



# CENTRAL SECTION PROJECT C150

## Westbourne Park Non-Listed Built Heritage Recording Report

**Document Number: C150-CSY-T1-RGN-CR076\_PT001-00015**

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## Contents

<b>1 Non-Technical Summary .....</b>	<b>3</b>
<b>2 Scope .....</b>	<b>4</b>
2.1 Site background .....	4
2.2 Origin, level and scope of this report.....	4
2.3 Planning and legislative framework .....	5
<b>3 Definitions.....</b>	<b>5</b>
3.1 Aims and method of work .....	5
3.2 Specific research aims .....	5
<b>4 The standing building survey.....</b>	<b>6</b>
4.1 Introduction .....	6
4.2 The Great Western Studios .....	6
4.3 19th-century goods yard tracks.....	8
4.4 Portobello Junction phase tracks .....	8
4.5 Late 19th-century retaining wall .....	8
4.6 Stone setts.....	9
<b>5 Reference Documents .....</b>	<b>10</b>
<b>6 Appendices .....</b>	<b>11</b>
6.1 OASIS ID: molas1-79449.....	11
6.2 List of drawn records made on site.....	15
6.3 List of archaeological photographs taken on site. ....	15
6.4 Figures accompanying this report .....	18

## 1 Non-Technical Summary

Crossrail Ltd commissioned MOLA to make a Level 2 record of non-listed buildings and structures at Westbourne Park, Royal Oak Worksite West in June 2010, in advance of demolition or alteration of the structures.

The structures recorded were a three storey, twenty bay purpose built brick warehouse building dating to 1938, formerly known as the Alfred Road Warehouse, which became a British Rail lost property depot in 1972 and was converted into the Great Western Studios in 1994; railway tracks associated with the late 19th-century goods yard within the Great Western Railway's (GWR) cutting; and railway tracks dating to the Portobello Junction phase of development of the late 19th–early 20th centuries.

## 2 Introduction

Museum of London Archaeology (MOLA) was commissioned by Crossrail Ltd to analyse and record standing buildings at Westbourne Park, Royal Oak Worksite West.

Enabling works are due to be carried out in order to enable the construction of a train reversing facility (Westbourne Park Turnback). The enabling works will include demolition of existing buildings and infrastructure associated with the Great Western Studios; demolition of the existing retaining wall at Westminster Academy and Murphy's Yard, as well as the relocation and modification of the existing sidings layout and railway equipment.

The structures recorded at Westbourne Park were outlined in the previous document, *Westbourne Park Non-Listed Built Heritage Recording Method Statement*, (Crossrail 2010a) and in the *Written Scheme of Investigation* (Crossrail 2010b). They are all non-listed structures, but their association with the railway heritage of the Bristol to Paddington Mainline increases their significance.

## 3 Scope

### 3.1 Site background

The buildings surveyed were situated on the south side of the Westway at the Royal Oak Worksite West site, at Westbourne Park, City of Westminster, London W2. The approximate centre of the site is at National Grid Reference 525150 181750. The Museum of London London Archaeological Archive & Research Centre site code, by which the records are indexed and archived, is XSA10.

An *Assessment of Archaeological Impacts* (Crossrail 2006) and a detailed *Desk Based Assessment* (Crossrail 2008a) were carried out on the Westbourne Park and Royal Oak Portal site and provide a discussion of the archaeological potential, as well as information on the topography of the area and the non listed built heritage. The Desk Based Assessment also includes a map regression of the study area from 1746–1914. Section 5.2.2. of the previous document, a *Site Specific Archaeological Written Scheme of Investigation* (Crossrail 2010b), lists the structures identified by a non-listed built heritage assessment and recommends mitigation. No previous description or investigation of the buildings is known.

Note: within the limitations imposed by dealing with historical material and maps, the information in this document is, to the best knowledge of the author and MOLA, correct at the time of writing. Further archaeological investigation or more information about the nature of the present buildings may require changes to all or parts of the document.

### 3.2 Origin, level and scope of this report

The archaeological work of analysis and recording, and the production of this report, were commissioned from MOLA by Crossrail. The work was carried out in accordance with the *Method Statement* (Crossrail 2010a) and Crossrail's non-listed built heritage recording procedures (Crossrail 2008b).

This report has been prepared within the terms of the relevant standards specified by the Institute for Field Archaeologists (IFA 2001) and corresponds to the form of record and reporting at Level 2 in the specifications, Recording historic buildings, recommended by the Royal Commission on Historical Monuments of England (RCHME 1996). A Level 2 record is summarised by English Heritage in *Understanding Historic Buildings*, a guide to good recording practice (English Heritage 2006) as;

“...a descriptive record, made in circumstances similar to those of Level 1, but when more information is needed. It may be made of a building which is judged not to require any fuller record, or it may serve to gather data for a wider project. Both the exterior and the interior will be viewed, described and photographed. The record will present conclusions regarding the buildings development and use but will not discuss in detail the evidence on which these conclusions are based. A plan and other drawings may be made but the drawn record will normally not be comprehensive and may be tailored to the scope of a wider project.”

This report presents the results of the Level 2 survey, carried out on site for a total of 2 days in June 2010.

### 3.3 Planning and legislative framework

The legislative and planning framework in which the archaeological exercise took place was summarised in the *Written Scheme of Investigation* which formed the project design for the survey (section 2.1 Crossrail 2010b)

## 4 Definitions

### 4.1 Aims and method of work

The research aims of this archaeological work were defined in the *Method Statement* (Crossrail 2010a) in conformity with applicable planning policies and English Heritage guidelines (Archaeological Guidance Paper No. 3, revised June 1998), using the appropriate terms and methods specified in the Museum of London Archaeological Site Manual (3rd edition 1994).

The overall aim of the programme of work was to secure ‘*preservation by record*’ of those aspects of the standing building and the site that were of architectural, archaeological or historical interest. The work was to provide a descriptive record of the site in order to record its survival prior to its loss by demolition.

### 4.2 Specific research aims

The specific research aims outlined in the *Method Statement* (Crossrail 2010a) detailed the following main components:

- To investigate the fabric of the building before demolition, with the aim of elucidating its structural history and record and analyse the resulting evidence for this history using applicable archaeological methods.
- To make a basic record of the existing building in its present condition, by means of photography, notes and dimensioned sketch plans and other hand drawings, as necessary
- To carry out an appropriate level of documentary research (Level 2, see section 3.2 of this document) in order to give a brief written account of the buildings
- To report the results in suitable form in accordance with Crossrail requirements and archive the records.

The investigation satisfied the research aims, and it was determined that it would not be necessary to investigate the buildings further during demolition.

### 4.2.1 A brief summary of the standing buildings

The site-specific WSI (Crossrail 2010b) gives a description of the buildings and this report should be read for the full history of the area and a discussion of the significance of the buildings. However the structure and their history can be briefly summarised as follows.

1. Great Western Studio building
  - Three storey, twenty bay purpose built brick warehouse building dating to 1938, formerly known as the Alfred Road Warehouse. This became a British Rail lost property depot in 1972, which was converted into the Great Western Studios in 1994.
  - Railway tracks associated with the late 19th-century goods yard within the Great Western Railway's (GWR) cutting.
  - Railway tracks dating to the Portobello Junction phase of development of the late 19th–early 20th centuries.
2. Brick built retaining wall built in the late 19th–early 20th centuries built as part of the Portobello junction phase of development.

## 5 The standing building survey

### 5.1 Introduction

The recording was carried out MOLA on the 22nd and 23rd June 2010. In plan the site ran approximately north-west to south-east whilst the area covered by the buildings included in the survey measured roughly 265m from north-west to south-east and 34m from north to south. The following brief outline description should be read in conjunction with the figures and selected photographs taken in June 2010 (Fig 2 to Fig 11).

All archaeological analysis and recording during the investigation on site was done in accordance with the Method Statement (Crossrail 2010a), the Museum of London Archaeological Site Manual (1994) and MOLA Health and safety policy (2000). The location and exterior of the standing buildings were determined in outline on the modern Ordnance Survey plan.

The site records comprise a total 51 digital colour photographic images and four hand drawn measured sketches made on site. Only some of the photographs taken during the survey are used in this document. There is a list of all of the archaeological photographs taken at the back of the report (Appendix 7.3.). No objects or samples were collected. The site records will be deposited and indexed in due course in the Museum of London archaeological archive under the site code XSA10.

### 5.2 The Great Western Studios

The Great Western Studio building was constructed on a load bearing concrete encased steel frame, with brick infill on the 1st and 2nd floor exterior (Fig 5). The brickwork was in English bond, whilst below window sills ran a course of bricks on end (Fig 6). Steel framed mullion windows were present on the 1st and 2nd floors, on all four sides of the building and these were

topped with concrete lintels, which extended between brick pilasters (Fig 5). The approximate dimensions of the building were 128m in length from north-west to south-east, with the majority of the building having a width of approximately 24m. At the western end the building was slightly narrower at approximately 22m and this width continued from the western end for a distance of approximately 17m on both 1st and 2nd floors.

There were 20 bays to the building in total, formed by the steel encased concrete columns which ran the length of the building in four rows, from ground floor level, through the 1st and 2nd floors. Externally the bricks above the concrete columns were constructed to form the projecting pilasters, whilst a second course of bricks on edge, formed the upper course of a brick parapet. At ground floor level the columns supported the building above, leaving the area below open but divided into three distinct areas running the length of the building (Fig 2). The southernmost of these was taken up by a raised platform, whilst the remaining two to the north, were long open thoroughfares open at either end of the building.

The southern platform provided access to the floors above with the main entrance at the time of the survey at the western end of the building at platform level, via a dog leg stair within a cast concrete stairwell. A second dog leg staircase from the platform (closed at ground floor level at the time of the survey) was situated along one third of the length of the southern edge of the building. Two cast iron spiral staircases also emerged from the building along this southern edge, one approximately two-thirds along the length of the platform, the other at the eastern end, on the east facing façade of the building (Fig 7). This also led onto the roof, inaccessible at the time of the survey. Two goods lifts were also situated on the platform, one near the western end, the other adjacent to the first spiral staircase. These had metal concertina doors, facing to the south.

At ground floor level the platform formed an island for the loading and unloading of goods on both the north and south sides. To the south an overhanging timber boarded canopy covered the platform and track bed (Fig 5). This was formed from twenty steel trusses, anchored into the southernmost concrete columns, supporting a sloped timber canopy (Fig 7). The whole weight of this canopy was supported by the southernmost columns of the building, with no further support along the canopy's southern edge. Many of the timber boards of the canopy had been removed. Along both the northern and southern edge of the platform timber had been used to protect the brick edge, with that of the southern edge being further protected by an iron sleeve (Fig 8). At the western end of the north side of the platform some timber boarding also remained. This had at one time been more extensive and elsewhere it had been removed and replaced with concrete.

The majority of the platform was brick built from its base, with the exception of the eastern end, where a later extension had been built projecting the platform beyond the original footprint of the building, the southern face being built in brick and the north face being of breeze block construction. The platform terminated in a set of brick steps, down to track bed level (Fig 6), whilst the edges of this platform extension on both sides had been reinforced with steel 'I' beams instead of the timber seen elsewhere.

As mentioned above, beneath the upper floors of the building the concrete columns divided the ground floor space into three distinct, but irregular, linear areas. At the eastern end of the building the southern platform was curved along its northern edge, whilst the curve was mirrored in the line of the columns running beneath the centre of the building. To the north the line of columns gradually extended progressively west, beyond the line of the building above, creating a wider opening for the northernmost track line (Fig 9).

Concrete beams crossed the ceiling of the ground floor between the columns whilst across the ceiling was fixed a network of metal runners (Fig 10). These could be traced beginning beneath the timber canopy and passing beneath the building, across the island platform and along the length of its northern side. These would have enabled the easy movement of heavy goods,



suspended and secured to a roller, running along the metal runners. A series of deep scratches and circular marks were noted on the tarmac surface of the platform, possibly indicating where heavy loads had been twisted and moved, whilst suspended from the runners.

Internally the two upper floors of the building were accessed from the main staircase at the western end of the building. Both this and the central dog-leg staircase on the southern side of the building were illuminated by skylights (Fig 11). Both floors had been much altered in order to provide studio space, the internal area being divided up by breeze block walls. These were generally placed to divide the floors along the north–south line of each bay, with some exceptions where larger rooms were required for gallery space. The concrete frame of the building was visible internally throughout although often obscured by modern wall coverings. Both floors had a central corridor, although that on the 1st floor had a kink in the central area where a fire door with a double metal rolled shutter was situated (Fig 12), which was matched by a corresponding fire door on the second floor above. Internally therefore it seems likely that the building was originally built substantially open plan, with a central north south wall with a fire door on each floor. The wide spaces of this design would have allowed the storage of large numbers of goods, brought to the upper floors by the goods lifts and unloaded from rolling stock on the platforms below with the aid of the metal runners.

The roof of the building was not accessible at the time of the survey; however two timber towers were noted over the area occupied by the lift shafts, presumably in order to house the lift machinery. Until recently one of these had been decorated with a piece of graffiti attributed to the artist Banksey, depicting Dick Turpin on a rearing horse, waving a painting roller instead of a pistol. This had been removed prior to the survey.

### **5.3 19th-century goods yard tracks**

Running parallel along the southern edge of the platform described above, were a line of railway tracks (Fig 7). These were beneath the timber canopy and 0.64m from the southern edge of the platform. A further single line of track indicated the former presence of further tracks to the south. These may well be on the same alignment as tracks that ran to the south of the 19th-century locomotive workshops, part of the Paddington New Yard which had its heyday in the 1880s and 1890s (See Crossrail 2010b, section 2.4.2)

### **5.4 Portobello Junction phase tracks**

In the north-western corner of the site, a single pair of railway tracks were exposed, terminating at the western end in a timber buffer (Fig 13). At the time of the survey close inspection and direct access to the tracks was not possible, as the area had been fenced off and used to dump tyres and other debris. However, it was possible to determine that the tracks, emanating from the east, appeared to be in alignment with the centre of the Great Western Studios, suggesting that they had originally passed beneath the building, along the north edge of the platform. This line is thought to represent a surviving element of the Portobello Junction phase of development of the site. The Portobello Junction was the location of the split between the Metropolitan line (which had reached Hammersmith by 1868) and the GWR's over-ground lines, which led to the establishment of Westbourne Park station in 1866. This was moved to its present location in 1871 (Rose 1980).

### **5.5 Late 19th-century retaining wall**

Directly east of the Great Western Studios was a section of brick built retaining wall running north-west to south-east (Fig 14). At its western end was a buttress of exposed red brick, whilst the remainder of the length of the wall the brickwork was obscured by concrete render. The wall was topped with a single course of dark blue to black engineering bricks. A small refuge arch



was situated approximately half way along the walls length, within this emerged a disused drainage pipe. This section of wall is a surviving element of the Portobello Junction development although it is likely to be an early 20th century replacement of an earlier wall associated with the Portobello Junction.

## **5.6 Stone setts**

The area around the site had an extensive cobbled surface, in particular to the north (Fig 11) and to the south (Fig 5) of the Great Western Studio building and it is possible that many more survived beneath later surfaces around the site. These are likely to date from the early 20th century after the original engine shed was demolished and much of the track removed.

## 6 References

Crossrail 2006. Assessment of Archaeological Impacts. Technical report part 2 of 6 central section. Report Number 1E0318-C1E00-00001

Crossrail 2008a , (Pembroke, S., ARUP) *Westbourne Park and Royal Oak Portal, site specific archaeological detailed desk-based assessment*. Document Number CR-SD-CT1-EN-SR-00002. Unpublished client report.

Crossrail 2008b. Procedure for non-listed built heritage recording. Document number CR-PN-LWS-EN-SY-00001

Crossrail 2010a. *Westbourne Park Non-Listed Built Heritage Recording Method Statement*. Elsdon, N. (MOLA)

Crossrail 2010b *Westbourne Park & Royal Oak Portal site specific archaeological written scheme of investigation* Document number C150-CSY-T1-RGN-CR076\_PT001-00005

English Heritage (Greater London Archaeological Advisory Service), 1998 *Archaeological guidance papers*

English Heritage, 2006 *Understanding Historic Buildings: A guide to good recording practice*

Institute for Archaeologists (IFA), 2001 *Standard and guidance for archaeological investigation of standing buildings or structures*

Museum of London 1994. *Archaeological Site Manual, 3rd edition*.

Museum of London Archaeology , 2009 *Health and safety policy*

Rose, D 1980. *The London Underground: A Diagrammatic History* (8th ed.). Harrow Weald: Capital Transport.

On line sources

[http://www.greatwestern.org.uk/stat\\_3.htm](http://www.greatwestern.org.uk/stat_3.htm)

## 7 Appendices

### 7.1 OASIS ID: molas1-79449

#### Project details

Project name Westbourne Park Non-listed Built heritage

Short description of the project A level 2 standing Building Survey was undertaken at the Westbourne Park, Royal Oak Worksite West in advance of works under the Crossrail Act. The structures were not statutorily listed but their association with the railway heritage of the Bristol to Paddington Mainline increases their significance. The structures recorded were a three storey, twenty bay purpose built brick warehouse building dating to 1938, formerly known as the Alfred Road Warehouse, which became a British Rail lost property depot in 1972 and was converted into the Great Western Studios in 1994; railway tracks associated with the late 19th-century goods yard within the Great Western Railway's (GWR) cutting; Railway tracks dating to the Portobello Junction phase of development of the late 19th-early 20th centuries.

Project dates Start: 22-06-2010 End: 12-07-2010

Previous/future work No / No

Any associated project reference codes XSA10 - Sitecode

Type of project Building Recording

Site status None

Current Land use      Community Service 1 - Community Buildings

Monument type      RAILWAY GOODS SHED Modern

Methods & techniques      'Annotated Sketch','Measured Survey','Photographic Survey'

Prompt      Planning condition

Project location

Country      England

Site location      GREATER LONDON CITY OF WESTMINSTER PADDINGTON  
BAYSWATER AND KNIGHTSBRIDGE Westbourne Park

Postcode      WC2

Study area      3072.00 Square metres

Site coordinates      TQ 25150 81750 51.5202914595 -0.195974598398 51 31 13 N  
000 11 45 W Point

Project creators

Name of Organisation      MOL Archaeology

Project brief originator      Crossrail

Project design originator      MOL Archaeology

Project director/manager      [REDACTED]

Project supervisor      [REDACTED]

Type of sponsor/funding body

Client

Name of sponsor/funding body

Crossrail

Project archives

Physical Archive Exists?

No

Digital Archive recipient

LAARC

Digital Media available

'Images raster / digital photography'

Paper Archive recipient

LAARC

Paper Media

'Drawing','Photograph','Plan','Report'

available

Project bibliography

1

Publication type Grey literature (unpublished document/manuscript)

Title Westbourne Park Non-listed Built heritage

Author(s)/Editor(s) Sorapure, D.

Date 2010

Issuer or publisher MOLA

Place of issue or publication London

Description unpublished client report

Entered by

Entered on 12 July 2010

## 7.2 List of drawn records made on site

Drawing number	Description	Date and initials
1	Ground floor plan, Great Western Studios part 1 of 2	PP22.6.10
2	Ground floor plan, Great Western Studios part 2 of 2	PP22.6.10
3	East elevation, Great Western Studios	DS 22.6.10
4	Sketch of key elements of interior, 1st floor	DS 22.6.10
5	Sketch of key elements of interior, 2nd floor	DS 22.6.10

## 7.3 List of archaeological photographs taken on site.

22.6.10 by DS

Photo ID	Description	Direction of view
DSCN0523	Internal shot showing detail of sign "guide to studios" shoeing 1st and 2nd floor layout.	N/A
DSCN0524	Interior, 1st floor corridor, looking towards the fire doors	W
DSCN0525	Cement block bonding on internal corner, 1st floor corridor	south
DSCN0526	1st floor corridor	East
DSCN0527	Typical 1st floor studio room	east
DSCN0528	Power switches, 1st floor studio room	south-east
DSCN0529	Typical 1st floor studio room	west
DSCN0530	Pipe, Typical 1st floor studio room	south-west
DSCN0531	Typical 1st floor studio room	east
DSCN0532	Central stairwell	south
DSCN0533	Exterior, east elevation	west
DSCN0534	Exterior, east elevation	west
DSCN0535	Southside platform with canopy & tracks	west
DSCN0536	Southside platform with canopy	west
DSCN0537	Concrete ceiling showing rail runners	north-west
DSCN0538	Detail of Concrete ceiling showing rail runners	N/A
DSCN0539	Exterior, east elevation	west
DSCN0540	Southside platform with canopy & tracks	West
DSCN0541	Detail of lamps & rail runners, ground floor ceiling over platform	n/a
DSCN0541	Detail of lamps & rail runners, ground floor ceiling over platform	n/a



23.6.10 by MC.

Photo ID	Description	Direction of view
1	Artist studios, Westbourne Park, former goods yard, built 1938. 2nd floor corridor with fire door	east
2	Typical studio space on 2nd floor	south
3	Sign, possibly from former goods yard use, by southern stairwell, 2nd floor	west
4	Interior southern stairwell,	south
5	Interior southern stairwell,	south
6	1st floor corridor	east
7	Exterior of Great Western Studios	east
8	Former track siding & buffer on 19th-century alignment, associated with Portobello junction	east
9	Cobble stone setts West of former warehouse building.	east
10	Former goods warehouse building	west
11	Former goods warehouse building	west
12	Former 19th-century tracks along southern platform with canopy	east
13	Former goods warehouse	north-east
14	Timber boarding, north side of platform of former goods warehouse	east
15	metal runners on ground floor ceiling	west
16	Island platform of warehouse Building	west
17	Scratches made by the movement of goods (?) on platform surface	west
18	east elevation of Building	west
19	east elevation of Building	west
20	19th/20th-century retaining wall with east elevation of Building in distance	west
21	19th/20th-century retaining wall	north-west
22	Platform plus later extension	south-west
23	Platform plus later extension	south-west
24	Ground floor of goods warehouse	west
25	Platform plus timber canopy	south
26	timber canopy and truss	south
27	timber canopy detail	south
28	Ground floor of warehouse	west



29	Southern platform, canopy, and 19th-century track	west
30	Detail of timber and iron on edge of southern platform	north
31	Goods lift & spiral staircase, southern platform	north-west

## 7.4 Figures accompanying this report

Fig 1 site location and site plan



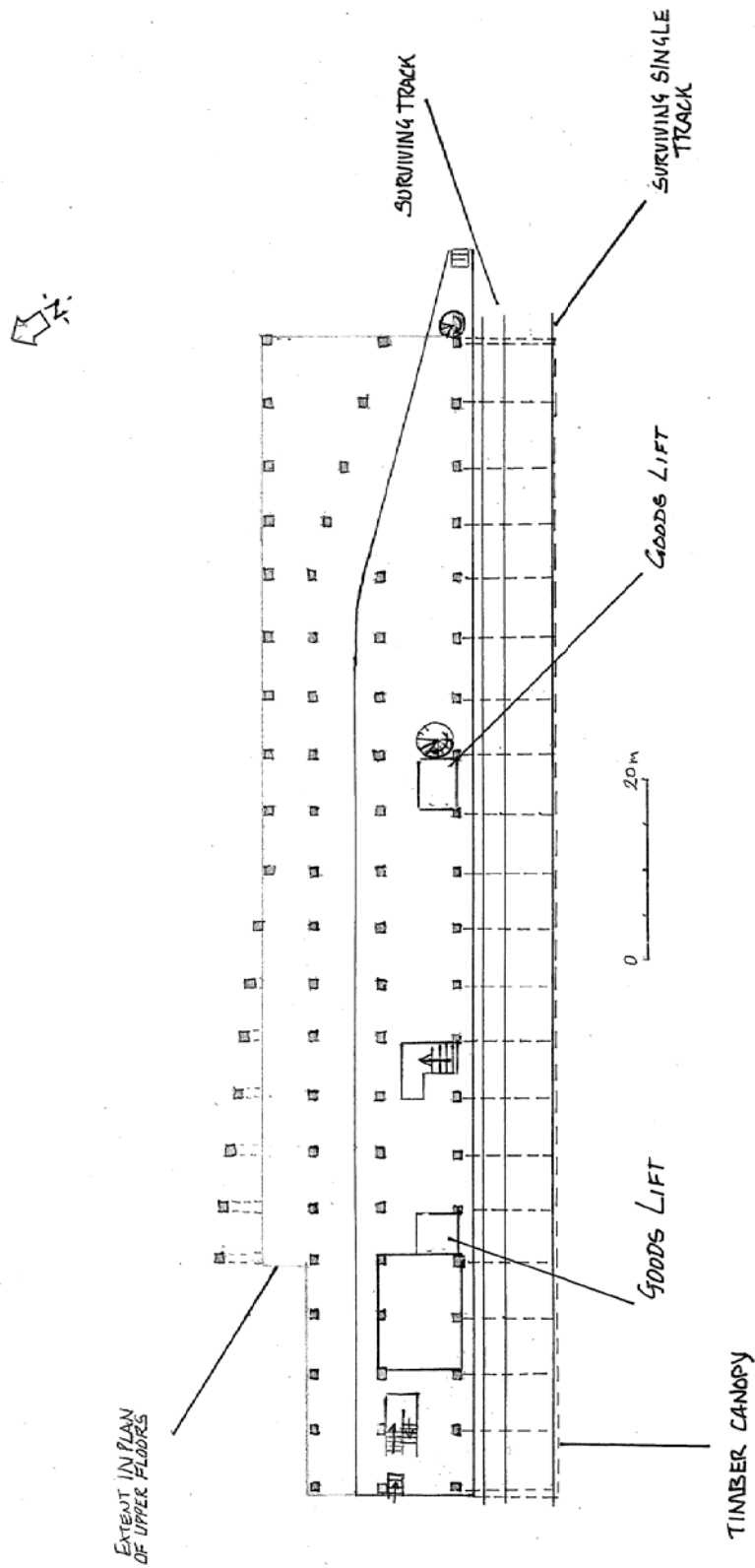


Fig 2 ground floor plan of the former goods yard, Great Western Studios building

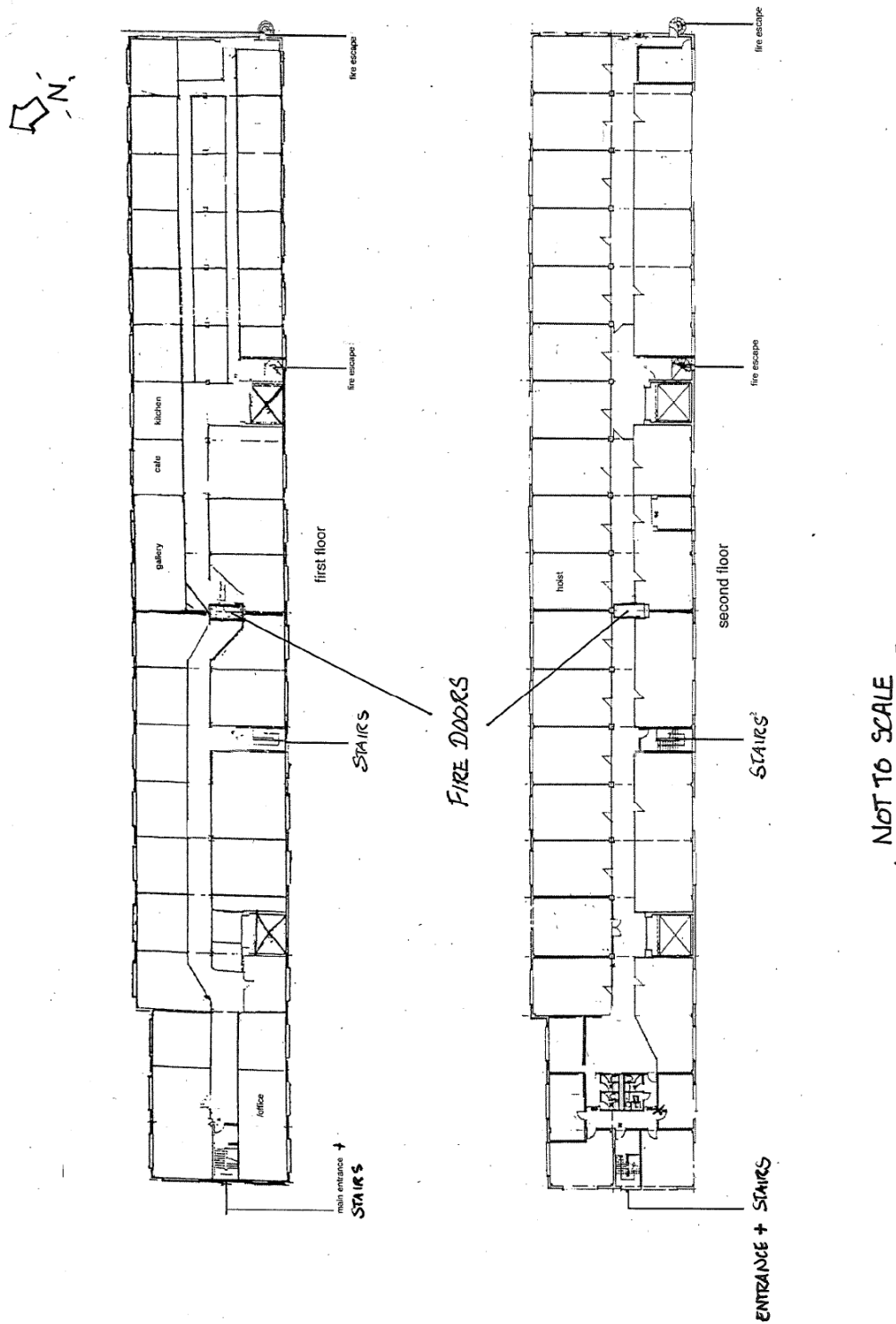


Fig 3 plan showing the layout of 1st and 2nd floors



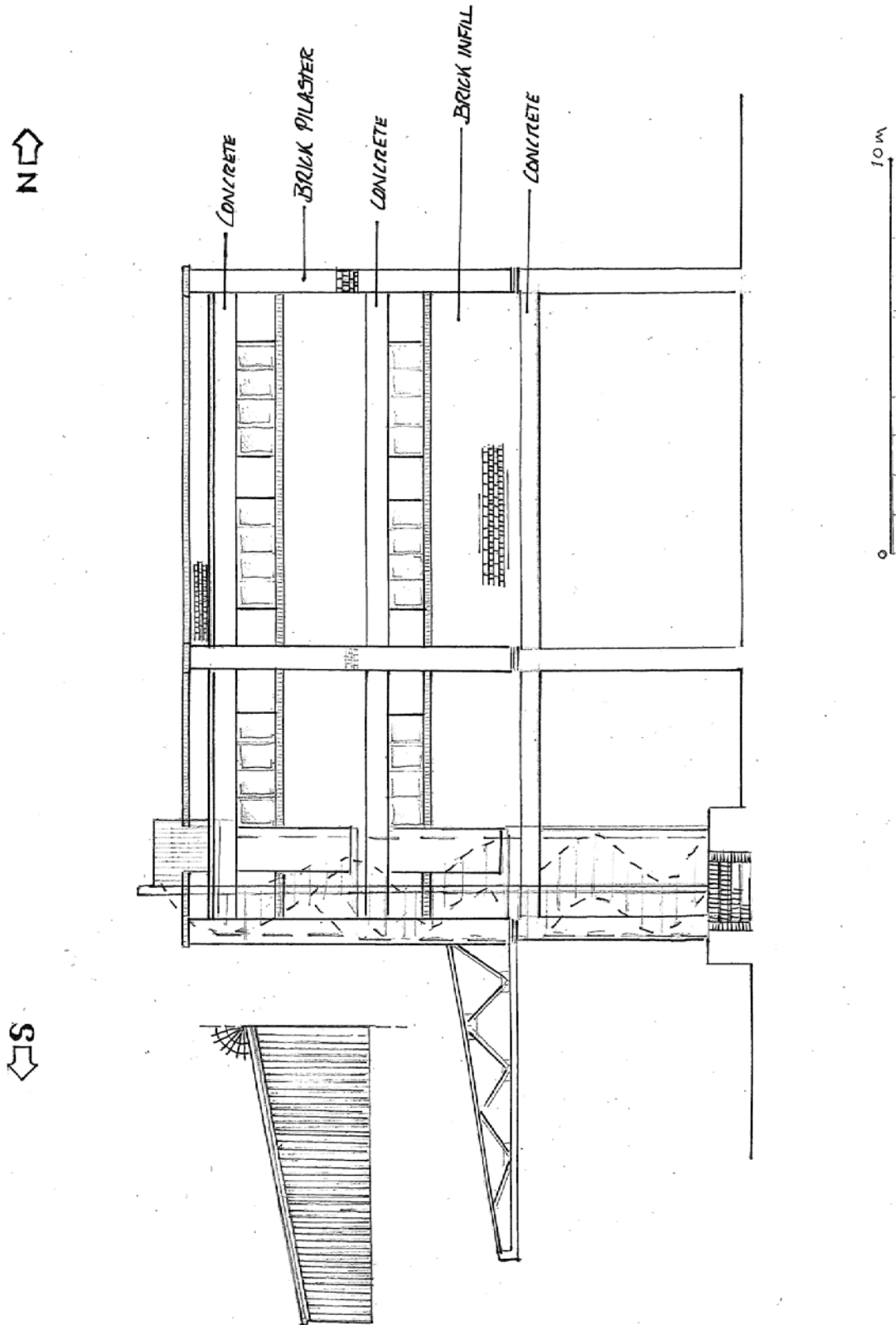


Fig 4 east elevation of the former goods yard, Great Western Studios building



**Fig 5 the Great Western Studios or former goods yard building, looking north-east**



**Fig 6 the east elevation of the former goods yard building, looking west**





**Fig 7 the southern edge of the platform on the ground floor of the building, with the looking west**



**Fig 8 the timber and iron reinforcement along the edge of the southern platform, looking north**

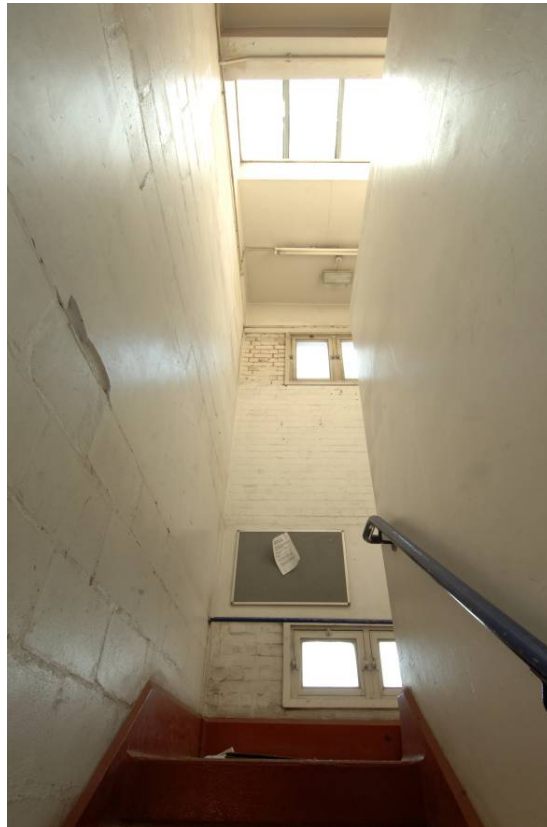




**Fig 9 the west elevation of the building, looking south-east**



**Fig 10 the view from the eastern end of the platform on the ground floor of the building, looking west**

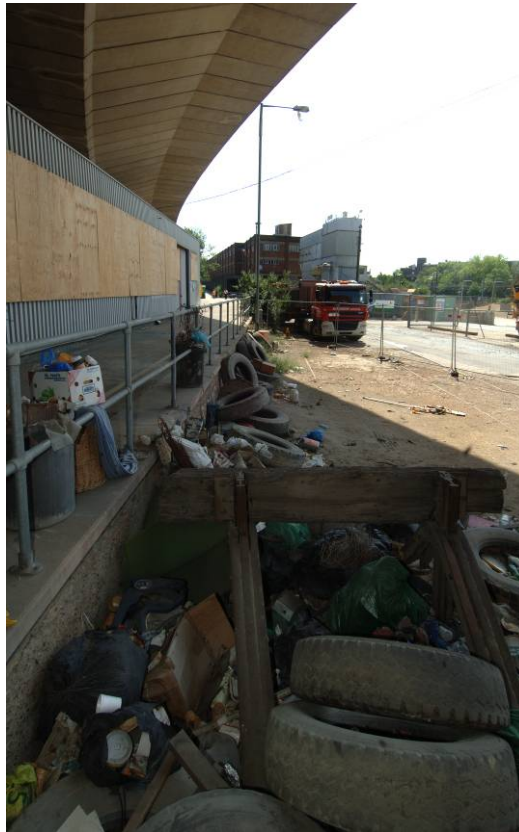


**Fig 11 the internal view of the staircase on the southern edge of the building from the 1st floor, looking south**



**Fig 12 the fire door in the 1st floor corridor of the building, looking east**





**Fig 13 the Portobello Junction phase track and the timber buffer, looking east**



**Fig 14 the 19th century retaining wall to the east of the building, looking north-west**



**Fig 15 the north elevation of the building looking west**