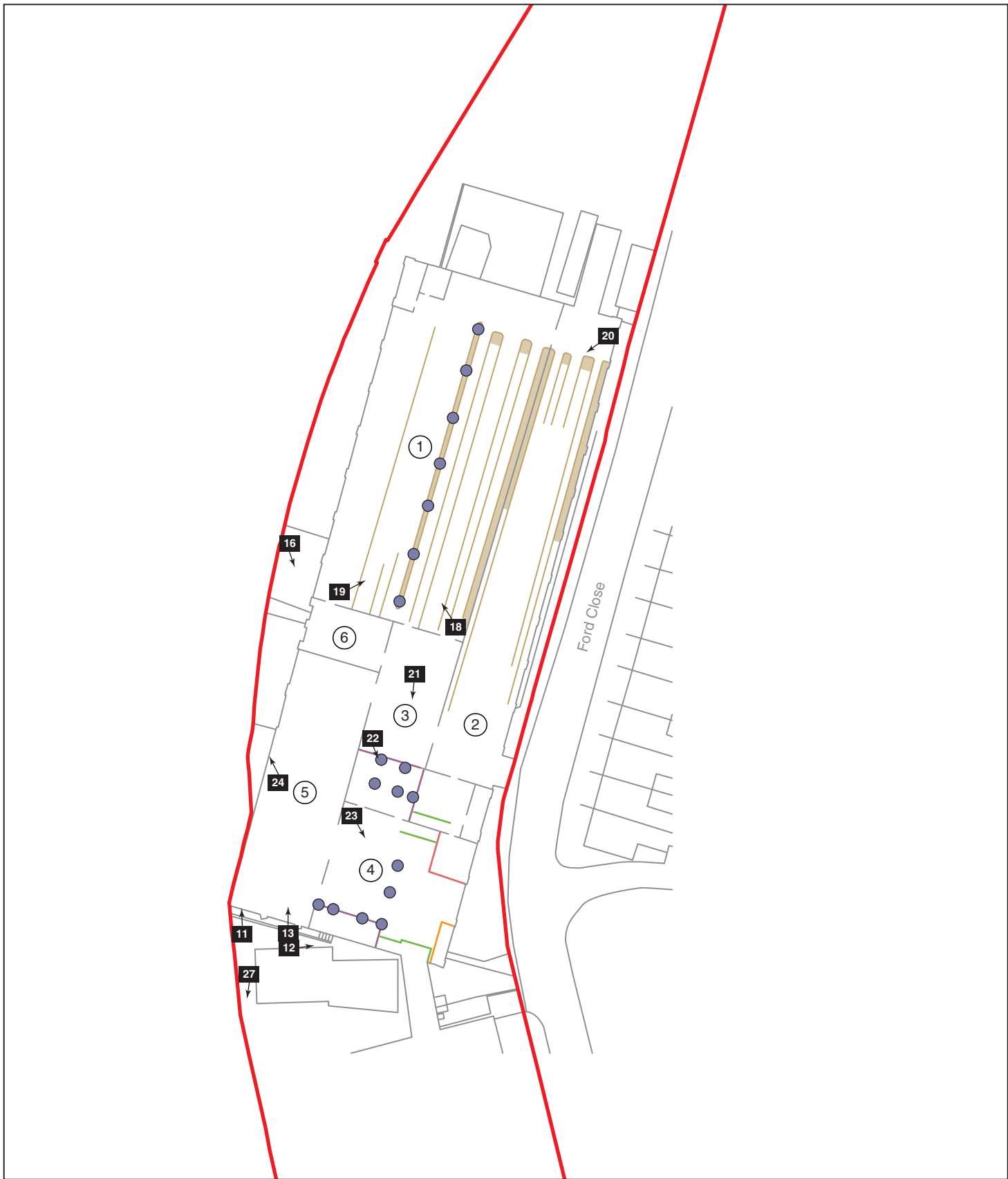
Aldi Foodstore, Newton Abbot, Devon











FIGURE TITLE

Detailed site location

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CHECKED BY	DJB	DATE	18/01/2018	4
APPROVED BY	DC	SCALE@A4	1:1,250	

0 1:1250 50m



-  site boundary
-  ground floor structure and mezzanine
-  raised flooring (not mezzanine)
-  stairs
-  pillar
-  surviving tracks
-  concrete infilling
-  mezzanine
-  room number
-  photograph location



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PROJECT TITLE
Aldi Foodstore, Newton Abbot, Devon

FIGURE TITLE
Detailed building plan

DRAWN BY	CP	PROJECT NO.	880272	FIGURE NO.
CHECKED BY	DJB	DATE	18/01/2018	5
APPROVED BY	DC	SCALE@A4	1:750 (approx.)	



Photograph 2 Sample of the former carriage doors now blocked up on the interior with a pedestrian door inserted and stone dressing



Photograph 3 Later inserted metal roller door with the remains of the stone dressings still in place



Photograph 4 Western edge of the north elevation with the overlapping of the later canopy and Pegasus weather vane



Photograph 5 Eastern extent of the north elevation with the overlapping container and timber door

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- 5.4. The east elevation is predominately obscured by the stone walling which demarcates the property boundary and the modern boarding which was erected by contractors for safety reasons and was inaccessible during the Site visit (Photograph 6). Along the elevation are a series of recessed walling with two courses of engineering (possibly Staffordshire Blue) bricks in a stepped design forming the top (Photograph 7). Within the ten northern most are arched windows with an arched brick lintel and decorative arched band in dark grey/blue engineering brick above.
- 5.5. At the southern extent of the row of windows is a bricked in arched window with a porch beneath (Photograph 8). This indicates that the porch was added at a later date and the window was bricked in to allow it. The appearance of the brick infilling would indicate that it was a recent change as they are smooth and have minimal tarnish, particularly when compared with the brick for the building. It was not possible to determine if there were any features in the southern-most recess (Photograph 9). There was a large modern door set into the entirety of the adjacent recess, with two small segmental-arched windows in the third recess and a modern square-headed window in the fourth recess from the south.



Photograph 6 General view of the east elevation with the stone boundary wall



Photograph 7 Sample of the recessed walling with an arched window



Photograph 8 Bricked in arched window in the eleventh recess from the north with a porch beneath



Photograph 9 Southern section of the east elevation with modern boarding prevent views

- 5.6. As with the east elevation, the south elevation could only be seen in part due to adjacent building form. In this instance the adjacent buildings prevented the ability to view the elevation in its entirety. The south elevation is formed of three gables, with the remnants of the former roof line of Building B, visible on the western most and central gable (Photograph 10). As with the east elevation there are a row of three recessed wall sections, one for each gable.
- 5.7. Within the centre of the western most gable is a circular window, with a square head window with a concrete lintel offset at the base of the gable and two square-headed windows with brick lintels at the lower part of the wall (Photograph 11).
- 5.8. Within the centre gable is a segmental-arched door with the western part of the recessed walling having the remnants of white paint (Photograph 12). Between the western and central recess and in the centre of the western recess is a buttress set at an angle with the western side larger (Photograph 13). The reason for the irregular shaped buttress is unclear; however, the removal of the former stone structure would imply that they are a later addition and positioned as such to correlate with later development within this part of the Site. The eastern most recess was obscured by the adjacent modern building which has been connected to the carriage shed via an opening at this point.



Photograph 10 View of the south elevation from the adjacent railway bridge showing the three gables and remnants of the former roof of the adjacent structure (Building B) and circular window in the western gable



Photograph 11 Sample view of the window within the lower part of the west gable



Photograph 12 Central recess with the door and steps leading to the exterior of the building



Photograph 13 Sample view of the irregular buttress located in the centre of the west recess and between the west and central

5.9. The west elevation fronts onto the railway tracks. The elevation is similar to the east elevation with a series of recessed sections, with the eight northern recesses

containing long arched windows (Photograph 14). Off centre, to the south is a corrugated sheet canopy which is open on the northern side (Photograph 15). The recessed wall sections continue under the canopy with two segmental-arched openings in each which have been partially bricked in and windows and doors inserted (Photograph 16). The southern-most four recesses are to the south of the canopy, with two segmental-arched windows in each (Photograph 17).

- 5.10. The roof of the building is comprised of a row of three pitches with corrugated sheet covering which is a late 20th century replacement. There are skylights on both sides of the apex, at the southern part of each pitch.



Photograph 14 General view of the west elevation taken from the Station car park



Photograph 15 View of the canopy off centre to the south on the west elevation



Photograph 16 Sample shot of the features continued under the canopy on the west elevation



Photograph 17 View of the southern part of the west elevation

Interior

- 5.11. The interior of the building has been stripped of the majority of historic features and suffered a degree of vandalism. This section will focus primarily on key features, which are mainly concentrated within the northern part of the building in two large rooms (Fig. 4, Room 1 and 2). Room 1 is to the north and retains five sets of low metal uprights orientated north to south (Photograph 18 and 19), which appear to relate to the more recent use of the structure as a store and may be the remnants or storage racking bays. Along the centre of the room is a row of metal, most likely cast iron, pillars set on a raised strip of concrete and which support the joint between the west and central roof sections. Between each set of tracks is a narrower strip with concrete infilling at either end. The dividing wall between room 1 and 2 is set along the joint between the central and east roof section with a bricked in doorway in the centre. There are three sets of tracks in room 2 which do not extend the full length of the room but would have previously (Photograph 20).



Photograph 18 General view of room 1 looking to the north-west with the row of pillars and bricked in north wall and pedestrian door



Photograph 19 General view of the room 1 looking to the north-east



Photograph 20 General view of the room 2 looking to the south-west

- 5.12. Within Room 3 to the south of room 1 and 2, there is a mezzanine at the southern extent which is accessed via a metal staircase in the south-east corner (Photograph 21). The mezzanine is supported on five pillars, four of which taper inwards to the top with capitals to connect them to the underside of the mezzanine. The south central pillar is the same size throughout and topped with a wide brace (Photograph 22). There are two additional pillars in room 4, which support the roof along the joint between the east and central sections (Photograph 23). Within room 5 there are a series of pilasters set between each window with a stepped base pattern (Photograph 24).



Photograph 21 Mezzanine in room 3 supported on pillars



Photograph 22 Detailed view of the pillars supporting the mezzanine



Photograph 23 General view of room 4 looking to the south-east



Photograph 24 Detailed view of the stepped base on the pilaster between each window in room 5

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- 5.13. The doorways between the rooms comprise of either large openings designed to allow the movement of large cargo or standard pedestrian doors, some of which have modern plastic partitioning.

Building B

- 5.14. Building B comprises the remains of what appear to be an extension to Building A, which was located immediately south of the brick carriage shed, and consists of two sections of walling which would have been the west (Photograph 25) and part of the south elevation (Photograph 26). The wall and roof structure were clearly butted up to the existing carriage shed. The surviving elements are in stone with brick detailing. The south elevation is predominately obscured by a modern sub-station and does not appear to retain any features. As with Building A, the west elevation fronts onto the existing railway lines. The elevation has three large arched windows lined in brick with a recessed section of stone walling surround which is framed in stone dressing. The stonework, when viewed from the west (external facing) is of cut stone and conscientious positioning. However, when viewed from the east (internal facing), the wall appears to be constructed of uncut stones and in a rough design (Photograph 27). With the exception of the windows the west elevation retains no features.
- 5.15. The form of the roof structure can be seen from where it butted on to Building A (Photograph 10). This appears to have been a classic saw tooth structure, designed to allow the circular window in the gable of Building A to be retained. No other features of this structured survive.



Photograph 25 General view of the west elevation of Building B as seen from the Station car park with the three arched windows



Photograph 26 General view of the south elevation of Building B with the sub-station obscuring a section of the elevation



Photograph 27 Sample shot of the internal view of **Building B** with the rough-cut stone work

6. ARCHAEOLOGICAL WATCHING BRIEF

- 6.1. In November 2018, CA conducted an archaeological watching brief upon demolition works at the Site. As a result of the fire much of the demolition works had been conducted prior to the watching brief starting, although it was apparent that this was limited to upstanding walls and the lifting of the modern concrete interior floor surface. Due to the depths, the unstable nature of the remain observed and poor weather conditions (the subsurface features quickly filled with water), it was not deemed safe to enter any features.
- 6.2. The natural substrate (deposit 110) across the site was identified as a deposit of water/pale brown sandy silt.
- 6.3. The external walls (walls 103 and 104) of the shed were reduced but still in situ during the watching brief. A deposit of grey clinker (deposit 101) up to 0.6m deep abutted the interior of the walls and directly overlay the natural substrate.
- 6.4. At the northern end of the shed, basement 105 (Photo 28) was identified with two sets of two furnaces (?) set into wall 107 on its northern edge. This wall was constructed of pale brown fire bricks, while the remainder of the basement was constructed of the same unfrosted red bricks as the shed and was lined with 10mm of cement. The basement measured c. 3.2m by c. 4.5m and was irregular in shape. It was apparent that the floor and steps had been largely removed during demolition.



Photograph 28 Basement 105 with furnaces in the background, facing north

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- 6.5. The robber cuts (102 and 109) of two inspection pits (Photo 29) were identified within the interior of the shed. These measured up to 40m in length and up to 2.6m wide. It was apparent that any interior masonry had been removed during previous demolition when the building was repurposed. These features had been backfilled with demolition material.



Photograph 29 Robber cut 102 of a former inspection pit, facing north

7. CONCLUSIONS

- 7.1. Cotswold Archaeology was commissioned to undertake a historic building recording and archaeological watching brief of the former carriage sheds in Newton Abbott, Devon prior to their demolition. The recording has been carried out as part of a condition for granted planning permission from Teignbridge District Council on the recommendation of the Devon County Council Historic Environment Team.
- 7.2. The buildings have previously been identified as former goods/engine sheds, dating from the late-19th century, which have undergone a series of alterations. However, documentary evidence has identified at least Building A as a carriage shed. There are few surviving historical features, those which do survive have been discussed above. A reassessment of the historic maps and the evidence from the site recording has indicated that Building B is contemporary or slightly later than the Building A and that both structures are dated to the early to mid-1890s. The archaeological watching brief appears to support such a conclusion. The documentary evidence has indicated that there was no development within the Site prior to that of the extant sheds. The change in orientation for Building B was almost certainly the product of having to fit this structure within the existing layout of rail lines to the west, the terraced housing to the south and the carriage shed to the north. The change of materials is probably the product of economic expediency at the time, that local stone was cheaper than importing brick for what was a comparatively modest structure. Due to the extent to which Building B survives there are no features that can be used for specific interpretation of its function, , although it seems very likely that it was constructed to provide extra capacity for the carriage works.
- 7.3. The watching brief recorded elements of the recently demolished shed building and former features within it. Basement 105 had not been recorded on any mapping or plans of the shed and its precise purpose is unknown. A photograph of the northern end of the shed taken in 1964 (<https://www.rail-online.co.uk/p251491321/h5969C49B#h5969c49b> - not reproduced due to copyright restrictions) including a diesel locomotive in the foreground includes a chimney stack in the location of this basement, so it is believed that this belongs to the same phase as the shed. Other photographs of the shed taken in the mid to late 1970s show that all the chimneys on the structure had been removed by that date.
- 7.4. No archaeological features were found to predate the shed.

8. REFERENCES

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Cartographic sources

1889 First Edition Ordnance Survey map

1906 Second Edition Ordnance Survey map

Subsequent Ordnance Survey maps have been viewed on www.old-maps.co.uk/#/

APPENDIX 1: GAZETTEER OF PHOTOGRAPHS

Photo reference	Description	View (towards)	Plan Number
General			
880272_0001	View of Building A from Newton Abbot Station car park	SE	1
880272_0002	View of Building A and B as seen from Newton Abbot Station car park with adjacent modern building	SE	1
880272_0003	View of Building B with Building A in background and adjacent modern extension as seen from bridge over railway line	NE	1
880272_0004	View of Building B with Building A in background and adjacent modern extension as seen from bridge over railway line	N	1
880272_0005	Building A as seen from the junction between Forde Close and Brunel Road	W	1
880272_0006	Building A as seen from along Forde Close with modern extension and vegetation in background	SW	1
880272_0007	Building A as seen from along Forde Close in the street scene	NW	1
880272_0008	Building A as seen from along Forde Close with modern extension and vegetation in background	SW	1
880272_0009	Building A as seen from along Forde Close in the street scene	SW	1
Building A			
Exterior - North			
880272_0010	General view of elevation showing features in context	S	1
880272_0011	Detailed shot of west end of elevation with metal lean-to overlapping timber door	SE	1
880272_0012	Detailed shot of western most timber door with inset door missing and showing concrete block used to block up the interior side of the doorway	S	1
880272_0013	Detailed shot of joint between metal lean-to and host building	SE	1
880272_0014	General shot of western end of elevation with modern roller door	S	1
880272_0015	Detailed shot of internal joint between the metal lean-to and host building. Also showing continuation of timber door with stone blocks used at regular intervals	SW	1
880272_0016	Detailed shot of central timber door with inset door and stone detailing at sides	S	1
880272_0017	Detailed shot of inset door	S	1
880272_0018	Detailed shot of inset door, taken at angle to show concrete block walling on interior to block up larger doorway	SE	1
880272_0019	Detailed shot of timber door in elevation	S	1
880272_0020	Detailed shot of brick and stone work between timber doors, with hinges attached to stone	SW	1
880272_0021	Detailed shot of joint between east metal lean-to and host building, overlapping timber door	SE	1
880272_0022	Detailed shot of eastern extent of elevation showing overlapping of timber door with metal lean-to	S	1
880272_0023	Detailed shot of joint between east metal lean-to and host building, overlapping timber door	S	1

Photo reference	Description	View (towards)	Plan Number
East			
880272_0024	Long shot of elevation	SW	1
880272_0025	Detailed shot of northern extent of elevation	SW	1
880272_0026	Detailed shot of northern extent of elevation	NW	1
880272_0027	Long shot of northern extent of elevation	NW	1
880272_0028	Long shot of central section of elevation	N	1
880272_0029	Long shot of southern extent of elevation	SW	1
880272_0030	Detailed shot of southern extent of elevation	SW	1
880272_0031	Detailed shot of southern extent of elevation with modern link extension	W	1
880272_0032	Detailed shot of extent of window visible over boundary wall set in recessed section of elevation with engineer brick corbel	W	1
880272_0033	Detailed shot of window with arch head and engineering brick arch	W	1
880272_0034	Detailed shot of window with arch head and engineering brick arch	W	1
880272_0035	Detailed shot of bricked in window with arch head and engineering brick arch and end of boundary wall	W	1
880272_0036	Detailed shot of section of the boundary wall with large stone at top, potentially indicating that it was re-topped	W	1
880272_0037	Detailed shot of boundary wall	W	1
South			
880272_0038	Upper section of elevation with ghosting of former roofline, circular opening (former window) and in context with Building B	N	1
880272_0039	Detailed shot of joint between Building A and B	NW	1
880272_0040	Detailed shot of window in west part of elevation. Arch overhead indicating that it was formerly higher than existing	N	1
880272_0041	Detailed shot of window in west part of elevation. Arch overhead indicating that it was formerly higher than existing. Secondary window above and side of buttress on elevation	N	1
880272_0042	Detailed shot of buttress set at angle	N	1
880272_0043	Long shot of west extent of elevation, showing buttress, door and recessed panels in context	NW	1
880272_0044	Detailed shot of concrete steps leading from door in centre of elevation	NW	1
880272_0045	Long shot of east extent of elevation with recessed panels and edge of roofline ghosting	NE	1
880272_0046	Long shot of east extent of elevation with recessed panels and joint between Building A and modern link to extension	NE	1
880272_0047	Detailed shot of joint between Building A and modern link to extension	E	1
880272_0048	Detailed shot of joint between Building A and modern link to extension	E	1
West			
880272_0049	Long shot of elevation	SE	1
880272_0050	Long shot of north extent of elevation	E	1
880272_0051	Detailed shot of metal lean-to attached to north end	E	1
880272_0052	Detailed shot of north extent of elevation	E	1

Photo reference	Description	View (towards)	Plan Number
880272_0053	Detailed shot of central section of elevation	E	1
880272_0054	Detailed shot of south extent of elevation with metal lean-to	SE	1
880272_0055	Detailed shot of south extent of elevation	E	1
880272_0056	Detailed shot of joint between Building A and Building B	E	1
880272_0057	Long shot of elevation with metal lean-to	S	1
880272_0058	Long shot of elevation	NE	1
880272_0059	Detailed shot of window set in recessed panel of wall, with engineering brick corbel and arch head lined by engineering bricks.	E	1
880272_0060	Detailed shot of window	E	1
880272_0061	Long shot of elevation showing central section	NE	1
880272_0062	Detailed shot of partially blocked up opening with window	E	1
880272_0063	Long shot of features obscured by metal lean-to	SE	1
880272_0064	Detailed shot of entrance with bricked up window above	E	1
880272_0065	Detailed shot of door and window	E	1
880272_0066	Detailed shot of blocked up opening and minor buttress	E	1
880272_0067	Detailed shot of blocked up opening	SE	1
Interior – Room 1			
880272_0068	General shot of eastern side of room with metal strips acting as runners related to later use	N	2
880272_0069	General shot of western side of room with metal strips acting as runners related to later use and pre-fab structure in the background	N	2
880272_0070	Long shot of room showing the central row of pillars	NE	2
880272_0071	General shot of western side of room with metal strips acting as runners related to later use	S	2
880272_0072	General shot of eastern side of room with metal strips acting as runners related to later use	S	2
880272_0073	Long shot of room showing the central row of pillars	SW	2
880272_0074	Long shot of roof structure	N	2
880272_0075	Roof structure with internal gable and metal piping along wall edge, nature unknown	S	2
880272_0076	Sample shot of roof structure	S	2
880272_0077	Section of capitals at joint between pitched roof sections with pillars supporting	SE	2
880272_0078	Detail shot of joint between sections of pitched roof at wall plane with buttress	SE	2
880272_0079	Detailed shot of capital supporting joint between pitched sections of roof and placement on post	SE	2
880272_0080	Detailed shot of pillar	S	2
880272_0081	Detailed shot of end section between runners with concrete infill	S	2
880272_0082	Detailed shot of square hole set in end section between runners, nature unknown	S	2
880272_0083	Detailed shot of space between runners	N	2
880272_0084	Detailed shot of end of timber platform set between runner and east wall	N	2
880272_0085	Detailed shot of runners	E	2

Photo reference	Description	View (towards)	Plan Number
880272_0086	Detailed shot of metal plate at joint between sections of the runners	W	2
880272_0087	Detailed shot of section of buttress in centre of north wall with metal fixture	N	2
880272_0088	Detailed shot of door in north wall with concrete block infill surrounding	N	2
880272_0089	Large opening at north extent of east wall, leading into Room 2	E	2
880272_0090	General shot of pre-fab structure at north-west corner of room	N	2
880272_0091	General shot of pre-fab structure at north-west corner of room	W	2
880272_0092	Detailed shot of brick walling with concrete block infill in pre-fab structure	NW	2
880272_0093	Detailed shot of window in pre-fab structure	W	2
Room 2			
880272_0094	Long shot of room with surviving metal strips relating to later use	SW	2
880272_0095	Long shot of room	N	2
880272_0096	Sample shot of roof structure	S	2
880272_0097	Detailed shot of north wall with recessed section representing the blocked-up doors	N	2
880272_0098	Detailed shot of south wall	S	2
880272_0099	Door at south extent of west wall leading to Room 3	W	2
880272_0100	Door in south wall leading to Room 3 with segmental arch head	S	2
880272_0101	Door at south extent of east wall leading to side entrance	E	2
880272_0102	General shot of alcove on east side formed of walling between Building A and boundary wall	NE	2
880272_0103	General shot of alcove on east side formed of walling between Building A and boundary wall	SE	2
880272_0104	Detailed shot of roof structure of alcove running between boundary wall and Building A	E	2
880272_0105	Detailed shot of end section between runners with concrete infill	E	2
880272_0106	Detailed shot of window	E	2
880272_0107	Detailed shot of metal plate in floor, nature unknown	SW	2
880272_0108	Internal view of east metal lean-to on north elevation, accessed from Room 2	N	2
880272_0109	Surviving timber door of north elevation as seen from within the metal lean-to, with concrete block infill	S	2
880272_0110	Upper section of surviving timber door of north elevation as seen from within the metal lean-to	S	2
Room 3			
880272_0111	General shot of north section of room showing doors leading to Rooms 1 and 6	NW	2
880272_0112	Door in west wall leading to Room 6	W	2
880272_0113	Section of concrete block infilling in northern section of west wall	W	2
880272_0114	Joint in brick work, nature unclear but potentially relates to a former doorway	E	2
880272_0115	General shot of southern extent of room showing mezzanine	S	2

Photo reference	Description	View (towards)	Plan Number
880272_0116	Detailed shot of metal post supporting the mezzanine	SE	2
880272_0117	Detailed shot of metal post supporting the mezzanine	W	2
880272_0118	Detailed shot of metal post supporting the mezzanine	W	2
880272_0119	General shot of eastern extent of room with pre-fab structure	E	2
880272_0120	General shot of eastern extent of room with pre-fab structure	NE	2
880272_0121	Detailed shot of door in north wall leading to Room 2 with segmental arch head	N	2
880272_0122	Detailed shot of door in south wall leading to toilets formed by modern partition of Room 4	S	2
880272_0123	General shot of interior of pre-fab structure showing partially blocked up window	NE	2
880272_0124	Detailed shot of door leading to exterior in east wall, with segmental arch head	E	2
880272_0125	Detailed shot of metal pipe in corner of pre-fab structure	SE	2
880272_0126	Detailed shot of roof structure over eastern extent of room	E	2
880272_0127	Detailed shot of metal piping suspending from roof structure, nature unknown	NW	2
880272_0128	Detailed shot of capital supporting roof structure with corbel beneath	E	2
880272_0129	Detailed shot of capital supporting roof structure	NE	2
880272_0130	Detailed shot of rolled steel joist supporting mezzanine at corner	SW	2
880272_0131	Detailed shot of metal staircase leading to mezzanine	SW	2
880272_0132	General shot of mezzanine area showing pre-fab construction with no features of note	W	2
Room 4			
880272_0133	General view of room showing features in context	NE	2
880272_0134	General view of room showing features in context	N	2
880272_0135	General view of room showing features in context	NE	2
880272_0136	General view of room showing features in context	SE	2
880272_0137	General view of room showing features in context	S	2
880272_0138	General view of room showing features in context	W	2
880272_0139	General view of room showing features in context	NW	2
880272_0140	Detailed shot of metal post supporting roof structure	NE	2
880272_0141	Sample shot of capitals along joint between section of pitched roof	SW	2
880272_0142	Detailed shot of capitals along joint between section of pitched roof	SW	2
880272_0143	Detailed shot of door leading into side room in north-east corner of room	N	2
880272_0144	General view in side room with section of ceiling cut off for features above	N	2
880272_0145	Break in brickwork noted in corner of side room with block infill as well	E	2
880272_0146	Detailed shot of capitals supporting roof at over upper room	E	2
880272_0147	Detailed shot of corbel at base of roof truss	E	2
880272_0148	General view of upper room with timber boarding and buttress	E	2

Photo reference	Description	View (towards)	Plan Number
880272_0149	General view of room with roof truss and capitals shown in context	SE	2
880272_0150	Detailed shot of roof truss and corbel	E	2
Room 5			
880272_0151	General view of room	S	2
880272_0152	South wall with features in context and evidence of second skin walling at top	S	2
880272_0153	Detailed shot of window showing no evidence of it formerly being larger as noted on the exterior	S	2
880272_0154	Doorways at south extent of east elevation leading Room 4	E	2
880272_0155	Long shot of west wall showing windows and upper buttresses in context	SW	2
880272_0156	Detailed shot of pair of windows	W	2
880272_0157	Detailed shot of window	W	2
880272_0158	Detailed shot of window	W	2
880272_0159	Detailed shot of upper buttress with corbelling at base	NW	2
880272_0160	General shot of room	N	2
880272_0161	Detailed shot of door in northern extent of east wall leading into Room 3	E	2
880272_0162	Detailed shot of northern extent of west wall showing features in context	W	2
880272_0163	Detailed shot of northern extent of west wall showing features in context	W	2
880272_0164	Detailed shot of metal plate in west wall, nature unknown	W	2
880272_0165	Sample shot of roof structure	S	2
Room 6			
880272_0166	General shot of room	W	2
880272_0167	General shot of room	SE	2
Link to modern extension			
880272_0168	Long shot of link between Building A and modern extension	S	2
880272_0169	Long shot of link between Building A and modern extension	N	2
880272_0170	Sample shot of recessed panels in the walls with concrete block lining	NE	2
880272_0171	Door in centre of east wall	E	2
880272_0172	Door at north extent of east wall	E	2
880272_0173	Section of concrete block infill at north-east corner	NE	2
Building B			
880272_0174	General shot of west elevation	SE	1
880272_0175	General shot of west and south elevation	NE	1
880272_0176	General shot of west elevation, partially obscured by modern electric mains unit	N	1
880272_0177	Detailed shot of broken end of south elevation	W	1
880272_0178	Detailed shot of projecting wall at east extent of the south elevation	E	1
880272_0179	Long shot of internal side of west elevation	SW	1
880272_0180	Long shot of internal side of west elevation	N	1
880272_0181	Detailed shot of window	W	1



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