



**HISTORIC BUILDING RECORDING OF
THE GOODS SHED, CASTLEDENE,
MILLHALL, AYLESFORD, KENT**

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Front cover: Historic postcard of the site

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1.0 INTRODUCTION

1.1 In April 2017 Dr Paul Wilkinson of SWAT Archaeology carried out a historic building recording of the Goods Shed, Castledene, Millhall, Aylesford in Kent. (Figure 1). The building is presently unoccupied and is due for demolition.

1.2 Planning permission has been granted (TM/07/00241/FL) for demolition of the existing buildings on site and redevelopment. Condition (16) has been attached to the planning permission requiring that a programme of building recording be undertaken in advance of any demolition.

1.3 The building recording was conducted in accordance with a KCC specification issued in September 2016 and was carried out in April 2017 in accordance with a Level 2 survey as detailed in the English Heritage publication *Understanding Historic Buildings: A Guide to Good Recording Practice* (2016) and the *Institute of Field Archaeologists Standard and Guidance for the Archaeological investigation and recording of standing buildings or structures* (2014).

1.3 Level 2 recording has been undertaken in line with English Heritage published guidance: *Understanding Historic Buildings: A Guide to Good Recording Practice* (English Heritage -2016). A Level 2 recording is described as a 'descriptive record' to include inspection and description of the exterior and interior of the buildings. This is a descriptive record. Similar to Level 1, but in addition both the interior and exterior will be described and photographed. The written account will make conclusions regarding the building's development and use(s), but will not discuss in any detail the evidence on which these conclusions are made. Measured drawings should be made of cross sections, elevations and structural details, such as roof trusses. External

and internal photographs of the building(s) should be taken including any items associated with the use of the building(s), i.e. machinery.

1.4 The principal elements of the survey involved the creation of a record and description of the historic fabric of the building together with an analysis and interpretation of the buildings origins and historic development.

1.5 A review of Historic OS mapping has been made (Maps 1-7) and the KCC HER was consulted as was the National Heritage Register for England.

1.6 In summary the work consists of a descriptive report accompanied by digital photographs and annotated plans.

2.0 HISTORICAL/ARCHAEOLOGICAL BACKGROUND

2.1 Location

The building is located on the Millhall industrial estates to the north of the railway line and south of the River Medway. On the opposite bank of the Medway is situated the remains of the Carmelite Friary and to the south is located the Aylesford School.

2.2 Setting

The Goods Shed building is situated within the curtilage of the Castledene transport depot.

It was part of a larger railway complex which included the railway station, a Grade II listed building (TQ 75 NW 258) built in 1856 for the South Eastern & Chatham Railway and a signal box, again listed and built in 1921 (TQ 75 NW 401).

The Historic England designation says:

Railway station. 1856. For South-Eastern Railway. Random dressed stone with ashlar quoins and dressings. Plain and fish scale tiled roof with left end stack to left wing and right end stack to taller central block, both corbelled out from the gable. The upper parts of the stacks have been taken down leaving tall square plinths. Projecting stack on front of outer right-hand wing. Gable parapets with kneelers and ridge crestings. 1½ storeys, except 2 storeys in inner right-hand wing and 1 storey in outer right-hand wing. Central block: Central gabled semi-dormer with gable parapets and kneelers. 1-bay first floor, 2-bay ground floor, all 2-light mullioned windows with hexagonal lozenge lattice iron casements. Central entrance with depressed pointed arch and later C20 glazed doors and over-light. Left wing: 1 bay with gabled semi-dormer with parapet and kneelers containing sash window over 2-light mullion window below with hexagonal lozenge lattice iron casements. Extension to left 1 storey with single lattice casement to right and coped parapet. Inner right wing: 1 bay with lattice casements. Outer right wing: Lower blank coped gable end abutted by 1 storey gabled block to the front and right. Stack, already mentioned above, on front face, with arched doorway and single lattice casement in left-hand re-entrant angle. Designed to match in style and materials the nearby school (qv).

And for the Signal box, 1921, constructed by the South Eastern & Chatham Railway.

DATE: opened in 1921, it was one of the last signal boxes to be constructed by the South Eastern & Chatham Railway on the branch line between Maidstone West and Strood, which had been opened on 18 June 1856 by the South Eastern Railway. It was the first and only example of this revised design by the SE&CR which, after 1923, was adopted by the Southern Railway and

designated their Type IIa.

MATERIALS: constructed of brown brick in English bond with some weatherboarding to the gables and a gabled slate roof.

PLAN: two storeys: three bays in length and two in width with steps, and later toilet at west end (which is not of special interest).

EXTERIOR: the box is accessed by an external flight of stairs from the platform.

The west, north and east sides of the operating room are glazed with horizontally sliding sashes, each of four panes. Above the main lights are glazed top lights and shaped timber eaves brackets. The north side has an iron access balcony. The locking room has a central elliptical-arched fixed window of nine lights on the east side. A further metal-framed window with a concrete lintel has been fitted into the east wall to give the signal man a better view of the level crossing. This is not of special interest.

INTERIOR: the operating room has exposed weatherboarding to the roof and walls. A modern panel (not of special interest) has replaced the original lever frame but some block instruments, including two commutators and bells, remain. The locking room retains the iron frame of the lever frame.

The building (Goods Shed)

The Goods Shed although once part of the railway complex of Aylesford Railway Station is now physically separate and located within the lorry park of Castledene Transport.

2.3 Statutory Designation

The Goods shed is not listed.

2.4 Significance of the Building

The significance of the building lies in being part of a complex of buildings dating from the railway age. The freight facilities were situated to the north of the platforms, on the 'down' side, and consisted of a large single track goods shed (replicating the design of those examples at both Snodland and Gravesend Central) and a loop siding. Although the building was designed to accommodate three tracks only one was ever in use.

2.5 Historic Background

A rapid map assessment of OS Historic Mapping and Aerial Photographs (Maps 1-7 and AP 1, 2).

The 1868 OS map shows with some clarity Aylesford Station and the Goods Shed with one rail track running through the building with the rest of the goods yard undeveloped (Map 1).

The 1897 OS map shows the crane to the east of the Goods Shed annotated and with an additional rail line snaking down to the quay on the south bank of the River Medway past another set of new build oast houses with three drying towers (Map 2).

By 1909 this track is annotated as 'Trav.Cr' (Map 3).

The OS map of 1933 shows this travelling crane and rail loop has been removed and the area is now annotated as 'Goods Shed & Yard'(Map 4).

There is little change to 1966 although the two sets of oast houses are now gone and replaced by a 'Depot' (Map 5).

The OS map of 1971 shows that the rail track through the Goods Shed has been removed and the railway goods yard is now annotated 'Transport Depot' (Map 6).

By 1993 the rail link along the south side of the Goods Shed still survived by 1994 it had gone and the building was no longer part of the railway system (Map 7).

3. DESCRIPTION OF THE BUILDING

3.1 Exterior (Figures 1, 2, 3, 4)

The building is a single floor rectangular-shaped building with hipped roof and measures 26.5m in length and 13.35m in width. Built of red orange hand-made brick laid in an English bond the building has architectural pretensions with the north facing frontage having ten pilasters, and on the sides four more (Plate 1).

The pilasters on the north frontage are 5m by 1.2m and grouped in pairs on the ends of the building and framing the central doorway. The pilaster is a non-load bearing architectural element in classical architecture used to give the appearance of a supporting column and to articulate an extent of wall but with only an ornamental function. These pilasters are built of brick with a flat surface raised from the main wall and built to look like a classical column with a capital at the top and a raised plinth at the base (Plates 3-6).

On the north elevation (Figure 3) the facade is pierced by a square doorway closed originally by a pair of doors but now by a roller shutter (Plate 6). Four arched cast iron windows with 13 lights and measuring 2.85m by 1.10m are still in situ as they are on the south elevation (Plate 9). The east elevation has

four pilasters (Figure 4) the two central ones framing an original arched cast iron window. Either side of the central window are two blocked up entrances which when functioning may have allowed trains to back up into the building goods wagons to be unloaded.

The top of the facade has a modern weatherboard architrave (Plate 4).

The exterior of the building is painted grey with a black skirting (Plate 5).

4.2 Interior of the building

The interior of the building has a modern concrete floor and is an open space (Plate 7). The queen post roof is impressive and comprises of 7 tie-beams with a pair of queen posts to each and joined by a straining beam and cill (Plates 10-15). Struts, purlins and common rafters are joined by a ridge beam. The use of a queen post rather than a king post is that the queen post is a tension member in a truss that can span wider openings than can a king post truss, but even though strictly speaking the queen post is a tension member whereas the king post is a compression member they are both called posts (Figures 5-9).

The interior is painted white with grey floors (Plate 8).

5.0 PARAMETERS

5.1 The photographic survey was conducted using digital photography and as the exterior of the building was available with no drone coverage of the exterior of the building was undertaken. However, the use of drones for capturing important buildings is now an acknowledged part of historic building recording. For drone footage of other building and archaeological sites

recorded by SWAT Archaeology access here: www.swatarchaeology.co.uk and go to 'NEWS'.

5.2 This work did not include any investigation of below ground archaeology. This work was administered separately by SWAT Archaeology to a WSI prepared for the Local Planning Authority.

5.3 The site survey took place on April 17th 2017 and photographs can be seen in the following Plates.

Paul Wilkinson PhD., MCIfA., FRSA

20/07/2017

6. References

English Heritage, 2016 *Understanding Historic Buildings: a guide to good recording practice*

The National Heritage List for England (accessed 22nd April 2017)

Appendix 1

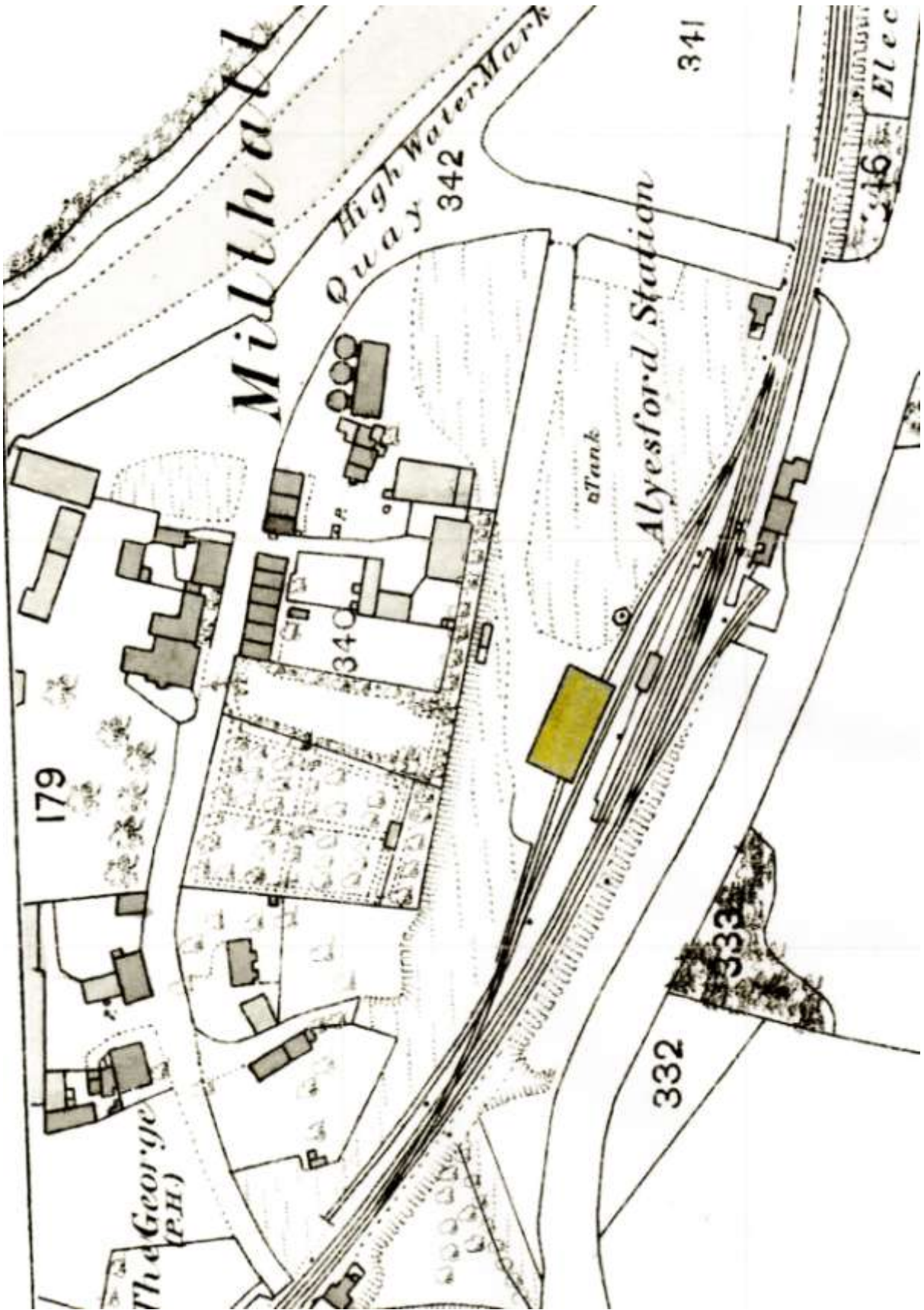
HISTORIC BUILDINGS SURVEY:

Summary Sheet

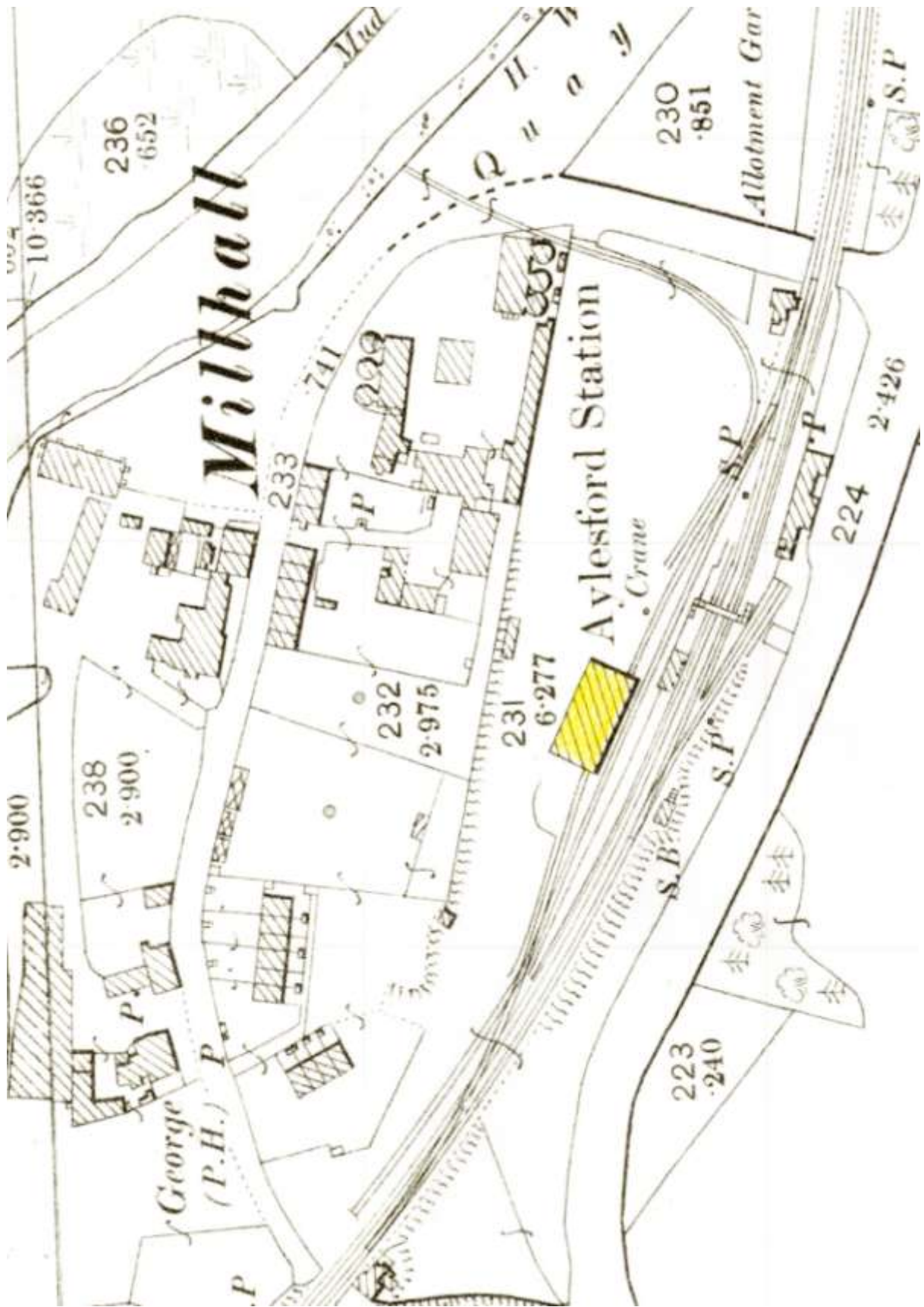
Property Name Goods Shed	Address Castledene Transport, Millhill, Aylesford, Kent	Building Name Goods Shed
Property/ Building Reference	OS Grid Reference 571990 158760	Surveyor/Date of Survey Paul Wilkinson
Category Storage building	Original Use Railway	Current Use To be demolished
Date(s) of Construction The building is a railway goods shed built c.mid 19 th century	Statutory Designation (s) Not listed	HER Reference Not listed
Walling Materials Wall construction is of brick	Roofing Materials Originally Welsh slate	Flooring Materials Modern concrete floor
Description: The building is a simple brick built structure with some architectural pretensions and with a good timber queen post roof and arched iron framed windows		
Architectural/Historic Significance: The building has some significance as being part of the railway station complex		Landscape Significance: No significance
Notes/Qualifications Regarding Survey: The survey was undertaken whilst the building was being readied for demolition		
Additional Information Sources for this Building (s):		
Copies & CDs of this report held at: SWAT Archaeology, The Office, School Farm Oast, Faversham		

Appendix 2. Digital Photography Register

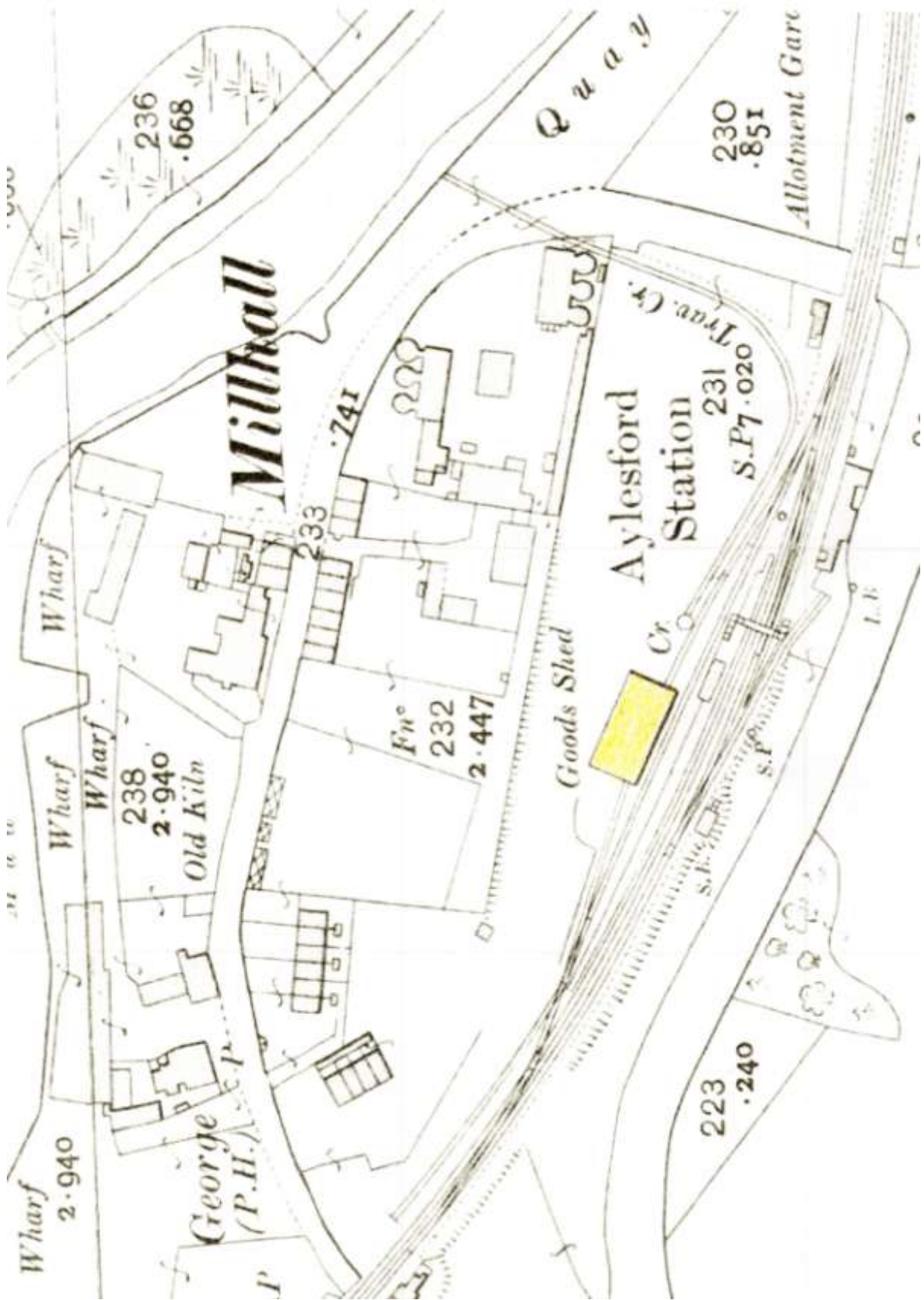
Shot No.	Camera Facing	Description
1	SW	General view of the Goods Shed
2	SE	General view of the Goods Shed
3	NW	General view of the site
4	W	Close up of east frontage
5	SW	Detail of north elevation
6	SW	Detail of north elevation
7	NW	Detail of interior
8	SE	Detail of the interior
9	SW	Detail of the window
10	W	View of roof structure
11	NW	View of roof structure
12	NW	Detail of roof structure
13	SW	Detail of roof structure
14	SW	Detail of roof structure
15	SW	Detail of roof structure
16	NW	Detail of roof structure
17	S	Detail of roof structure
18-22		Details of roof structure



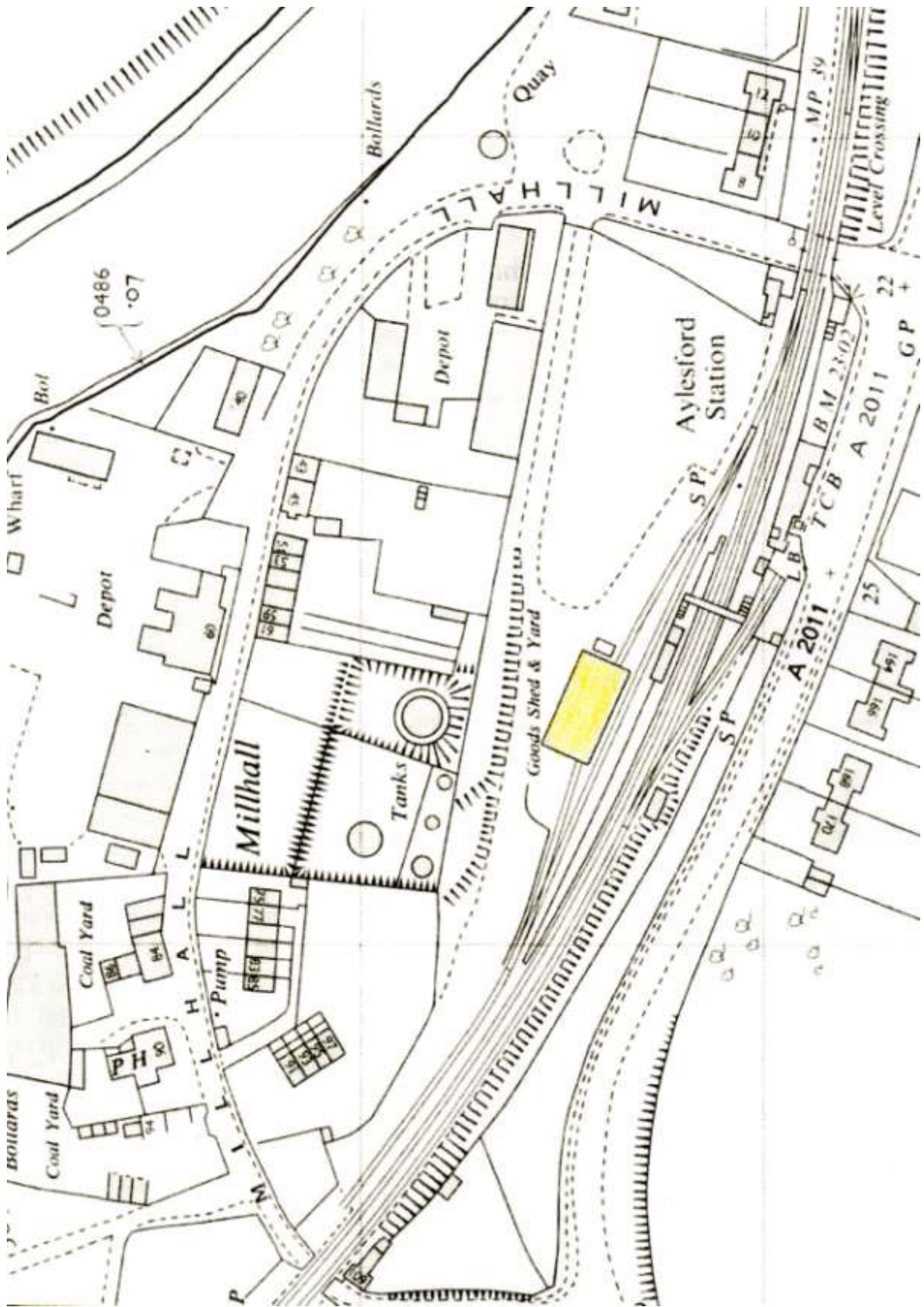
Map 1. O S 1868



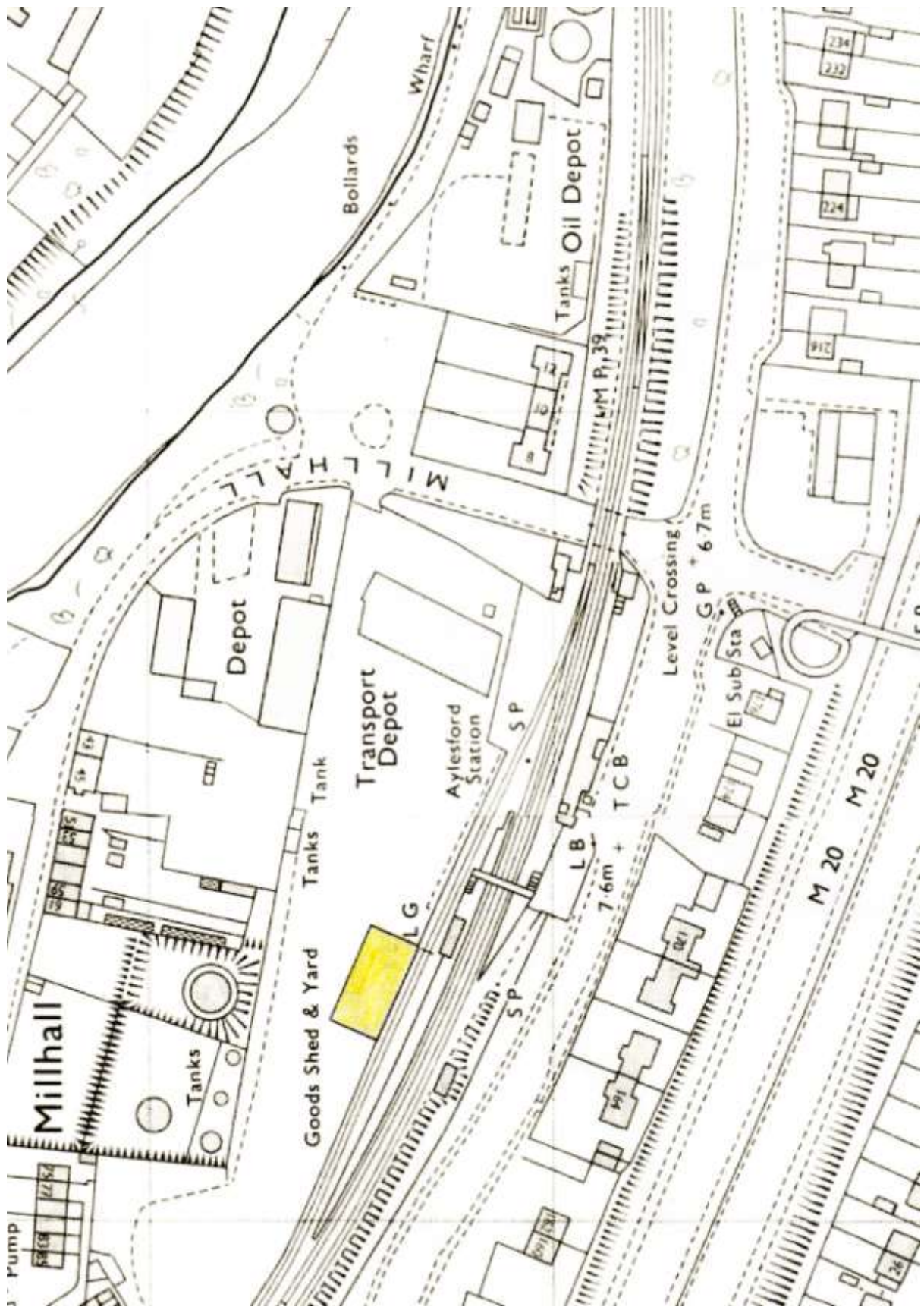
Map 2. OS 1897



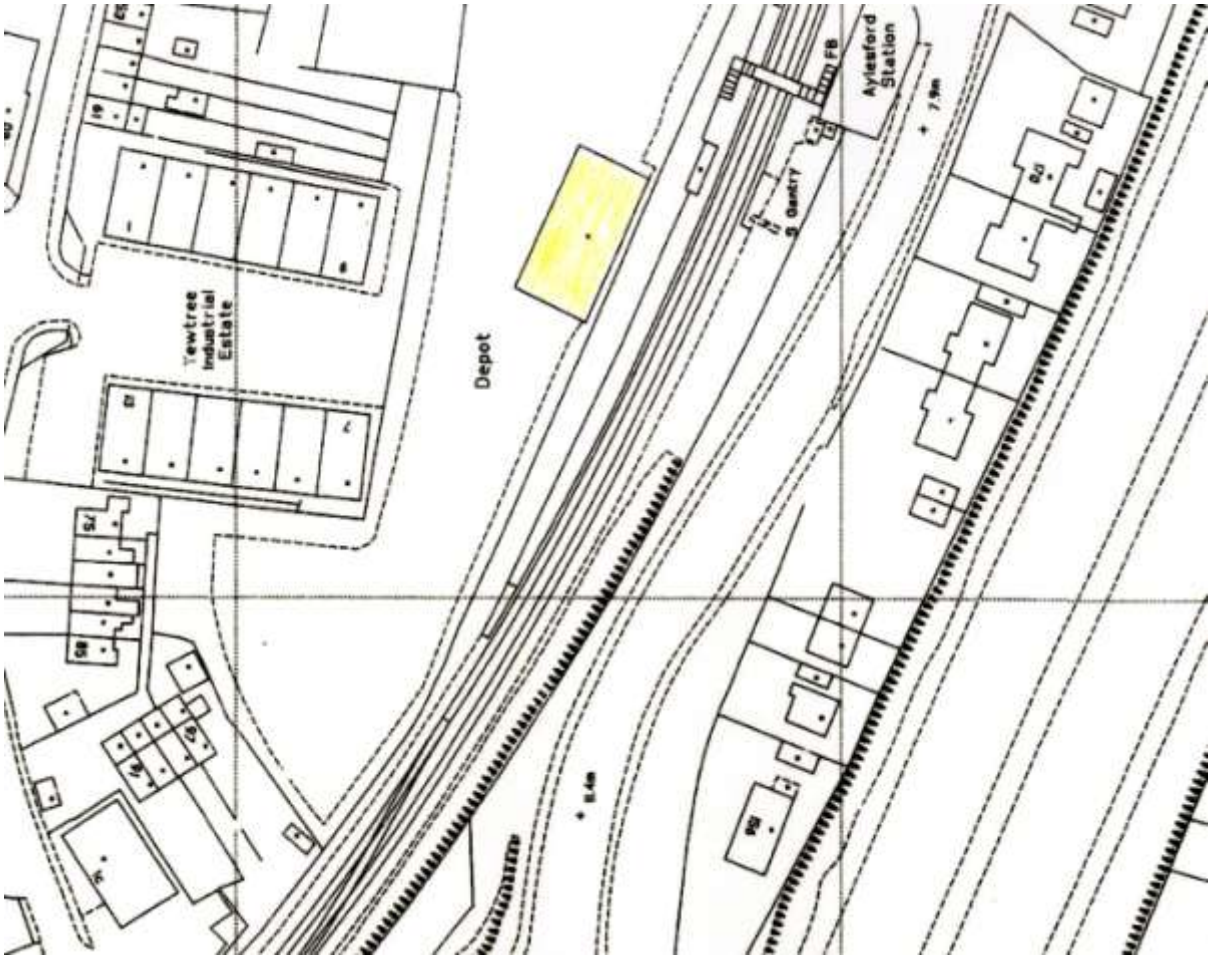
Map 3. OS 1909



Map 5. OS 1960



Map 6. OS 1971



Map 7. OS 1994

AP 1. 2015 (below)



Plate 1:
Looking direction: South west



Plate 2:
Looking direction: South east



Plate 3:
Looking direction: North west



Plate 4:
Looking direction: West



Plate 5:
Looking direction: South west



Plate 6:
Looking direction: South west



Plate 7:
Looking direction: North west



Plate 8:
Looking direction: South east



Plate 9:
Looking direction: South west



Plate 10:
Looking direction: West



Plate 11:
Looking direction: North west



Plate 12:
Looking direction: North west



Plate 13:
Looking direction: South west



Plate 14:
Looking direction: South west



Plate 15:
Looking direction: South west



Plate 16:

Looking direction: North west



Plate 17:

Looking direction: South



Plate 18:

Looking direction: South



Plate 19:
Looking direction: East



Plate 20:
Looking direction: East



Plate 21:
Looking direction: South



Plate 22:
Looking direction: North west

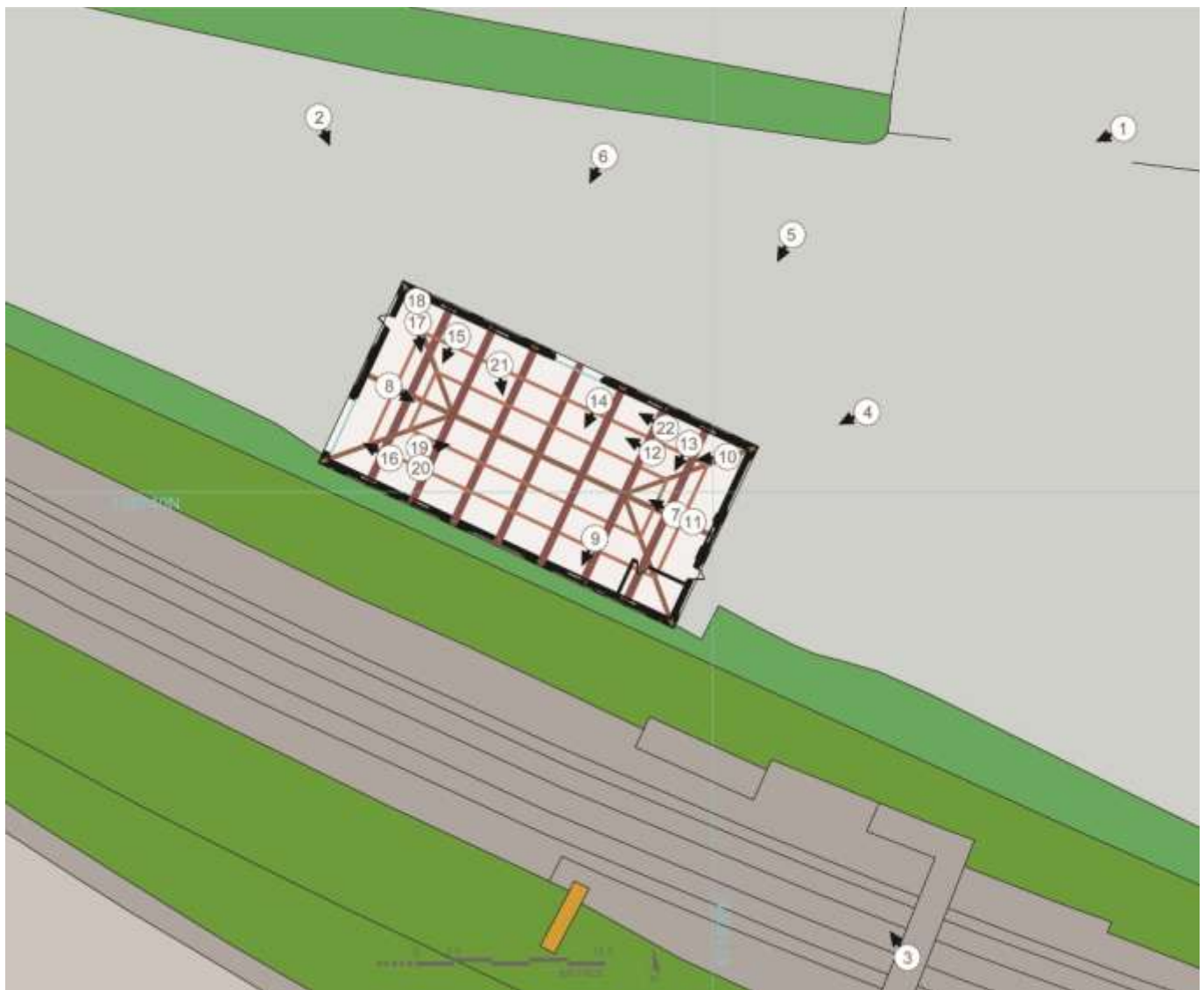


Figure 10: Plate location map

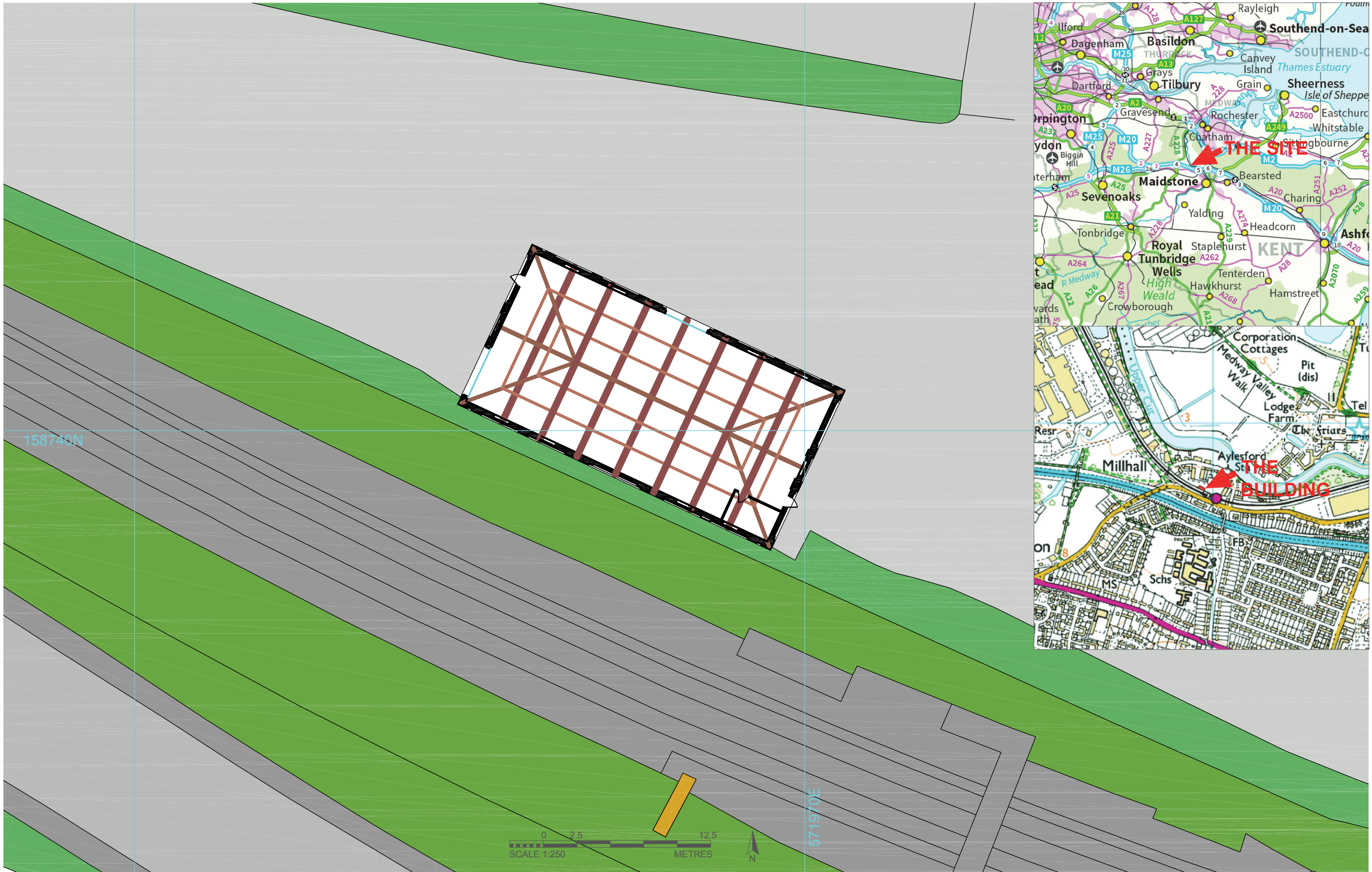


Figure 1: Building location plan

PROJECT: Castledene Transport – Mill Hall, Aylesford ME20 7JN

DRAWING TITLE: Building location plan

SIZE AND SCALE: 1:250@A3

DATE: 18/05/2017

DRAWN BY: Bartosz Cichy

DRAWING NUMBER: 9

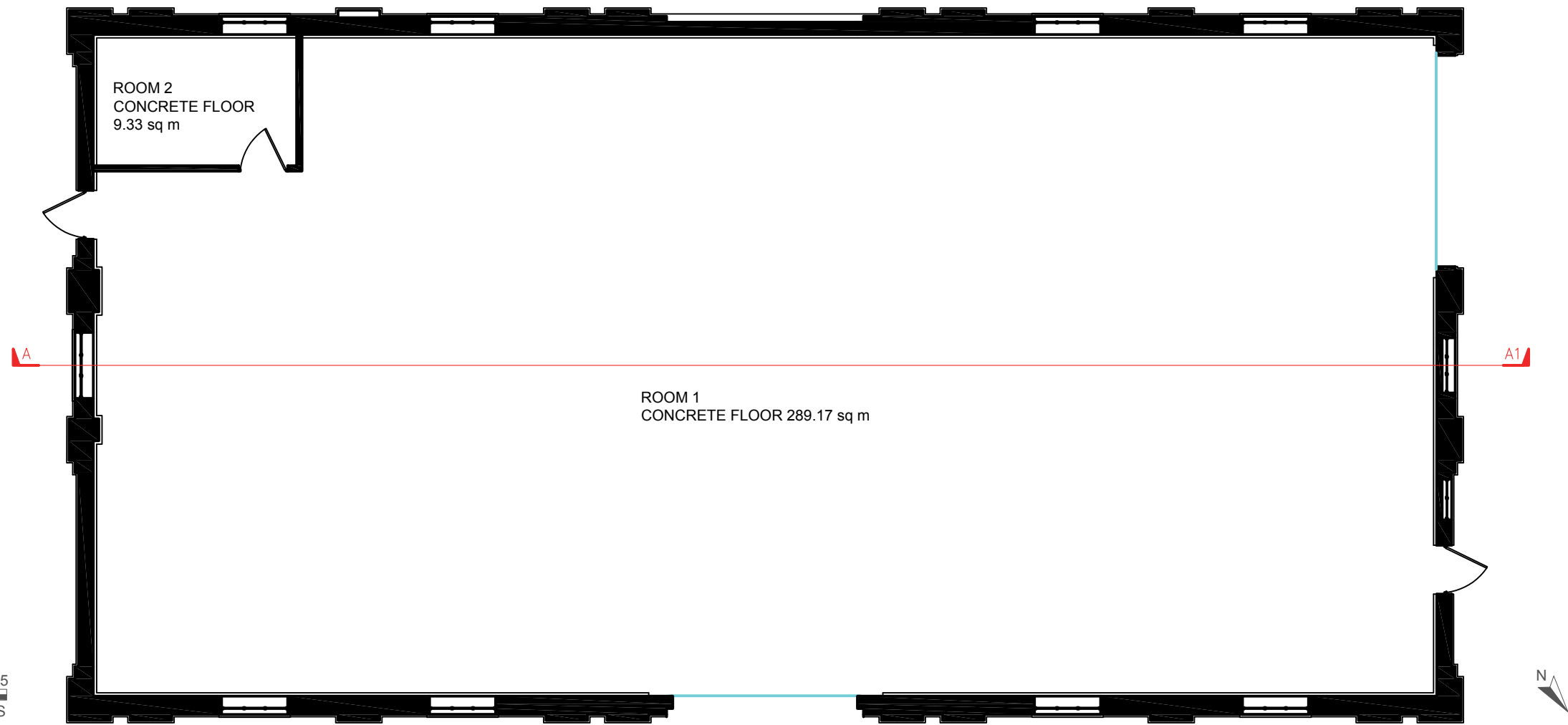
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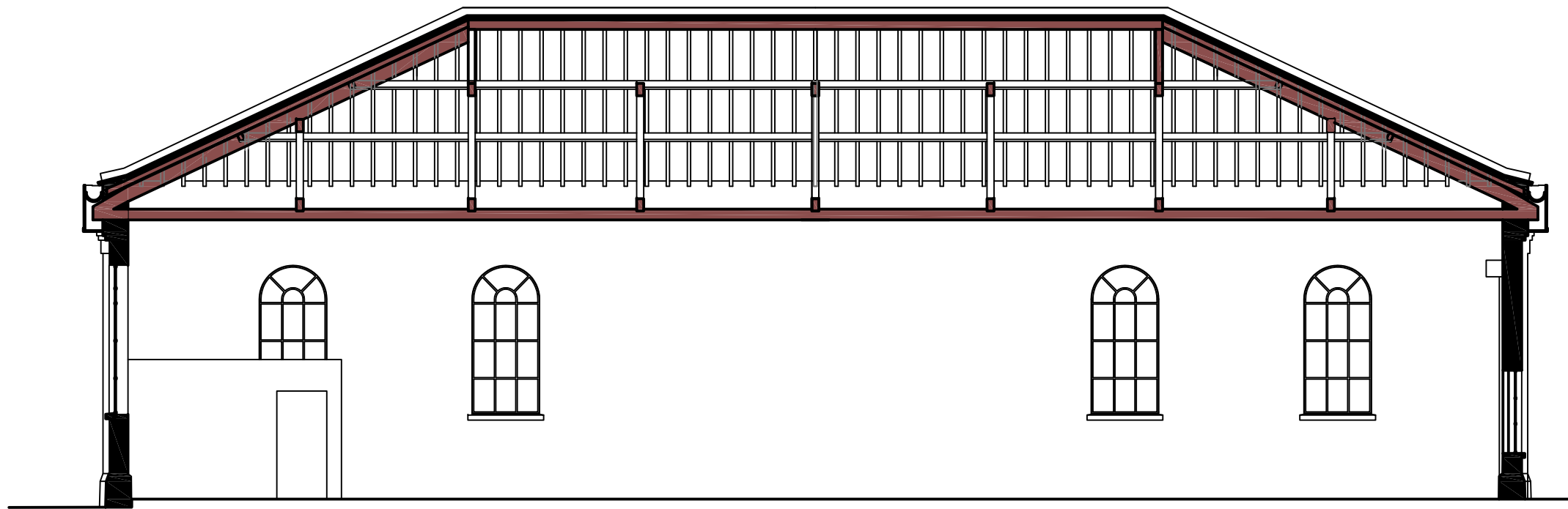
SWAT ARCHAEOLOGY

The Office: School Farm
Oast, Graveney Road,
Faversham, Kent ME13 8UP





FLOOR PLAN



SECTION A - A1

Figure 2: Floor plan and Section A-A1.

PROJECT: Castledene Transport – Mill Hall, Aylesford ME20 7JN

DRAWING TITLE: Floor plan and Section A-A1

SIZE AND SCALE: 1:100@A3

DATE: 18/05/2017

DRAWN BY: Bartosz Cichy

DRAWING NUMBER: 1

SITE CODE:

REF. FILE: CDTDrawing1.dwg

SWAT ARCHAEOLOGY

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Faversham, Kent ME13 8UP



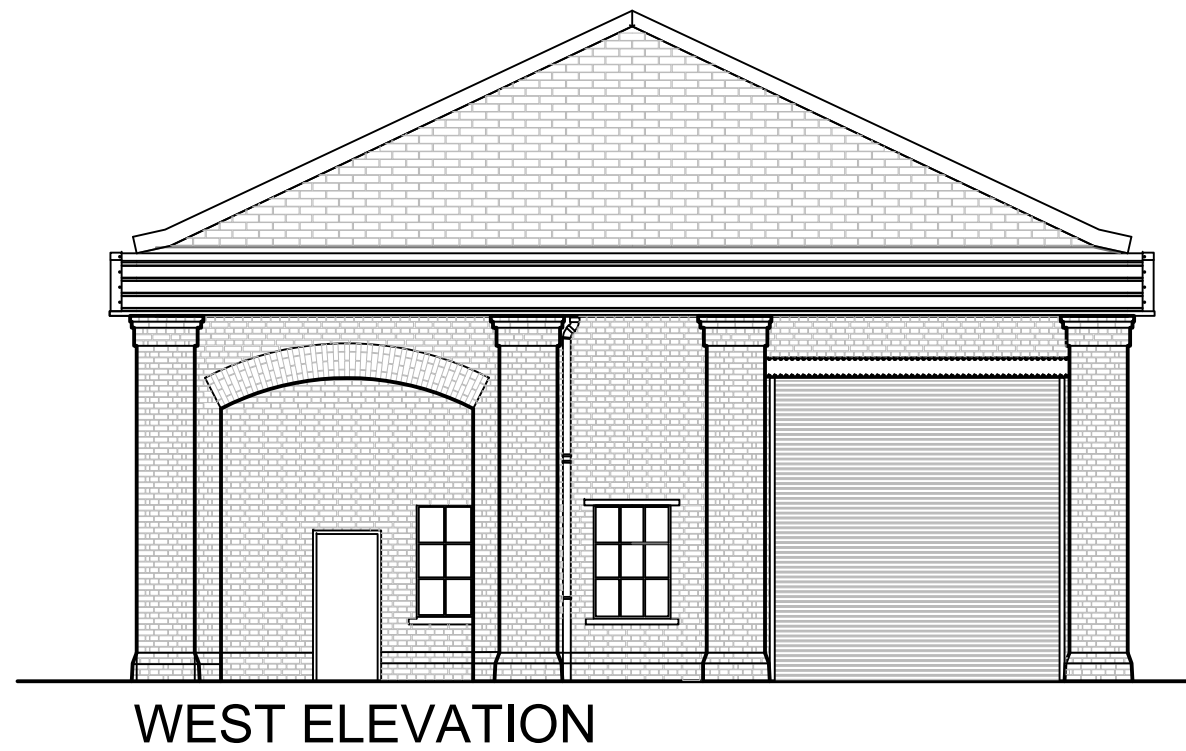
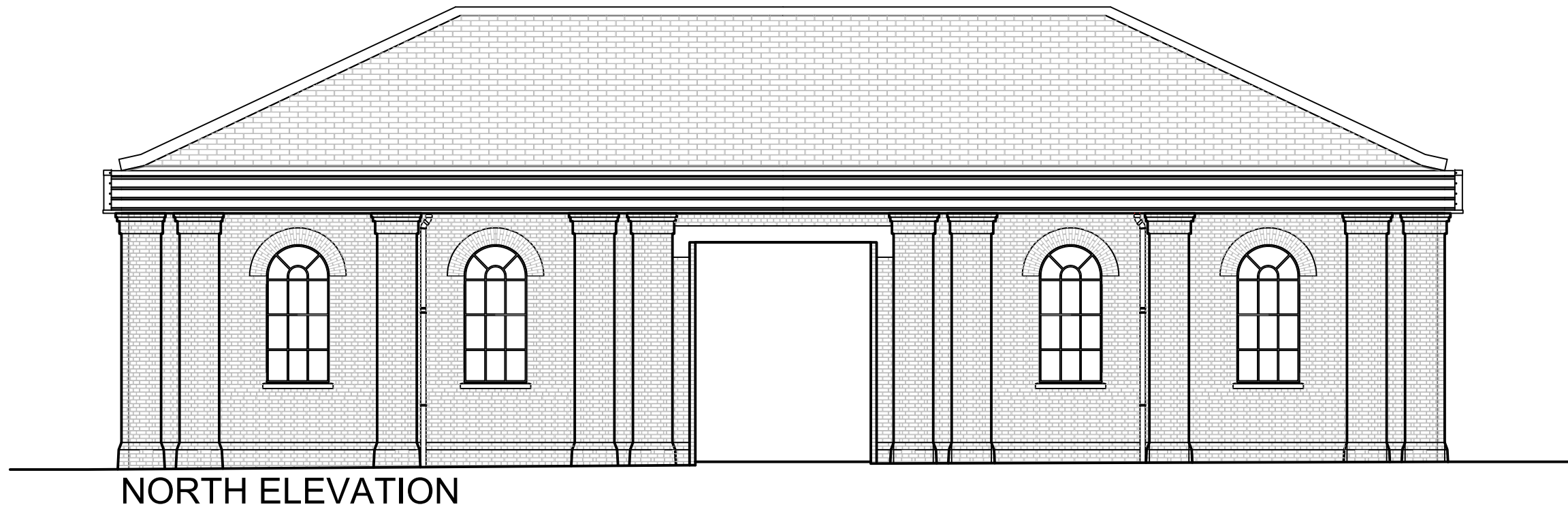
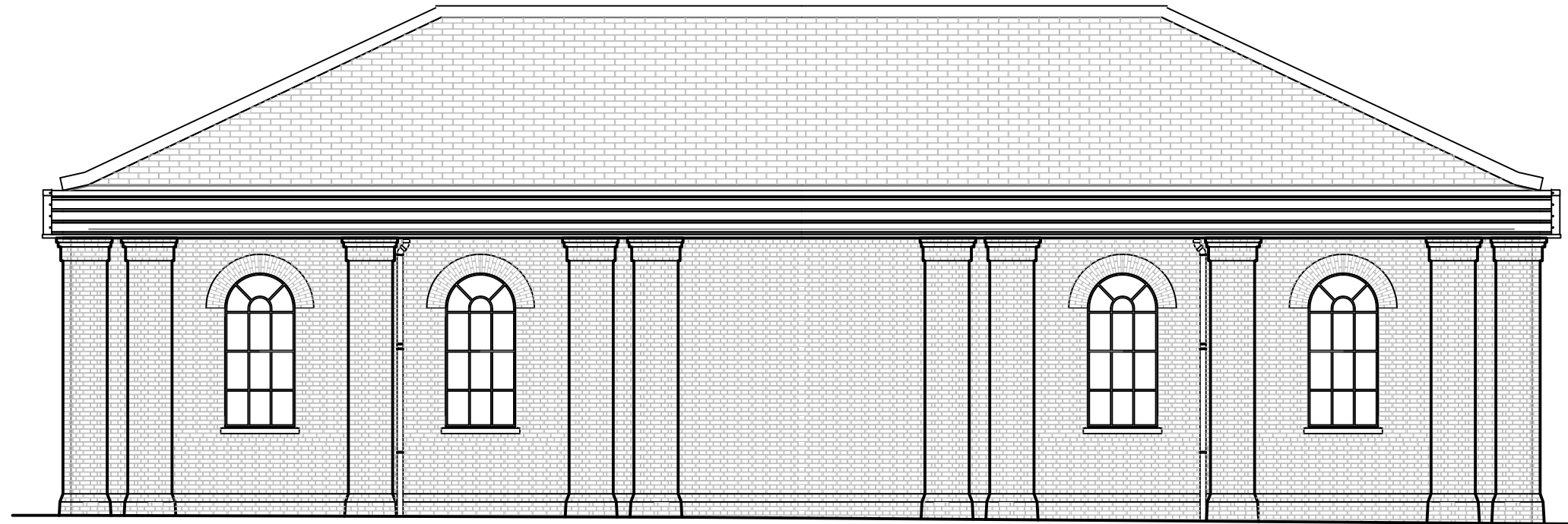


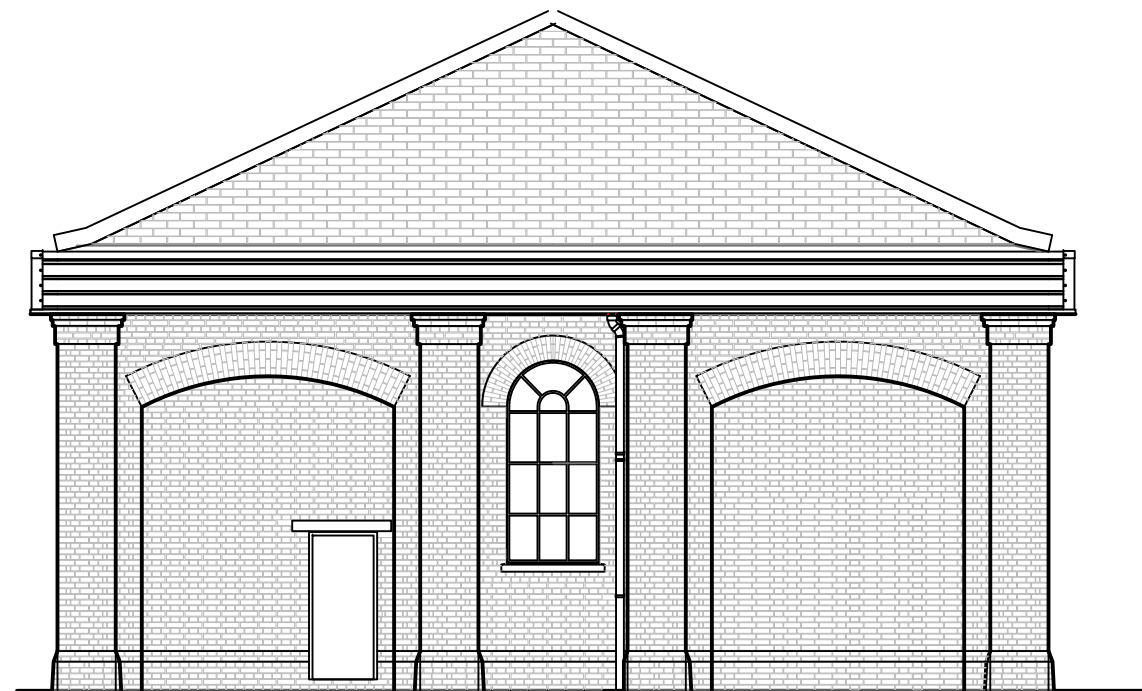
Figure 3: North and west elevation.

PROJECT: Castledene Transport – Mill Hall, Aylesford ME20 7JN			SWAT ARCHAEOLOGY The Office: School Farm Oast, Graveney Road, Faversham, Kent ME13 8UP
DRAWING TITLE: North and west elevation			
SIZE AND SCALE: 1:100@A3	DATE: 18/05/2017	DRAWN BY: Bartosz Cichy	
DRAWING NUMBER: 2	SITE CODE:	REF. FILE: CDTDrawing1.dwg	





SOUTH ELEVATION



EAST ELEVATION



Figure 4: South and east elevation.

PROJECT: Castledene Transport – Mill Hall, Aylesford ME20 7JN

DRAWING TITLE: South and east elevation

SIZE AND SCALE: 1:100@A3

DATE: 18/05/2017

DRAWN BY: Bartosz Cichy

DRAWING NUMBER: 3

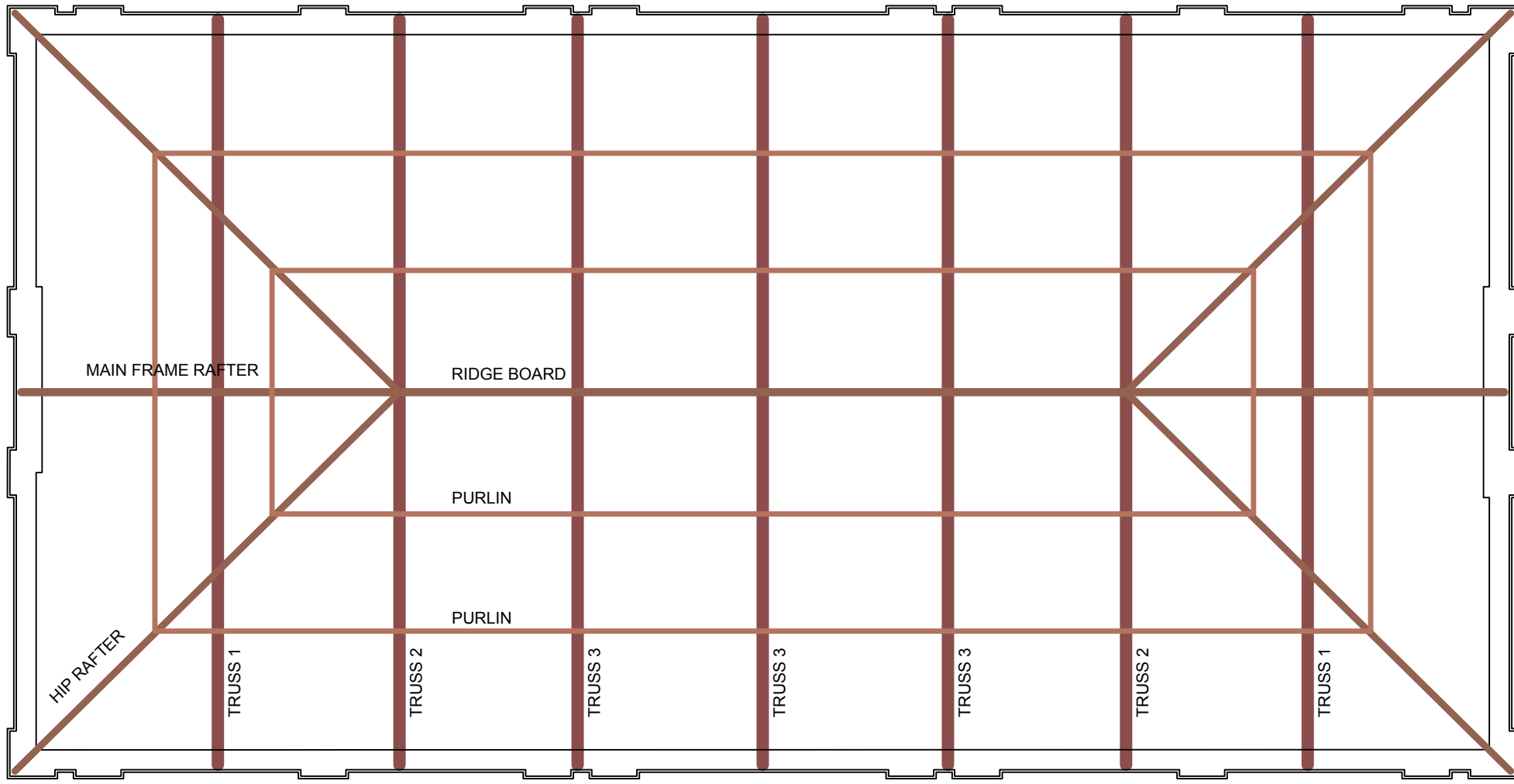
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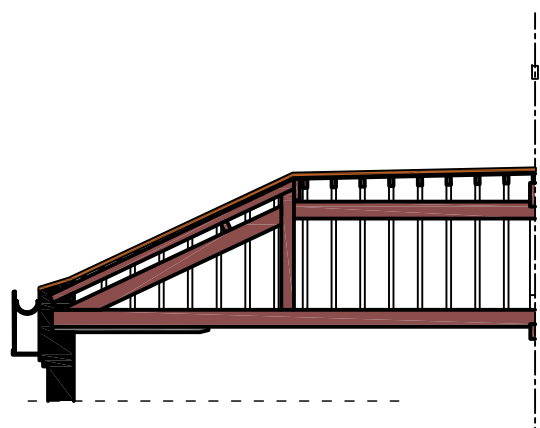




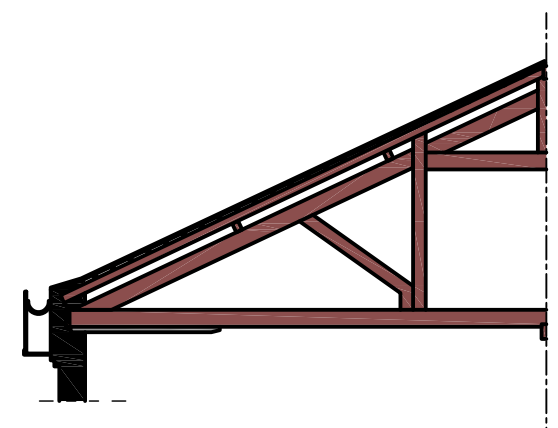
ROOF PLAN

HIPPED ROOF
COMMON RAFTERS NOT SHOWN

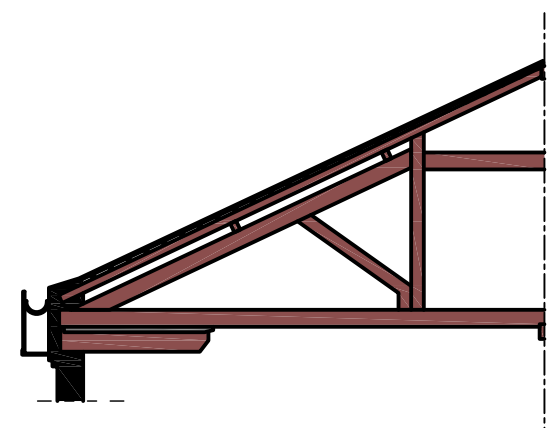
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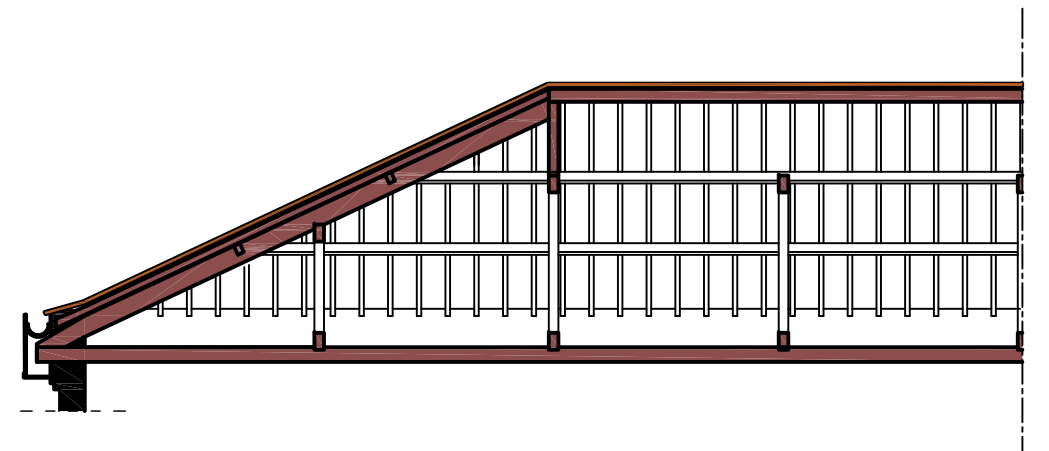
ROOF TRUSS 1



ROOF TRUSS 2



ROOF TRUSS 3

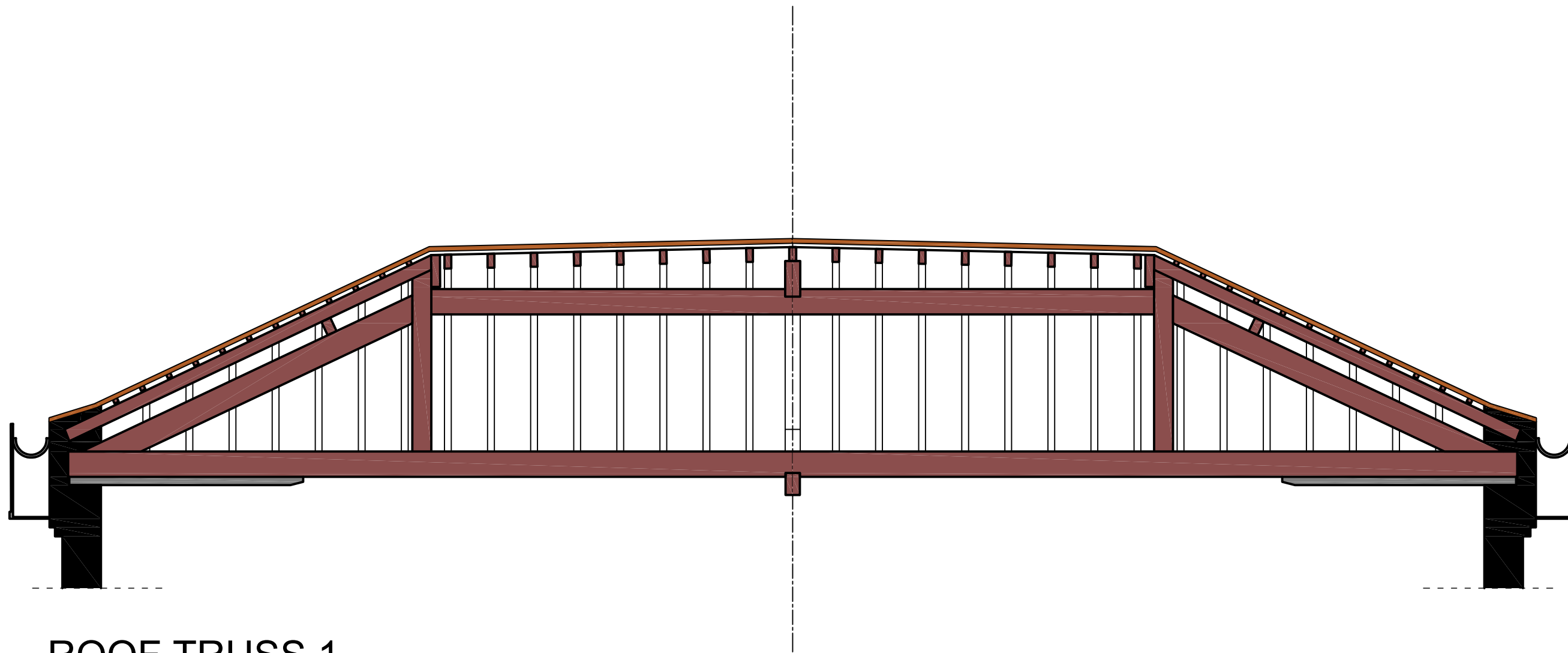


ROOF LONGITUDINAL HALF SECTION

Figure 5: Roof plan and roof trusses.

PROJECT: Castledene Transport – Mill Hall, Aylesford ME20 7JN			SWAT ARCHAEOLOGY The Office: School Farm Oast, Graveney Road, Faversham, Kent ME13 8UP
DRAWING TITLE: South and east elevation			
SIZE AND SCALE: 1:100@A3	DATE: 18/05/2017	DRAWN BY: Bartosz Cichy	
DRAWING NUMBER: 4	SITE CODE:	REF. FILE: CDTDrawing1.dwg	





ROOF TRUSS 1



Figure 6: Roof Truss 1.

PROJECT: Castledene Transport – Mill Hall, Aylesford ME20 7JN

DRAWING TITLE: Roof Truss 1

SIZE AND SCALE: 1:40@A3

DATE: 18/05/2017

DRAWN BY: Bartosz Cichy

DRAWING NUMBER: 5

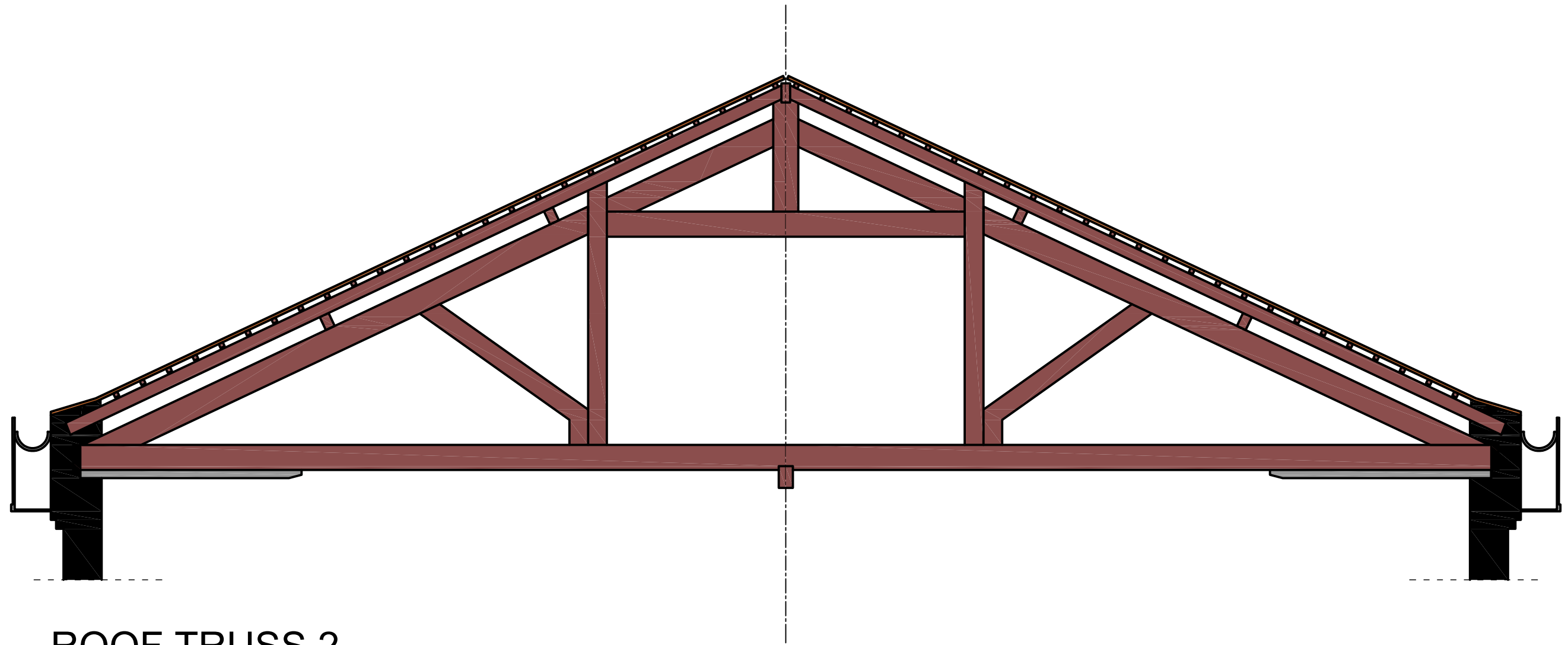
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REF. FILE: CDTDrawing1.dwg

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ROOF TRUSS 2



Figure 7: Roof Truss 2.

PROJECT: Castledene Transport – Mill Hall, Aylesford ME20 7JN

DRAWING TITLE: Roof Truss 2

SIZE AND SCALE: 1:40@A3

DATE: 18/05/2017

DRAWN BY: Bartosz Cichy

DRAWING NUMBER: 6

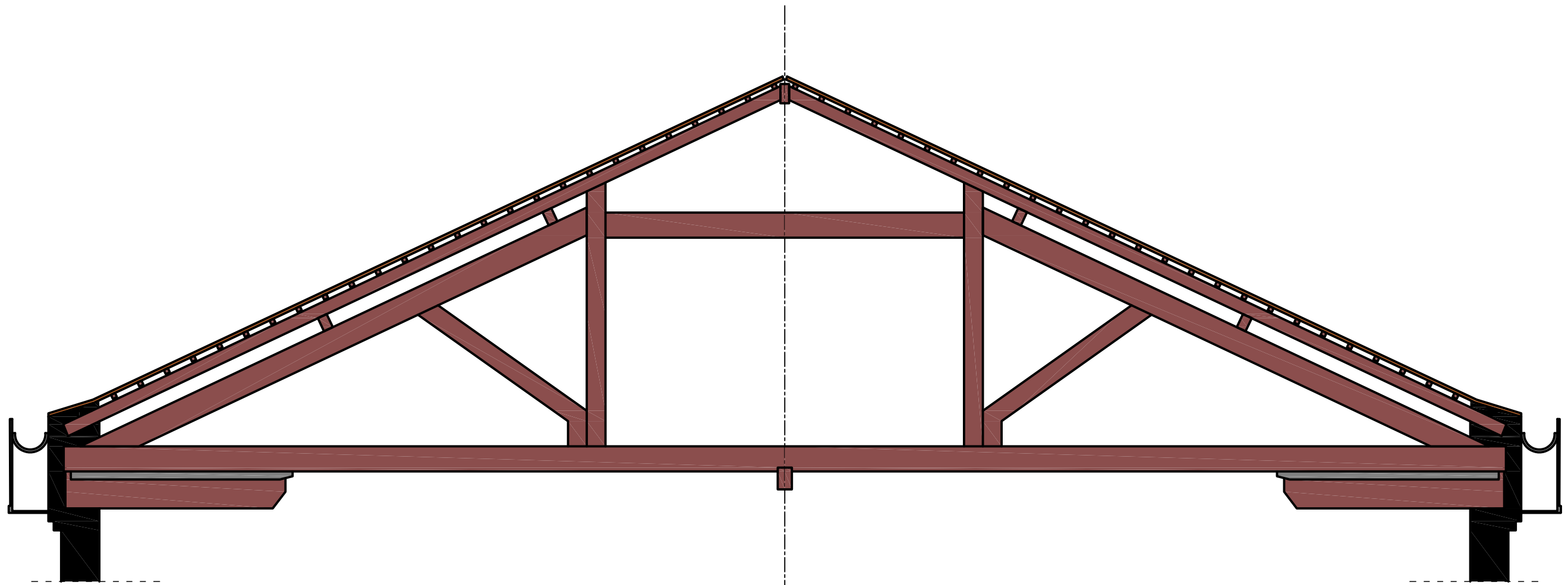
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SWAT ARCHAEOLOGY

The Office: School Farm
Oast, Graveney Road,
Faversham, Kent ME13 8UP





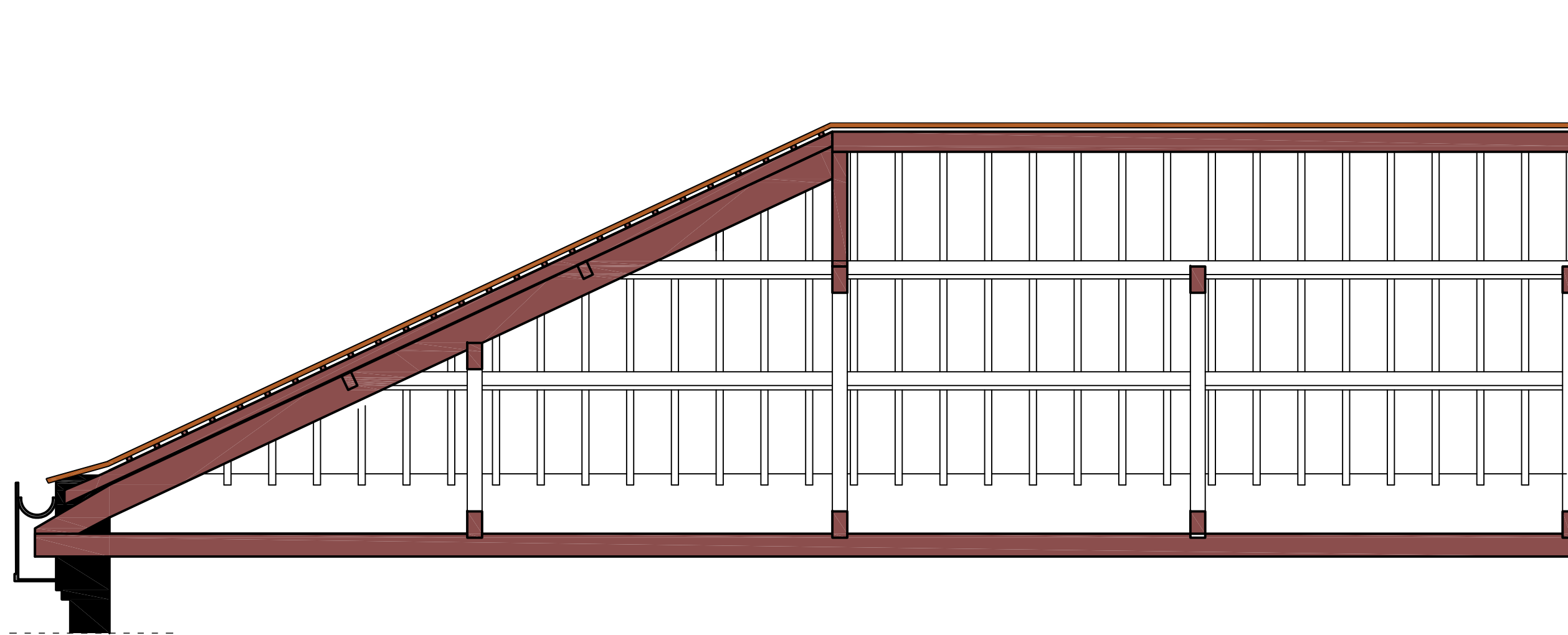
ROOF TRUSS 3



Figure 8: Roof Truss 3.

PROJECT: Castledene Transport – Mill Hall, Aylesford ME20 7JN			SWAT ARCHAEOLOGY The Office: School Farm Oast, Graveney Road, Faversham, Kent ME13 8UP
DRAWING TITLE: Roof Truss 3			
SIZE AND SCALE: 1:40@A3	DATE: 18/05/2017	DRAWN BY: Bartosz Cichy	
DRAWING NUMBER: 7	SITE CODE:	REF. FILE: CDTDrawing1.dwg	





ROOF LONGITUDINAL HALF SECTION



Figure 9: Longitudinal half section of the roof

PROJECT: Castledene Transport – Mill Hall, Aylesford ME20 7JN

DRAWING TITLE: Roof – longitudinal section

SIZE AND SCALE: 1:40@A3

DATE: 18/05/2017

DRAWN BY: Bartosz Cichy

DRAWING NUMBER: 8

SITE CODE:

REF. FILE: CDTDrawing1.dwg

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