

CPAT Report No. 1634

Land at Eric Evans Car Sales, Station Crescent, Llandrindod Wells




Building Survey



YMDDIRIEDOLAETH ARCHAEOLEGOL CLWYD-POWYS

CLWYD-POWYS ARCHAEOLOGICAL TRUST

Client name: Powys County Council
 CPAT Project No: 2340
 Project Name: Station Crescent, Llandrindod Wells
 Grid Reference: SO 05987 61470
 County/LPA: Powys
 Planning Application: 18/0577/FUL
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Prepared by:	Checked by:	Approved by:
		
Will Logan Project Archaeologist	Nigel Jones Principal Archaeologist	Nigel Jones Principal Archaeologist
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YMDDIRIEDOLAETH ARCHAEOLEGOL CLWYD-POWYS
CLWYD-POWYS ARCHAEOLOGICAL TRUST

41 Broad Street, Welshpool, Powys, SY21 7RR, United Kingdom

+44 (0) 1938 553 670

trust@cpat.org.uk

www.cpat.org.uk

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with the Chartered Institute for Archaeologists

CONTENTS

SUMMARY	ii
1 INTRODUCTION	1
2 HISTORICAL BACKGROUND	1
3 BUILDING SURVEY	2
4 CONCLUSIONS	7
5 SOURCES	8
6 ARCHIVE DEPOSITION STATEMENT	8
APPENDIX 1: CPAT WSI 2340	9
APPENDIX 2: PLAN, ELEVATIONS AND SECTION VIEW	12

Summary

The Clwyd-Powys Archaeological Trust conducted a programme of building survey to record a former railway goods shed along Station Crescent, Llandrindod Wells. The goods shed has a datestone of 1865, the same year that this section of the Central Wales Railway was opened.

The stone-built building originally had large doorways on the north and south ends, where a siding passed through the building, although only the northern doorway survives. The original structure is largely intact, although with modifications associated with its later use as part of a car sales business.

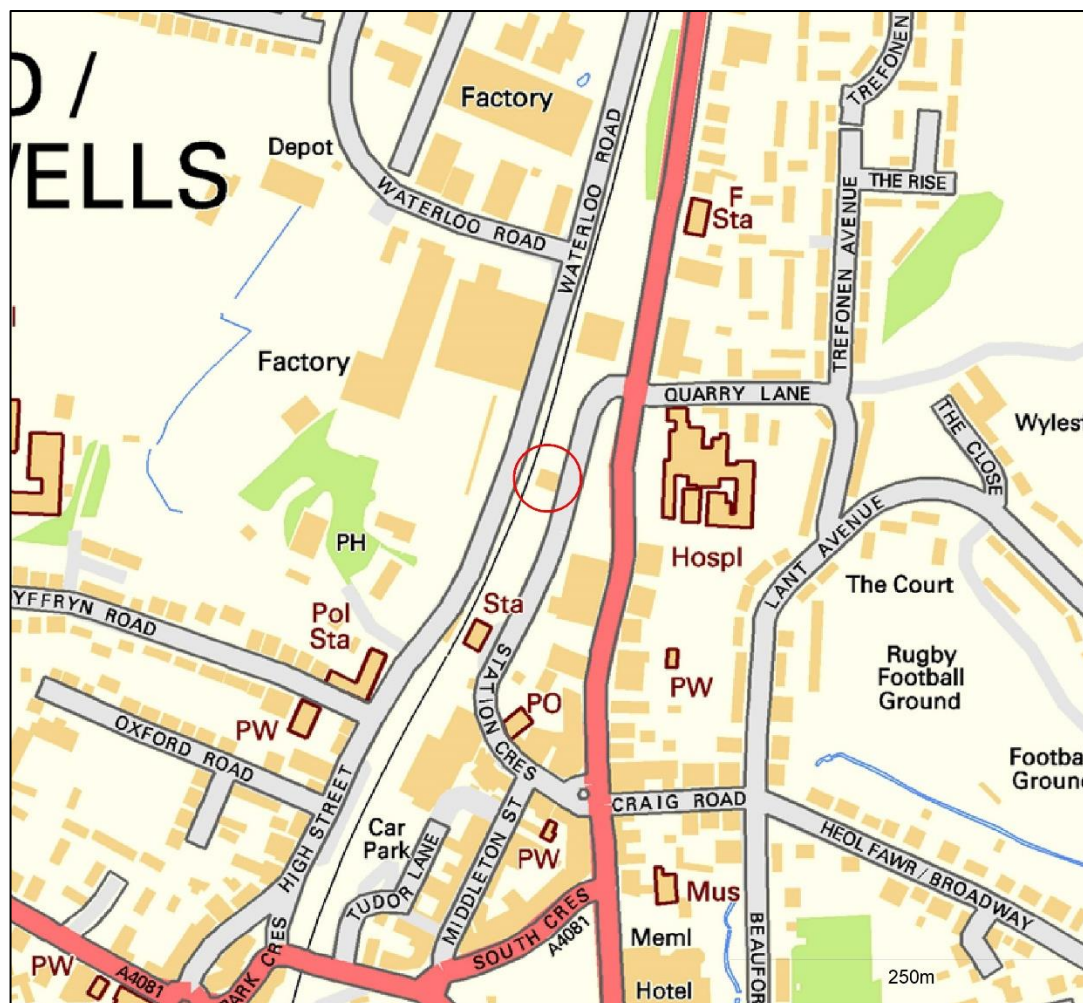
Crynodeb

Bu Ymddiriedolaeth Archaeolegol Clwyd-Powys yn cynnal rhaglen arolwg adeilad i gofnodi cyn sied nwyddau rheilffordd ar hyd Station Crescent, Llandrindod. Mae gan y sied nwyddau garreg ddyddiad o 1865, sef yr un flwyddyn ag yr agorwyd yr adran hon o Reilffordd Canol Cymru.

Yn wreiddiol, roedd gan yr adeilad o gerrig ddrysau mawr ar bennau'r gogledd a'r de, lle roedd cilffordd yn pasio trwy'r adeilad, er mai dim ond drws y gogledd sydd wedi goroesi. Mae'r strwythur gwreiddiol fwy neu lai'n gyfan, er bod yna addasiadau cysylltiedig â'i ddefnyddio'n ddiweddarach fel rhan o fusnes gwerthu ceir.

1 Introduction

- 1.1. In December 2018 the Clwyd-Powys Archaeological Trust carried out a programme of building recording on behalf of Powys County Council in connection with proposals (18/0577/FUL) to demolish a former railway goods shed along Station Crescent, Llandrindod Wells (SO 05987 61470). Until recently the building was used by Eric Evans Car Sales.



Contains Ordnance Survey data © Crown copyright and database right 2019

Fig. 1 Location of building (circled in red)

2 Historical Background

- 2.1. Llandrindod Wells railway station was constructed on formerly undeveloped common land to the north of the town. It was built in 1865, at which time the station was a terminus at the southern extent of the Welsh Central Railway (now the Heart of Wales Line) connecting the town to the main North and West Route (now the Welsh Marches Line) via the junction at Craven Arms in Shropshire. This was a temporary arrangement until a through line to Llanelli was completed in 1868.
- 2.2. The railway goods shed, which was also constructed in 1865, was built to the north of the station in order to handle incoming supplies for the town and also outward

bound produce from the surrounding area. The goods shed had a siding running through it from the north-east and a large doorway on the south-eastern elevation to provide access for vehicular traffic. Historical mapping suggests that it formerly had a small office on the south-west elevation.

- 2.3. The railway goods shed was in use until the mid-1960s when the railway infrastructure in the town was downgraded and much of the railway line taken up. The goods shed was subsequently converted for use as a garage and car dealership, during which time a large office extension was constructed upon the south-west elevation and an additional garage extension was constructed on the north-west elevation.

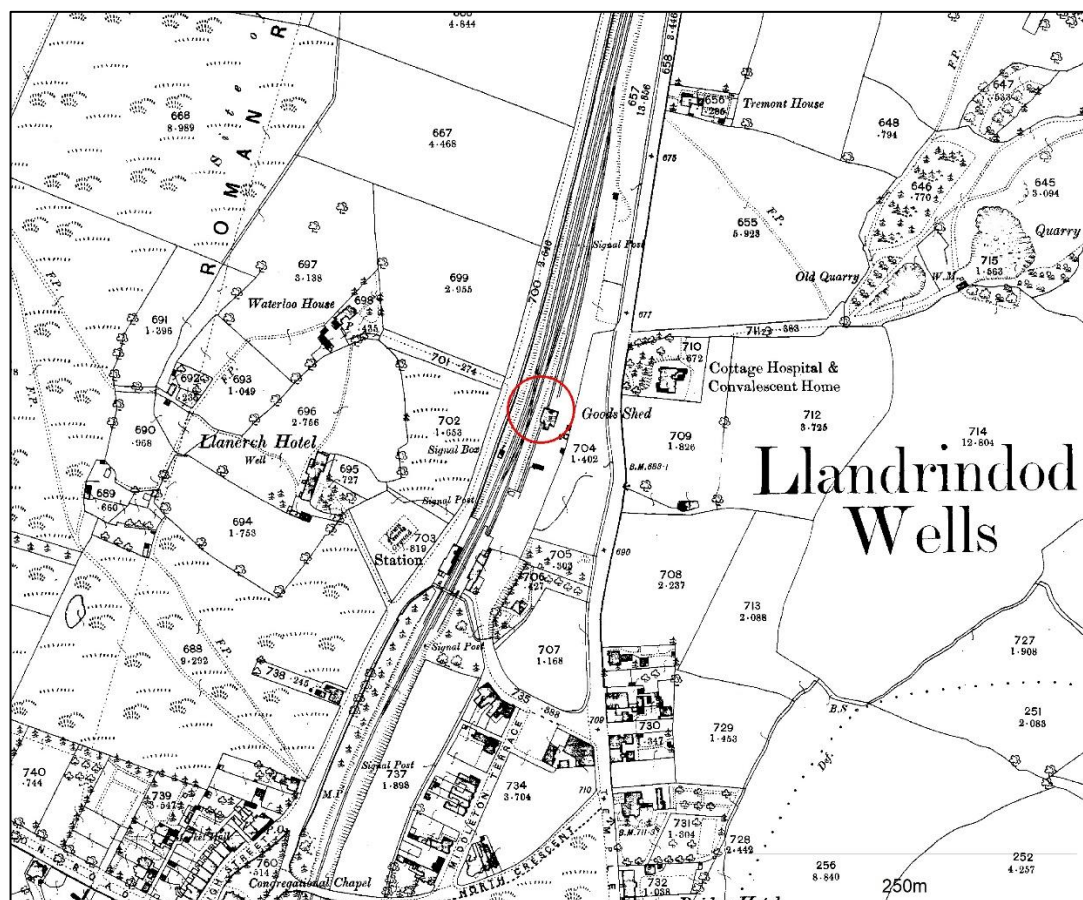


Fig. 2 Extract from the Ordnance Survey map of 1889 showing the goods shed (circled in red)

3 Building Survey

- 3.1. The survey was carried out as a Level 2 Building Survey as defined by Historic England 2016 *Understanding Historic Buildings: a guide to good recording practice*.
- 3.2. The extant building complex comprised three main elements, a mid-19th century goods shed, a modern office extension to the south-west, constructed after the railway siding was removed and a modern garage.



Fig. 3 North-east elevation of the goods shed showing through door for railway line and modern garage extension to the north-west (right of shot) Photo CPAT 4574-0002

- 3.3. The goods shed was roughly square in plan with gables to the north-east and south-west, measuring 12.5m by 12m, and constructed from random uncoursed roughly worked sandstone blocks. The roof was slate, although it may have been recently reroofed.
- 3.4. There were doorways on the north-east and south-west elevations to allow the railway siding to pass through the north-west side of the building. These doorways measured 3.2m in width and 4m in height and were constructed with I-beam lintels. The north-east doorway was extant and was still fitted with glazed folding wooden double doors, incorporated a pedestrian doorway. The south-western door had been largely hidden behind the later extension to this side of the building and had been infilled.



Fig. 4 South-east elevation showing the modern office extension (left of shot) and the large road access doorway Photo CPAT 4574-0006

- 3.5. The large doorway on the south-east elevation allowed access to the shed for road traffic. It measured 5m in width and 4.5m in height and was constructed with a wooden lintel. Externally there was decorative arch with a wooden infill bearing the date of construction (1865). The doors were still extant and were glazed folding wooden double doors.
- 3.6. The internal roof frame was of the queen post truss type with additional cross bracing. The timbers had been painted with a greyish paint and were in an excellent condition. A metal eye was attached to the underside of the central tie beam although its purpose it was unclear.



Fig. 5 Roof structure within goods shed Photo CPAT 4574-0019

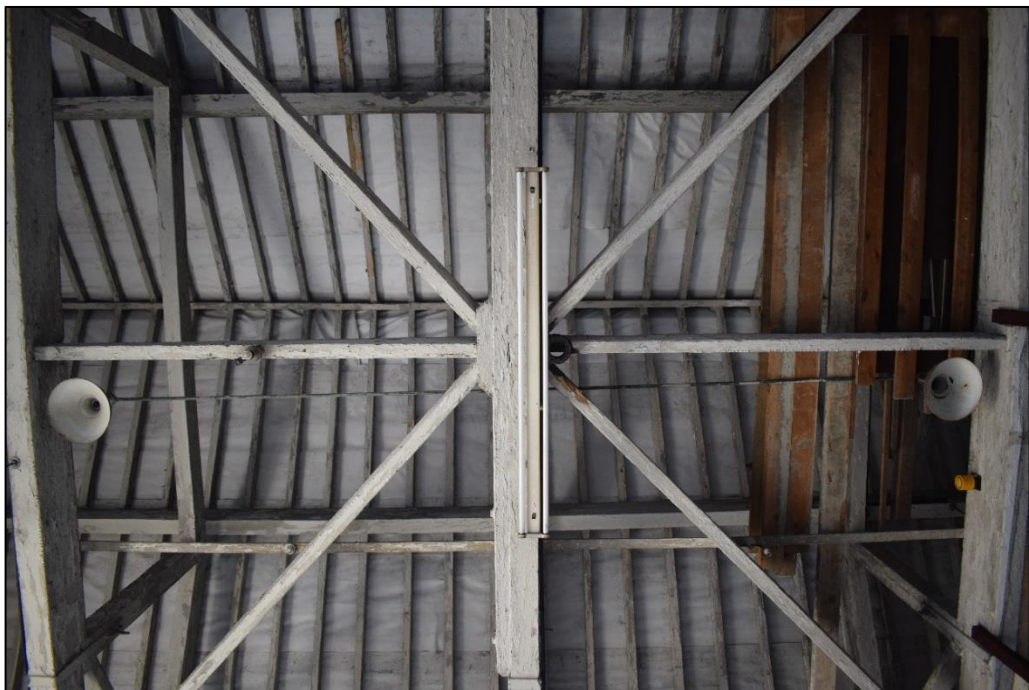


Fig. 6 Roof structure within goods shed showing metal eye (centre) attached to tie beam Photo CPAT 4574-0044

- 3.7. The floor within the goods shed was modern concrete with depressions where modern vehicle testing equipment had been fitted. No surviving trace of the railway line or the unloading platform were discernible within the shed.
- 3.8. The south-western extent of the shed had been fitted with offices, an upper floor and stairway. A wooden lintel possibly for a door was partially visible in the stonework

of the south-west elevation. This may have been an internal access between the shed and the goods office, which was formerly located on the south-west elevation but was demolished when the modern office extension was constructed.



Fig. 7 Modern internal office structure within the goods shed, wooden lintel in visible in the stone wall of the shed adjacent to the staircase Photo CPAT 4574-0041

- 3.9. The office extension was built in the same style and materials as the goods shed. Mapping evidence suggests it was built post 1971.



Fig. 8 Infilled through door for railway line on south-west elevation Photo CPAT 4574-0045

- 3.10. The garage extension was also constructed in the late 20th century. Two brick built buttresses were located in this area, retaining the ends of the north-west goods shed wall.



Fig. 9 View from the south-west of the garage extension showing one of the brick buttresses retaining the north-west wall of the goods shed Photo CPAT 4574-0029

4 Conclusions

- 4.1. The construction of the goods shed complex has been subdivided into three phases (Fig. 10). Phase 1 comprised the construction of the goods shed itself, and also the adjacent office, which has been outlined based on its depiction on the 1889 Ordnance Survey mapping. Phase 2 comprised the addition of brick buttresses to support the north-west wall of the goods shed. Phase 3 comprised the construction of the modern office and garage extensions.
- 4.2. The structure of the goods shed was found to have survived intact, with many of the original features still present. No trace of the earlier office building on the south-west elevation had survived, besides a possible access visible in the goods shed wall adjacent to the stairway. All traces of the unloading platform had been removed and no evidence for a crane or other lifting equipment within the shed was visible.
- 4.3. The buttresses retaining the corners of the north-west elevation of the goods shed seem to have been added fairly soon after construction, presumably as the large apertures for the through doors for the railway line in the adjacent elevations weakened the integrity of the building at these points in the construction.

5 Sources

Web based sources

www.historypoints.org/index.php?page=llandrindod-wells-railway-station

Cartographic sources

1889 Ordnance Survey 1:2500 1st edition Radnorshire 23.13

6 Archive deposition Statement

- 6.1. The project archive has been prepared according to the CPAT Archive Policy and in line with the CIfA *Standard and guidance for the creation, compilation, transfer and deposition of archaeological archives guidance* (2014). The archive is entirely digital and will be deposited jointly with the Historic Environment Record, Clwyd-Powys Archaeological Trust and the National Monuments Record (RCAHMW).

Archive summary

CPAT Event PRN: 140273

69 digital photographs, CPAT film no 4574

Survey drawings (AI, JPG):

2340_crosssection

2340_elevations

2340_plan

Photogrammetry (JPG, TIFF):

2340_goodsshedeastelevation

2340_goodsshedwestelevation2

2340_goodsshedsouthelevation

Appendix 1: CPAT WSI 2340

1 Introduction

- 1.1. The Clwyd-Powys Archaeological Trust has been invited to undertake a programme of building recording on behalf of Powys County Council in connection with proposals (18/0577/FUL) to demolish a former railway building along Station Crescent, Llandrindod Wells (SO 05987 61470). Until recently the building was used by Eric Evans Car Sales.
- 1.2. Part of the former car sales building appears to be a largely intact stone-built railway goods shed of c. 1880's date. This building is not currently recorded within the Historic Environment Record and is of local architectural and historical interest. The demolition of the structure will completely remove this historic asset and the completion of an adequate building survey has been recommended as a condition of planning consent.

2 Objectives

- 2.1. The objectives of the survey are:
 - to describe and record all of the key internal and external components of the surviving outbuilding complex so that a permanent record survives prior to alterations commencing. This will be completed by means of a desktop study and English Heritage Level 2 building survey;
 - to prepare a report outlining the results of the survey;
 - to prepare a final publication of the results in an appropriate regional or national journal, depending on the nature and significance of any archaeology.

3 Methodology

- 3.1. The archaeological works will be conducted according to the Chartered Institute for Archaeologists' (CIfA) Standard and Guidance for the archaeological investigation and recording of standing buildings or structures (2014), Standard and Guidance for Historic Environment Desk-based Assessment (2014).

Desk-based Assessment

- 3.2. A rapid assessment will be undertaken of readily available online cartographic sources, together with published sources relating to the development of the railway.
- 3.3. All cartographic sources consulted will be included within the desktop section of the report, together with transcriptions of relevant documents and copies of plans, maps and photographs containing relevant information, subject to any copyright restrictions.

Building Survey

- 3.4. The survey will take the form of a Level 2 building survey as defined by Historic England 2016 *Understanding Historic Buildings: a guide to good recording practice*. This level of survey is intended to create a descriptive record of the building, and will include:

-
- Description and photographic record of the exterior and the interior
 - conclusions regarding the building's development and use, but without discussing in detail the evidence on which these conclusions are based
 - A plan and sometimes other drawings but the drawn record will normally not be comprehensive.
- 3.5. The drawn record will be created which it has been assumed can be based on existing drawings. These will be checked and annotated/amended as appropriate using conventional measured survey. The end result will include:
- Ground floor plan, including the position of structural or architectural detail and fixtures and fittings
 - Phase plans showing the development of the structure
- 3.6. The photographic survey will be conducted using digital photography with a minimum resolution of 12 mega pixels to include:
- general views
 - external appearance
 - internal views
 - elevations and structural detail
 - overall appearance
 - fixtures, fittings etc

Report

- 3.7. Following the on-site work an illustrated report will be prepared containing conventional sections to include:
- Non-technical summary
 - Location and NGR
 - Statutory designations
 - Date of record, recorder and archive deposition
 - Introduction
 - Site location
 - Methodology
 - Desk-based study, including copies of historic maps and photographs where permitted
 - Summary description of the form, function, date and development of the building
 - Past and present usage
 - Evidence for former existence of demolished structures, removed fittings etc
 - Conclusions
 - References
- 3.8. The report summary will be provided in English and Welsh, in accordance with the *Guidance for the Submission of Data to the Welsh Historic Environment Records (HERs) V1* (July 2018).

Site archive

- 3.9. The overall archive will conform to guidelines described in Management of Research Projects in the Historic Environment (MoRPHE), Historic England 2006, the CIfA (2014) *Standard and Guidance for the Creation, Compilation, Transfer and Deposition of Archaeological Archives* and *The National Standard and Guidance to Best Practice for Collecting and Depositing Archaeological Archives in Wales* (NPAAW, 2017) and *Guidance for the Submission of Data to the Welsh Historic Environment Records (HERs) V1* (July 2018).
- 3.10. The paper and digital archive will be deposited with the National Monuments Record (NMR), RCAHMW, including a copy of the final report. This archive will include all written, drawn, survey and photographic records relating directly to the investigations undertaken. NMR Digital archives will follow the standard required by the RCAHMW (RCAHMW 2015). A copy of the digital archive only will also be lodged with the Historic Environment Record, Clwyd-Powys Archaeological Trust.

4 Resources and programming

- 4.1. The assessment will be undertaken by a team of skilled archaeologists under the overall supervision of Nigel Jones, a senior member of CPAT's staff who is also a member of the Chartered Institute for Archaeologists (CIfA). CPAT is also a CIfA Registered Organisation (RAO No 6) and as such agrees to abide by their *Code of Conduct* (2014) and the *Code of Approved Practice for the Regulation of Contractual Arrangements in Field Archaeology* (2014).
- 4.2. All report preparation will be completed by or with the assistance of the same field archaeologist(s) who conducted the fieldwork.
- 4.3. At present CPAT would be in a position to undertake the survey during December 2018, subject to the receipt of sufficient advanced notice from the client.
- 4.4. Requirements relating to Health and Safety regulations will be adhered to by CPAT and its staff.
- 4.5. CPAT is covered by appropriate Public and Employer's Liability insurance, as well as Professional Indemnity insurance.

N W Jones

6 December 2018

Appendix 2: Plan, elevations and section view



Fig. 10 Phased plan of the building complex

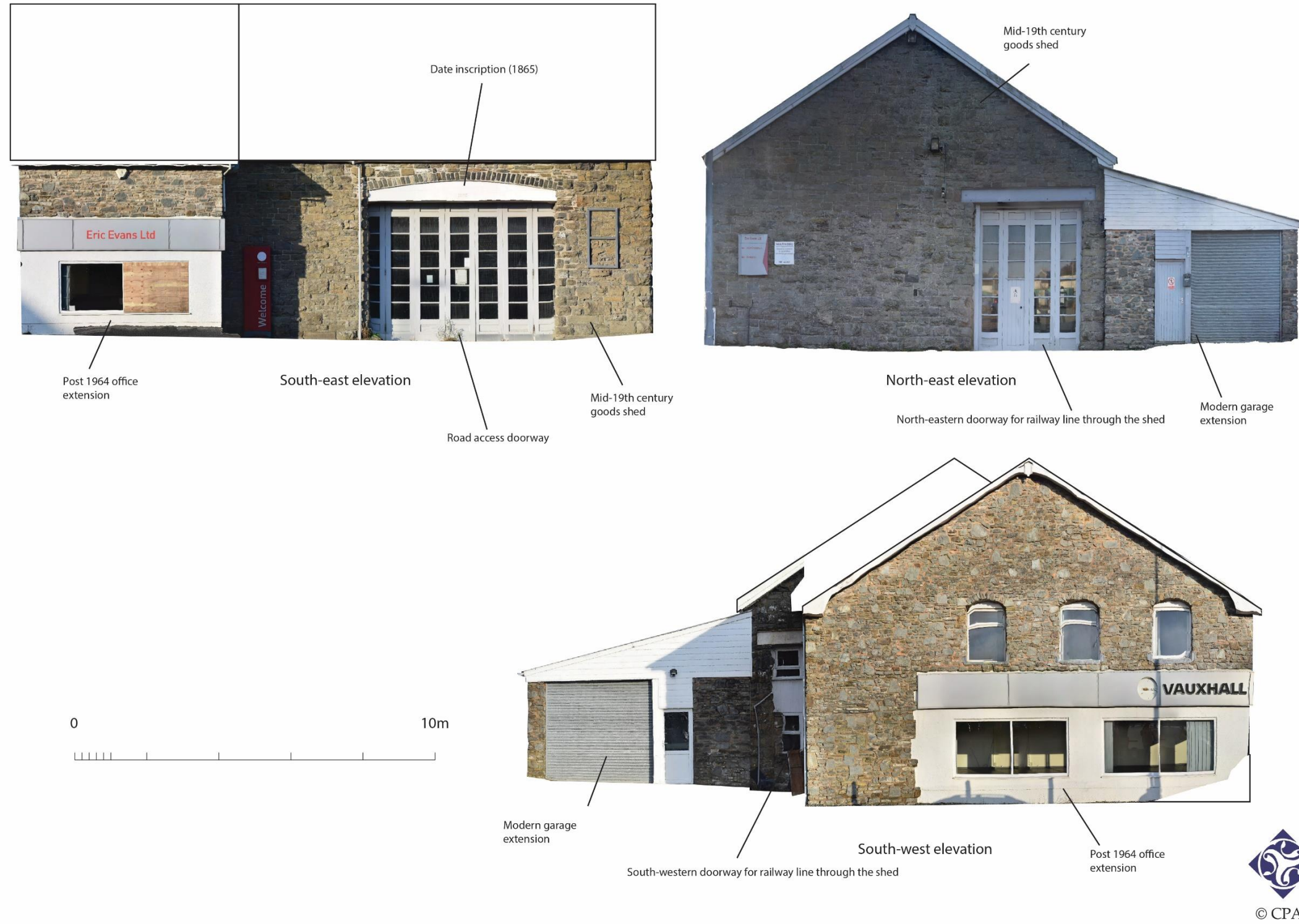
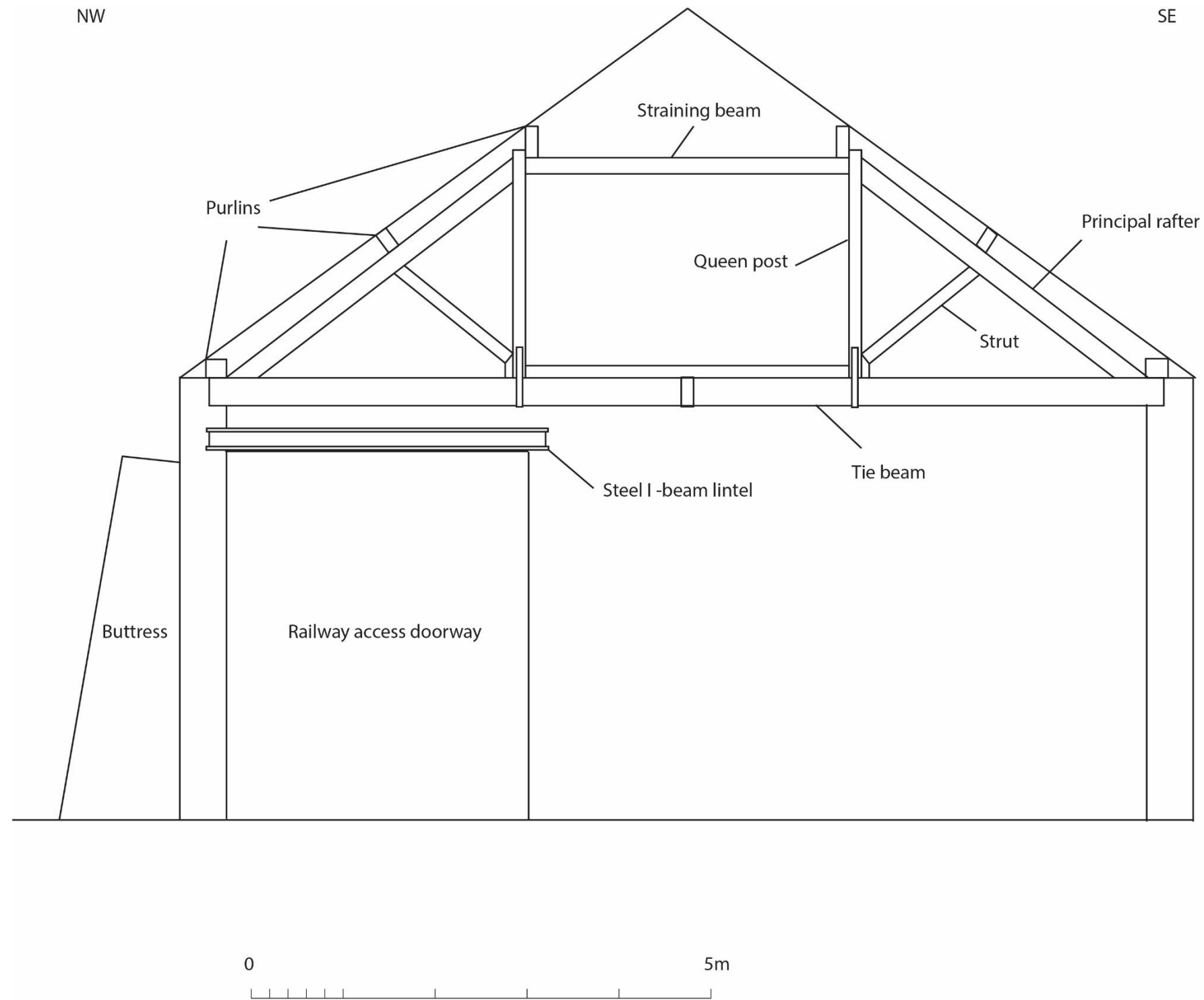


Fig. 11 Elevations of the building complex



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Fig. 12 Section view through the main goods shed showing details of the roof construction