

**HISTORIC BUILDING RECORDING OF THE OLD
POLEGATE STATION, STATION ROAD, POLEGATE,
EAST SUSSEX**

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Front cover: Historic photograph of the site

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1.0 INTRODUCTION

In April 2017 SWAT Archaeology carried out a historic building recording of the Old Polegate Station, Station Road, Polegate, East Sussex (Figure 2). The building is presently unoccupied and is about to undergo stripping out and demolition.

Following the planning application for the demolition of the Old Polegate Station and before the development of the site the County Archaeologist is requiring that a programme of building recording be undertaken in advance of any site works.

1.2 Planning background

Planning permission (WD/2016/2201/MAJ) was obtained on 30th March 2017 for the demolition of the existing building used as a restaurant and erection of a 3 and half storey building to contain a convenience store at lower ground level and 22 residential units above with associated parking at the Old Polegate Station, Station Road, Polegate BN26 6EH

Planning Condition 2 and 3 states that:

2. No demolition or development shall take place until the developer has secured the implementation of a programme of archaeological work, in accordance with a Written Scheme of Archaeological Investigation which has been submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure that the archaeological and historical interest of the site is safeguarded and recorded to comply with the requirements of SPO2, SPO13 and WCS14 of the Wealden Core Strategy Local Plan 2013 and paragraphs 129, 131 and 132 of the National Planning Policy Framework 2012. With regard to Regulation 35 of the Development Management Procedure Order 2015, it is essential to enable any items of historical or archaeological deposits and features which would be disturbed during the proposed works to be adequately recorded, that the condition adopts the pre-commencement format to protect heritage assets.

3. The development hereby permitted shall not be brought into use until the archaeological site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Condition 2 and that provision for analysis, publication and dissemination of results and archive deposition has been secured.

REASON: To ensure that the archaeological and historical interest of the site is safeguarded and recorded to comply with the requirements of SPO2, SPO13 and WCS14 of the Wealden Core Strategy Local Plan 2013 and paragraphs 129, 131 and 132 of the National Planning Policy Framework 2012.

1.3 The building recording has been conducted in three phases:

Phase 1: Recording of the building as existing to Level 3 (Plates 1-43).

Phase 2: Recording of any additional features revealed in the stripping out of the building- no additional features were revealed in this phase of works.

Phase 3: Additional recording of railway associated structures revealed by the demolition of the building and to include the pedestrian tunnel shown to exist on OS Historic Mapping and the retaining embankment wall identified in the initial walk over survey (Plates 44-49).

This survey work and specification and will be carried out in accordance with a Level 3 survey as detailed in the English Heritage volume '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) and the Sussex Archaeological Standards- Annex F (April 2015). Any variation in the WSI will be agreed in advance by the developer and the LPA.

Level 3 is an analytical record, and will comprise an introductory description followed by a systematic account of the building's origins, development and use including measured plans, and long and short sections through the building.

A Level 3 record may also be appropriate when the fabric of a building is under threat, but time or resources are insufficient to allow for detailed documentary research, or where the scope for such research is limited (Historic England 2016).

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.

A review of Historic OS mapping has been made (Figures 9-13) and the Desk-Based Assessment (SWAT Archaeology 2016) consulted.

In summary the work consists of a Level 3 descriptive report of the building accompanied by digital photographs, drone coverage and annotated measured plans.

2.0 HISTORICAL/ARCHAEOLOGICAL BACKGROUND

2.1 The development site

The site is a former railway station located in the town and civil parish of Polegate. The town is situated between the South Downs National Park and the Pevensey Levels, in the Wealden district of East Sussex, five miles north of the coastal town of Eastbourne, in the south of England. The area is characterised by urban development that once formed a railway settlement. The PDA is bounded to the north by the Pevensey Road (B2247) and to the south by the railway line that once served Lewes, Hastings Eastbourne and Hailsham. To the west is a small development and to the east is The Sidings.

The station is surrounded by high-density residential and commercial development, opening on to agricultural fields beyond. The railway opened for business on 3rd of October 1881 by the London Brighton & South Coast Railway and closed on the 25th May 1986.

One platform has been demolished; the other has been partially demolished but the substantial station building still stands and has been converted into a pub and restaurant known as Old Polegate Station.

The current building is likely not to be the original station built in 1846 but a replacement station which opened in 1881 on the Hailsham Line. This line was closed in 1968 and now

due for demolition in the current development plans.

The site falls within an Archaeological Notification Area relating specifically to the Pevensey to Arlington Roman Road (DES9300/ANA898), a Roman settlement at Church Road (DES9250/ANA846) and the Willingdon Levels (DES10069) a prehistoric wetland that has a high potential for archaeological features and deposits.

2.2 Setting

The site is a former railway station located in the town and civil parish of Polegate. The town is situated between the South Downs National Park and the Pevensey Levels, in the Wealden district of East Sussex, five miles north of the coastal town of Eastbourne, in the south of England. The area is characterised by urban development that once formed a railway settlement. The site is bounded to the north by the Pevensey Road (B2247) and to the south by the railway line that once served Lewes, Hastings Eastbourne and Hailsham. To the west is a small development and to the east is The Sidings. The station is surrounded by high-density residential and commercial development, opening on to agricultural fields beyond (Figure 2).

2.3 Statutory Designation

The building is not listed.

2.4 Significance of the Building

The significance of the building lies in its contribution to the railway age of East Sussex. The railway, built by the London Brighton and South Coast Railway, arrived in 1846; the first station sited on the High Street. The line was extended in 1849 with branches to Eastbourne and Hailsham (Cuckoo Line) and later to Eridge and the town became an important junction between the market town of Hailsham and the local brick making industry. The route from Eastbourne to Hailsham required a reversal at Polegate and in 1881 a new station (the

present building) was built 300yds east of the original station with four platforms and three signal boxes. Two of the signal boxes were demolished in 1969 but one remains. It is an example of a Saxby and Farmer Type 5 design introduced in 1876. It was one of the most common Victorian signal boxes and there are 21 examples nationally with eleven currently in use. Polegate station closed on 25th May 1986 due to lack of use and the Beeching's cuts and the turnpike is now the A22 road. The disused railway line is now the Cuckoo Trail, a 14-mile footpath and cycleway.

2.5 Historic Background

In the A Drury, W Herbert Map of 1769 the site is located on the Pevensey Road between Polegate Green to the south and Swines Hill Gate to the north and east of the High Street.

In the OS Map of 1875 the PDA is a small enclosure (82) at the eastern corner of the 'Brick Field', bounded east by scrubland, south by the railway and north by the Pevensey Road. The surrounding area is rural, fields and ponds to the north and orchards and stream to the south. A signal box and turntable are to the west where the railway branches off to the north. A few small, scattered buildings to the northwest are probably connected with the railway or brickworks. The Liberty Boundary is a 3ft root hedge to the east. (DBA Fig.2).

In the OS Map of 1899 the PDA has been developed into the new station. To the north is a new development of semi-detached houses set around Junction Road and the Junction Hotel and to the northwest the brick works is established with a chimney, clay pit and four semi-detached dwellings. The northern railway track is a goods yard and the railway has been developed three tracks at Polegate Junction; the branch from the east is disused. The southern orchards have been developed into glasshouses and the Liberty boundary is now the Union Boundary (DBA Fig.3).

In the OS Map of 1909-1910 the station has the addition of a small entrance to the north. There has been further residential development to the north and to the west with the addition of allotment gardens (DBA Fig.4).

In the OS Map of 1928 a letterbox has been added to the front of the station and the southern glasshouse are marked as Nurseries (DBA Fig.5)

In the OS Map of 1937 the area to the south has been developed into a medium density housing estate and long oval traffic island has been installed outside the station (Figure 9)

In the OS Map of 1960 -61 the housing estate to the south has been further expanded and the stream is named Wannock Mill Stream. A new residential area has been developed to the north. The railway has had further development with the addition of water points, a loading gauge, a weighbridge and a sand drag (Figure 10)

In the OS Map of 1971-73 a shelter has been installed to the traffic island outside the station (Figure 11)

In the OS Map of 1985 the area immediately to the west that was once scrubland has been developed into residential dwellings (Figure 12)

In the OS Map of 1994 there has been further residential development to the south and the former station has been redeveloped into a much larger building and is now a public house and restaurant known as the Old Polegate Station (Figure 13)

3. DESCRIPTION OF THE BUILDING

3.1 Exterior (Figures 3-6)

Old Polegate Station is located on the southern side of Station Road. The buildings northern elevation faces this road. Between the road and the building there is an area of hard standing which provides car parking facilities for the Stations later use as a restaurant (Plate 6). It is thought that the building was built by F. D. Banister engineer to the London, Brighton and South Coast Railway¹, on the 3rd October 1881. The station was closed on the 25th May 1986.

The main body of the building is on two floors and five bays. On the northern end of eastern and western ends there is a single storey extension, both of which appear to be contemporary with the main part of the building. The roof has hipped ends with the centre part of the roof being flat. The roofing material is slate. There are two chimney stacks, with

¹ N.Pevsner. 2013. The Buildings of England. East Sussex. Yale.

the main stack being located near the base of the eastern hipped end; this has a cement rendered finish. The second chimney stack is located near the base of the south-eastern slope of the roof; this appears to be a later addition to the building and is of brick construction (Plate 37).

The northern elevation and has a painted cement rendered finish. This elevation is of five bays with the centre three bays slightly projecting to the north (Plate 41). The main entrance to the ground floor is located at the eastern end of the projecting centre part of the building, and has been fitted with modern double UVPC doors with glazed upper parts. Above the doors there is a semi-circular fanlight (Plate 21).

To the east of the doorway there is a single sash window (Plate 22), with to the west there is a pair of windows (Plate 24).

It is possible that these were originally a triple window as on the first floor, but the centre unit being later blocked in. To the west of this there is double window and at the western end of the building a single window. These are all sash windows and could possibly be original, evidenced by the paint build up noted in the survey of the interior of the building. The top element of the sash windows are rounded, with exterior horns on the exterior of the base of the upper element of the window. All the windows on the ground floor have rounded moulded brick embellishments above (plate 23).

The row of windows on the first floor consists of a centre triple window (Plate 20), with a double window then a single window to the east and west (Plate 21).

. These are the same type of sash window as seen on the ground floor. The single windows at the eastern and western ends of the first floor have the same design of rounded embellishments as seen on the ground floor (Plate 22).

However, the two double and the triple windows in the centre of the building having pointed heads. Running horizontally there are two slightly raised undecorated string courses, located at the first floor level and at the level of the top of the first floor windows. There is a decorative cornice running round the building at the top of the elevation (Plate 17).

The window embellishments, cornice and string courses have been painted in blue and are described as a mongrel mix of Italianate and Romanesque².

The northern elevation has a low brick wall in front of it with a crenulated top and forms the front of raised flower beds. This appears to be a modern addition to the building.

The northern elevation of the single storey part of the building on the eastern end has modern double doors with a casement window to the west. This part of the building has a gabled east end with the roof covering being of slate. The northern elevation of the western single storey part of the building a gabled western end and has a row of three small sash windows. The eastern end of this elevation projects from the main body of the wall and houses one of the windows. On the northern end of the western elevation of this part of the building the only opening, this is a doorway from the exterior which is fitted with a modern flush door (Plate 25).

The only the first floor level of the southern elevation of the building is apparent due to the building being built on to a slope. In front of this elevation there appears to be the remnants of the northern platform of the station. This has been covered by a canopy and used as an outdoor eating area for the restaurant. The canopy has a glazed roof which is supported by eight wooden posts on low brick built plinths (Plate 28).

This elevation has a plain painted cement rendered finish with a black painted plain barge board at the top of the wall. There is a centre wooden double door with glazed top parts which leads to the interior of the building. To the east and west of the doorway there is a pair of modern double UVPC windows (Plate 30).

On the eastern end of this elevation there is a single storey brick built extension which houses the ladies WC. This has a flat roof which has an ashfelt sheet covering. This part of the building has a single entrance in the northern end of the eastern wall which has a small raised area which is reached by two steps (Plate 31).

The raised area is protected by modern metal railings. This extension appears to be an addition to the original station building as it cuts the upper string course noted on the northern and eastern elevations.

² N.Pevsner. 2013. *The Buildings of England. East Sussex.* Yale.

Attached to the western end of this elevation is a second modern extension, which appears to be of two phases. The northern part of this extension is of brick construction which has largely been covered with black painted horizontal weatherboarding. This part of the extension has no openings and has a flat ashfelt sheeting cover roof (Plate 28).

Attached to the southern side of this is the second part of this extension which has a pebble dashed finish. The roof is of corrugated iron. This extension appears to have been separated from the main body of the building, but at a later date has had a small fill in building built. This is evidenced by the slightly higher roof line and different building material which is black painted horizontal weatherboarding. This part of the building has the only exterior entrance to the western extensions which is fitted with a door which is also constructed of horizontal weather boarding (Plate 28).

The western elevation of the building has a painted cement rendered finish. The northern end of this elevation has the same decorative cornice as seen on the northern elevation of the building, but the southern end of this elevation has the simple black painted barge board as on the southern elevation. There is also a notable change in the lower level of the roof at the southern end which corresponds to the change from the cornice to bargeboard. There are two windows in this elevation both located on the first floor; the window on the north end is a sash window. The string course respects the window and is arched above it. There is no lower string course apparent on the southern end of this elevation. The second is a modern wooden sash window located to the north of the weather boarded extension on the south-western corner of the building. On the southern side of this elevation is the metal extractor for the kitchen.

The eastern elevation is the same painted cement rendered elevation as seen on the other elevations, with the two raised string courses on the northern end. There is no lower string course on the southern end of this elevation. There are two windows on the first floor of this elevation these are located at the southern end of this elevation, both are modern UVPC units. As on the western elevation the decorative cornice is on apparent on the northern end of this elevation. On the southern end the cornice is replaced by the black painted barge board. Also the lower part of the roof is at a different height (Plate 38).

Old Polegate Station building appears for the exterior survey to be of two major phases, with the earliest part of the building being the northern side. This was originally rectangular in plan on an east west alignment. Later the southern side of the building was extended. This is evidenced by the change of the height of the lower part of the roof as seen on the eastern and western elevations. The change of the roof corresponds to the change from the decorative cornice to the simple black painted barge board on the southern end of the elevations. Also noted was the lack of a lower string course on the southern end of these elevations. Although, the cement render has obscured a lot of the evidence for a change in construction, a join can be seen apparent as a small crack running down the eastern wall at the point where the cornice changes to the barge board (Plates 33.34 &35). A corresponding crack can just be seen on the western elevation to the north of the extractor unit (Plate 26). The later extensions are most likely the WC on the south-eastern corner and the small complex of extensions on the south-western corner of the building.

For a complete aerial viewing of the building click on: <https://vimeo.com/213807323>

4. INTERIOR (Figures 3, 4)

4.1 The Old Railway Station is on two floors. The ground floor has been divided into nine rooms, with two corridors and a small entrance lobby that appears to have been used as living accommodation. In addition to these rooms there is a long narrow room at the southern side of the property, which houses a lift which appears to supply the restaurant on the first floor with tableware.

In the centre of the southern wall of this room there is the partially sealed entrance to the subway/tunnel which leads to the platform on the southern side of the railway track. A short length of the subway/tunnel is still accessible, this having been divided in to two rooms. The first floor consists of restaurant, with the kitchen located in the south-western corner of this floor. The only other two rooms on this floor are the ladies and gentlemen's W.C.

Survey of the First Floor

The main room on this floor is the restaurant. This is 'L' shaped with the eastern end being raised on a platform 450mm above the floor level of the main body of the room. The raised area is reached by three low steps located in the south-western corner of it. The raised area is surrounded by a barrier constructed of wooden hand rail which is supported by turned wooden balustrades, and square section newel posts with a ball finial. The balustrades, handrail and newel posts are of the same type as used on the north-eastern staircase (Plates 5, 6, 7, 8, 9).

The original chimney breast to building is located north of centre on the eastern wall, with a Victorian cast iron fireplace which may be *in-situ* but has a modern outer wood surround. The cast iron fire place has a column of five ceramic tiles on both sides of the opening to the fireplace. The tiles are white with a blue floral design on them. To the south of the fireplace is a modern shelving unit which appears to be contemporary with the outer fireplace surround (Plates 12, 13).

There is a second chimney breast located at the southern end on the eastern wall of the main body of the room. The chimney breast has exposed brickwork with a modern wooden lintel above the opening of the fire place, which is fitted with a modern wood burning stove (Plate 15).

There is a single pillar in the centre of the raised area. The raised area is lit by a double UVPC window in the eastern wall and a single sash window in the north wall. The upper part of the sash window has a rounded head and also has horns on the exterior base of the upper window. This as with all the other sash window this a quite possibly the original Victorian window, as evidences by the paint build up on them.

The main body of the room is 'L' shaped with the kitchen being located in the south-western corn of this floor. The exterior eastern and southern walls of the kitchen have the restaurant bar adjacent to them. This is of brick construction with a wooden top, and has wooden cupboards and shelving units with mirrors behind them (Plate 9).

The main body of the room is lit by a row of sash windows as described above, these running from west to east are single, double, triple with a double at the at the eastern

end. The centre part of the triple sash window is higher than those on the east and west side of it. The southern wall has two double modern UVPC units in it. In the centre of this wall between the windows is exit to the exterior of the building, which is fitted with double doors with their upper parts being glazed. These doors lead out on to what look like the remains of the northern platform of the station (Plate 11).

The wall of both the raised area and the main body of the room are plaster with wall paper. This is a mixture of smooth and embossed paper and all being painted. The walls all have wooden moulded picture frames and dado rails attached, and also skirting boards with a moulded upper part. The ceiling has a modern plastered finish and is fitted with sunken halogen lights. Parts of the south-eastern corner of the main part room have been partitioned off with low wooden partitions, which have their upper parts with stain glass panels (at the time of this survey these had been smashed but appear to of had a floral design. The floor is carpeted (Plates 9, 10).

In the centre of the western wall is the gents WC, this is entered through a flush door which leads into a short corridor. At the western end of the southern wall is the entrance to the toilets, which is fitted with a modern two panelled door. The walls of the WC have a painted plaster finish with the lower part of the walls being tiled. There 3 urinals adjacent to the south wall and 2 on the west wall. The eastern end of the room is partitioned off with this area housing the WC with a low level cistern. The ceiling has a plain plastered finish and the floor is vinyl covered.

The Ladies WC is entered through a doorway located to the south of the modern brick fireplace on the eastern wall. This consists of 'L' shaped corridor with a modern fire exit door in the eastern end wall of the corridor. The corridor has a plastered finish and has a covering of painted embossed wallpaper. The north wall of the corridor has a moulded wooden dado rail of the same type as seen in the restaurant. The disabled WC is entered through a modern two panelled door in the eastern wall. The walls have wallpaper over plaster finish, with the lower part of the north and south walls being ceramic tiles. The ladies WC is accessed by a doorway in the south wall, which is fitted with a modern two panel door. The east side of the room has been partitioned off to make three cubicles,

each with its own WC. There are two wash hand basin attached to the western wall. The walls have a plastered finish and are half tiled. The ceiling has a plain plastered finish and the floor is covered in linoleum.

There are two flush doors in the west wall to the north of the bar, which leads into the kitchen. The kitchen is 'L' shaped the walls have a covering of stainless steel sheets except for the western end of the southern wall which is covered with white ceramic tiles. The ceiling has a plain plaster finish with the floor being covered in a vinyl floor covering.

There are two staircases leading for the first floor to the ground floor. The staircase in the north-east corner of the restaurant consists of two steps leading on to a small landing which is on an angled alignment (SE/NW). There are 6 steps down to the main landing of the staircase, which has 10 steps which lead down to the small entrance hall (**G5**). Although heavily vandalised enough of the fabric remained of the staircase furniture to indicate that it had modern wooden turned balustrades with a square section upper and lower blocks. The newel posts are square in section and have a ball finial on top. The wooden hand rail is rectangular in section with the upper two corner chamfered. The steps of the staircase are carpeted. This staircase is not the original fabric of the building, although this could of been the original position of the main staircase to the first floor when originally a railway station (Plate 14).

The second staircase is much smaller and is located at the western end of the restaurant and is access through a modern flush door. The staircase consists of 12 steps leading to three angled to the north, finally there are five steps to the south end of room **G11** on the ground floor. This staircase appears to be part of the original fabric of the building, as evidenced by the paint build up and style of the skirting board running up the sides of the stairs. This also has repair marks on it suggesting that the stairs might have been replaced.

The ground floor of the station has been converted into mainly living accommodation, which has covered or removed any of the original fabric of the building. The rooms are numbered with a prefix of the letter G, and were surveyed from the east to the west.

G1 is at present used as a bathroom, which consists of a WC and wash hand basin adjacent to the western wall. There is a shower cubical located in the centre of the eastern wall. The ceiling of this room has an Artex finish, with the walls being of plaster covered with wall paper. At the base of the walls is a low skirting board with a moulded top. The room is lit by single casement window located in the centre of the north wall. There is the doorway to **G2** at the southern end of the western wall, with no door fitted or removed.

G2 has a ceiling with an Artex finish, with the walls having a wall paper over plastered finish. The walls have a low modern skirting board fitted with a chamfered top. The floor is carpeted. The room is lit by a single sash window with the top part of the window having a rounded head, and this part of the window has horns on its lower external rail. The entrance to the room from the short corridor **G3** is located in the south end of the west wall, and has no door fitted (Plate 4).

G3 is a short corridor with a doorway fitted with a flush door in the southern wall leading to **G4**, and a doorway leading to the small entrance hall **G5** which is fitted with a flush door. The ceiling has an Artex finish. The walls are plastered which is covered with a painted embossed wall paper. Floor is carpeted.

G4 is access from the southern end of **G3** in the north wall of this room. The ceiling is of wooden boards which have no finish on them. The north, east and west wall have a plastered finish with the south wall being of brick construction. The east and west ends of this wall are battered and form of internal buttresses. The floor is a mixture of concrete and concrete paving slabs. The west of the entrance to the room in the north wall there is a lift constructed of an 'L' shaped metal framework which is encased in a cage of metal mesh. In the centre of the two buttresses is the entrance to the tunnel/subway which originally leading to the platform on the south side of the railway line. This was originally a much bigger entrance but has been blocked up with a much smaller entrance being located in the western end of the blocked original doorway. The original entrance had a rounded head and brick jambs to the side. The new entrance is fitted with a thick modern flush door.

Tunnel/Subway

A short length of the tunnel is still open, and runs on a north south alignment, and has been divided in to two. The tunnel is barrel vaulted and constructed of bricks laid in stretcher bond. Through both of the rooms there is a centre RSJ which is supported by two brick built columns in each of the rooms. In the middle of each of the ceiling of the rooms there is a large sealed circular metal end of the ventilation shaft. The floors of the two rooms in the tunnel are of concrete, with the room at the north end of the tunnel has a 'H' shaped French drain set into the concrete, with a metal grill covering the drain. The partition dividing the two rooms is covered with an outer skin of plasterboard (Plates 46-49 & Figure 6).

G5 is a small entrance hall with the main entrance to the build in the centre of the north wall, the entrance is fitted with a set of UVPC double doors which have their upper part glazed. The doors also have a semi-circular fan light above. The main staircase to the first floor restaurant is located at the western end of the south wall of the hall. The ceiling has an embossed papered ceiling, with the wall being of plaster also being covered in painted embossed wall paper. The walls have a low skirting boards fitted with a moulded top. The floor is carpeted.

G6 is a bathroom which is only access through **G7** through a door way in the southern end of the western wall, which is fitted with a modern six panelled door. The bathroom has a plain plastered ceiling and all of the walls are fully tiled. There is a shower unit in the south-eastern corner of the room, a sink adjacent to the south wall, and a WC in the north-eastern corner of the room. The floor has vinyl floor covering.

G7 is entered through a doorway in the eastern end of the southern wall from **G8**, this is fitted with a modern six panelled door. The ceiling has an Artex finished ceiling, with modern coving. The walls are plastered with wallpaper and are fitted with a low modern skirting board. The floor is carpeted. The room is lit by two sash windows in the north wall; these have the rounded heads as described above (Plate 3).

G8 is a short corridor running at the back of **G7** and **G8**, this corridor has a plain plastered

ceiling, with coving on its north side and eastern end. The walls are plastered with wall paper and have a modern low skirting board with a chamfered top corner fitted. The floor is carpeted. At approximately half distance there was originally a doorway but the door has been removed making this a single corridor. There is a doorway fitted with a modern flush door at both the eastern and western ends of the corridor.

G9 is entered through a doorway at the southern end of the eastern wall from **G8** this is fitted with a modern flush door. The room is lit by a double sash window with round head as described above in the north wall. The room has a plain plastered ceiling with modern coving. The walls are plastered, with a wall paper covering and have a modern coving around the ceiling edge and are fitted with a low modern skirting board with a chamfered top corner. The floor is carpeted. The entrance to

G10 is at the south end of the west wall and is just an opening.

G10 serves as the kitchen to **G9** and has a plain plastered ceiling with coving fitted to outer edge. The room is lit by a single sash window in the north wall. The walls are wall paper over plaster, with a modern low skirting board with a chamfer corner. The floor has a covering of modern ceramic tiles. The kitchen is fitted with a sink unit adjacent to the north wall, with cupboards and base units on the eastern wall. There is a doorway to **G11** in the north end of the western wall, which is fitted with a two panel door (Plate 2).

G11 is a small lobby/entrance hall which is lit by a small sash window in the northern wall. At the northern end of the west wall there is the doorway to the exterior of the property, which is fitted with a modern flush door. The ceiling and walls of this hallway have a plain plaster finish which is paper covered. The floor is carpeted. The smaller of the two staircases is located at the southern end of this room.

G12 is entered from **G11** through a doorway in the north end of the eastern wall of the room; this is fitted with a modern two panelled door. The room has a plain plastered ceiling with plastered wall cover with wall paper, and having a low modern skirting board with the outside edge chamfered fitted. The room is lit by a casement window located high on the west wall of the room and a small sash window in the north wall. The south

eastern corner of this room has been partitioned off to make a WC. (**G13**).

G13 is entered from **G12** through a doorway in the north wall of the WC which is fitted with a modern flush door. The WC has a plain plastered ceiling, fully tiled walls and a carpeted floor. The WC is lit by a small sash window set high in the southern wall.

The Old Station building at Polegate retains very few features relating to the original fabric of the building. The features that do remain are most likely the sash windows in the northern elevation of the building, these have a design that would be consistent with the date of the construction of the building. The two very small sash windows in rooms **G12** and **G13** are also most likely the original fabric of the building. The age of the windows is also suggested by the paint build-up on them. The cast iron fireplace in the restaurant is also contemporary with the original date of the station, and may be *in-situ*, but could also be a reclaimed item as the outer wooden fire surround is modern.

The conversion of the station building has left little of the original layout of building. The first floor has only the open space for the restaurant, and associated kitchen. The ground floor appears to have been heavily modified by the partitioning off areas to provide the living accommodation. All the features are modern e.g. skirting boards, coving and doors. Only the skirting board on the western staircase could possibly be original, suggesting that this was the position of one of the staircases in the original building.

It was also noted that the post box on the western side of the main entrance on northern elevation is early having the initials G.R. on its front.

Old Polegate Station is mentioned in *The Buildings of England Sussex: East with Brighton and Hove*. Nicholas Antram & Nikolaus Pevsner. Page 589:

Old Polegate Station. Station Road. Built 1881, probably by F.D. Banister, engineer to the London, Brighton and South Coast Railway. Built on a different site from the building of 1846 (where the present station is now). Two storey with cut and moulded brick embellishments around the windows and the cornice, a mongrel mix of Italianate and Romanesque.

5.0 PARAMETERS

5.1 The photographic survey was conducted using digital photography and as the exterior of the building was captured by drone coverage operated by Mark Dobson. The use of drones for capturing important buildings is now an acknowledged part of historic building recording and the drone footage for the Old Polegate Station can be accessed here:

<https://vimeo.com/213807323>

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

5.3 The site survey took place on 6th April 2017 and the team consisted of Paul Wilkinson (photography) Bartek Cichy (survey) and Keith Butler and Paul Wilkinson (building recording).

Paul Wilkinson PhD., MCifA., FRSA

30/05/2017

6. References

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

SWAT Archaeology 2016 *Archaeological Desk-based Assessment. The Old Polegate Station*

SWAT Archaeology 2017 *Specification for an Archaeological Building Recording at the Old Polegate Station, Station Road, Polegate, East Sussex*

Appendix 1 HISTORIC BUILDINGS SURVEY:

Summary Sheet

Property Name Old Polegate Station	Address Station Rd Polegate	Building Name
Property/ Building Reference	OS Grid Reference 558645 104829	Surveyor/Date of Survey SWAT Archaeology 06.04.17
Category Public building	Original Use Railway station	Current Use Restuarant
Date(s) of Construction The building dates from 1881	Statutory Designation	HER Reference
Walling Materials Wall construction is brick	Roofing Materials Slate tiles	Flooring Materials T & G timber boarding
Description: Old Polegate Station. Station Road. Built 1881, probably by F.D.Banister, engineer to the London, Brighton and South Coast Railway. Built on a different site from the building of 1846 (were the present station is now). Two storey with cut and moulded brick embellishments around the windows and the cornice, a mongrel mix of Italianate and Romanesque.		
Architectural/Historic Significance: The building is significant as part of railway history		Landscape Significance: No significance
Notes/Qualifications Regarding Survey: The survey was undertaken whilst the building was derelict		
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.	Cameraa	Description
1	E	General view Room G7
2	N	General view Room G10
3	E	General view Room G7
4	N	General view Room G2
5	E	General view Room 3
6	W	General view Room 3
7	S	General view Room 3
8	N	General view Room 1
9	NW	General view Room 1
10		Detail of screen Room 1
11	SW	View of Room 1
12	E	Detail of fireplace Room 2
13	E	Detail of interior Room 2
14		Detail of interior staircase
15	E	Detail of modern fireplace Room 1
16	S	Front facade
17	S	Front facade
18	S	Front facade
19	S	Front facade
20	S	Front facade
21	S	Front facade
22	S	Detail of front facade
23	S	Detail of window, front facade
24	S	Detail of front facade
25	S	West wing
26	S	West wing
27	S	Detail West wing
28	SE	Detail modern extension
29	E	Rear view
30	W	Rear view
31	W	East side
32	W	East wing

33	W	East wing
34	W	East wing
35	W	East wing
36	SE	Front of building
37	S	Front of building
38	SW	Front of building
39	SW	Front of building
40	W	Railway retaining wall
41	W	Detail of wall
42	W	Detail of wall area and east wing
43-44	W	Drone views
45	S	Views of embankment wall
46	S	Views of tunnel

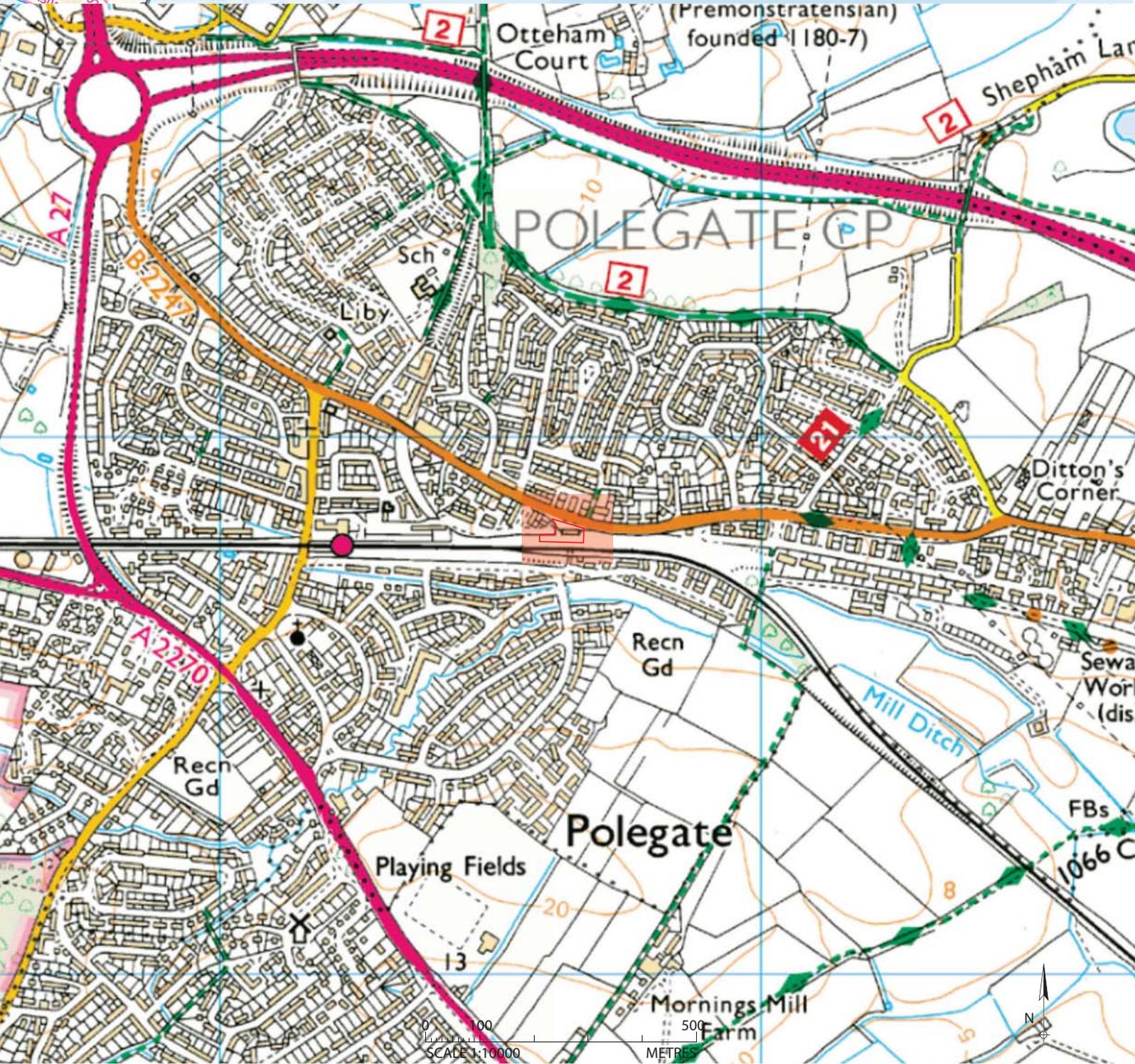
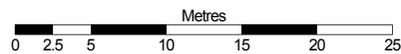
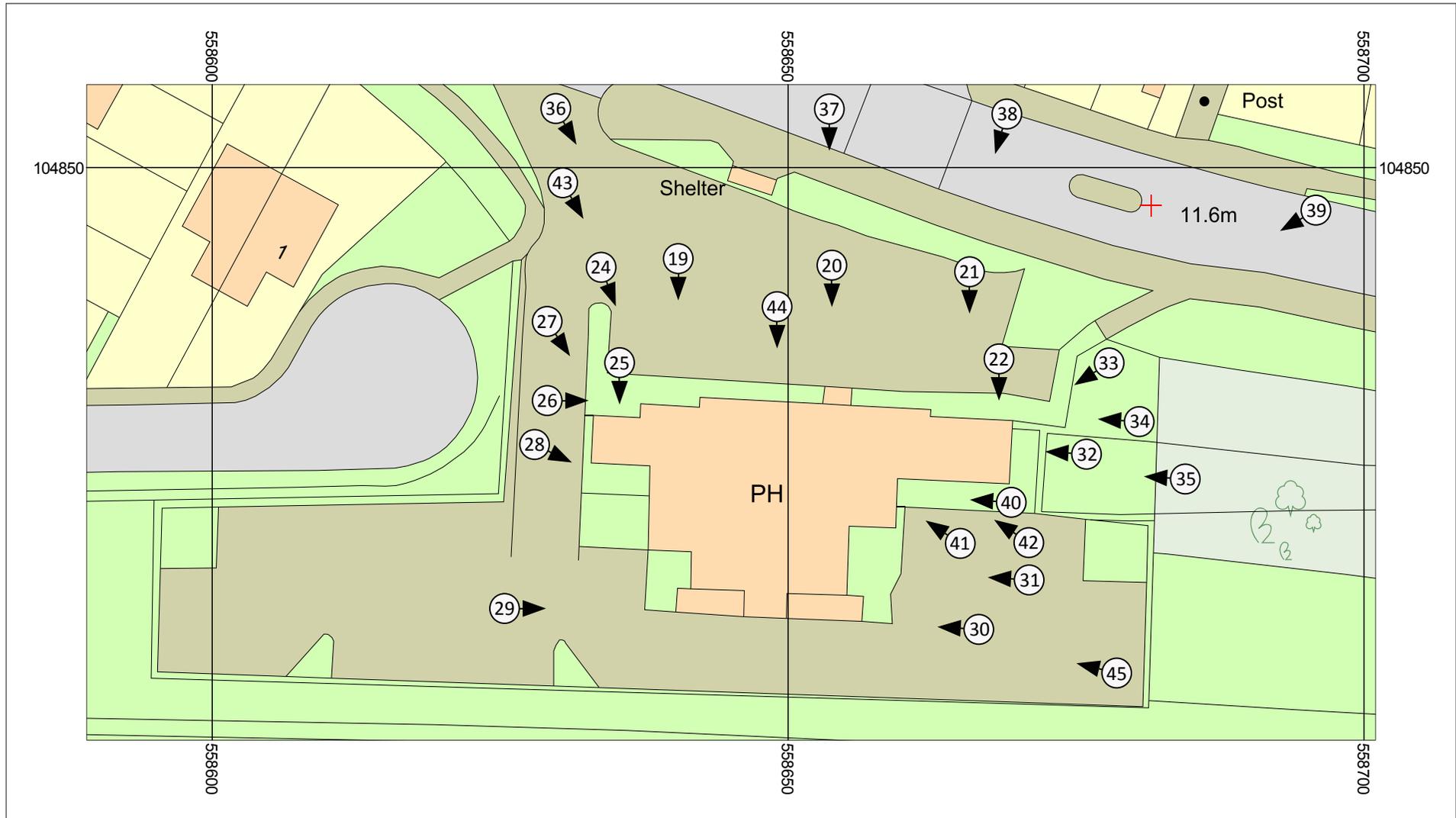


Figure 1: Site location map, scale 1:10000.



Scale: 1:500

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Supplied By:
Licence number
Produced:
Serial number:

National Map Centre
100031961
19/04/2017
1827350

Plot centre co-ordinates: 558645,104829
Download file: swat_polegate500.zip
Project name: swat_polegate500

Figure 2: OS map with plate location

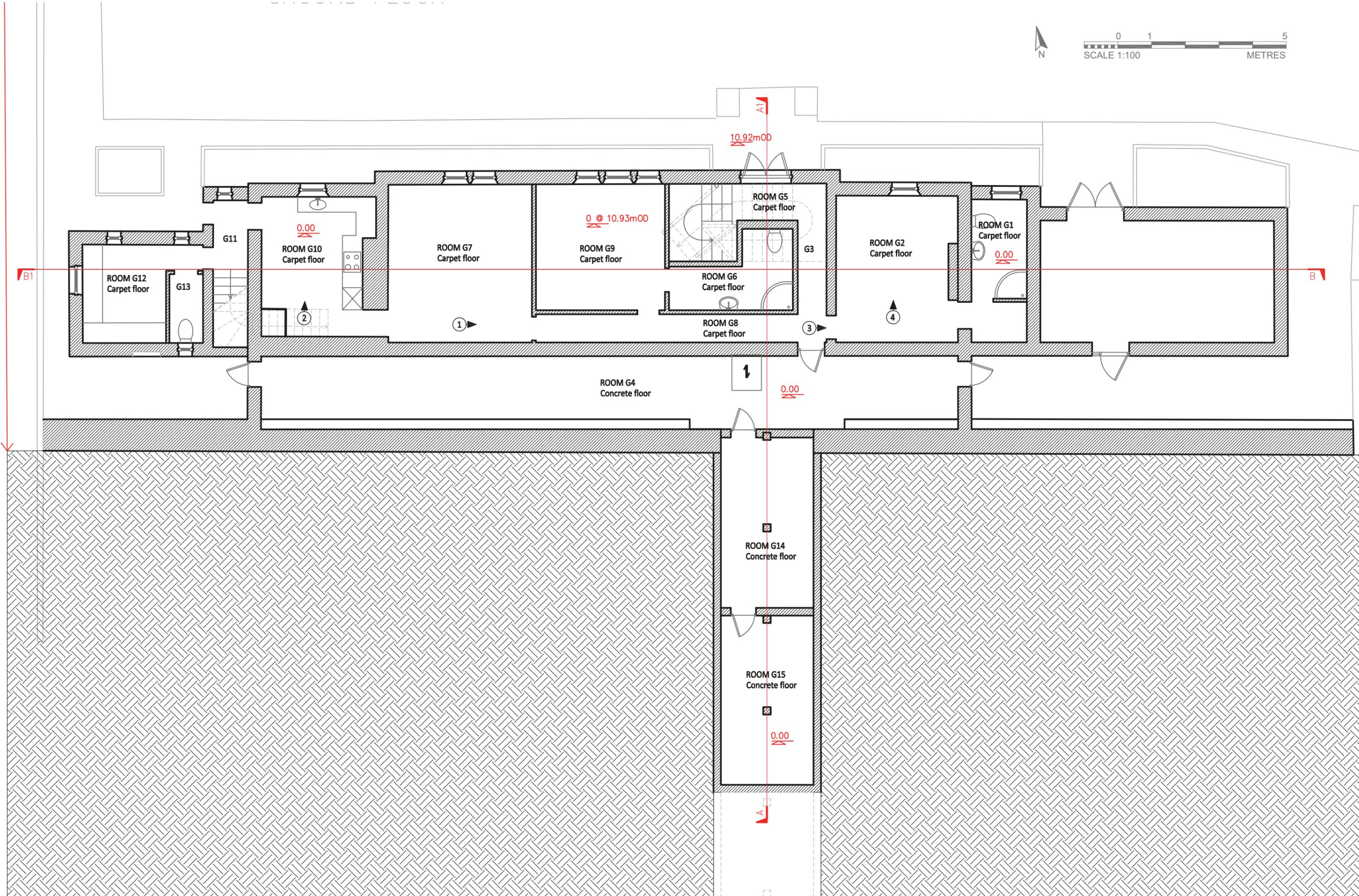
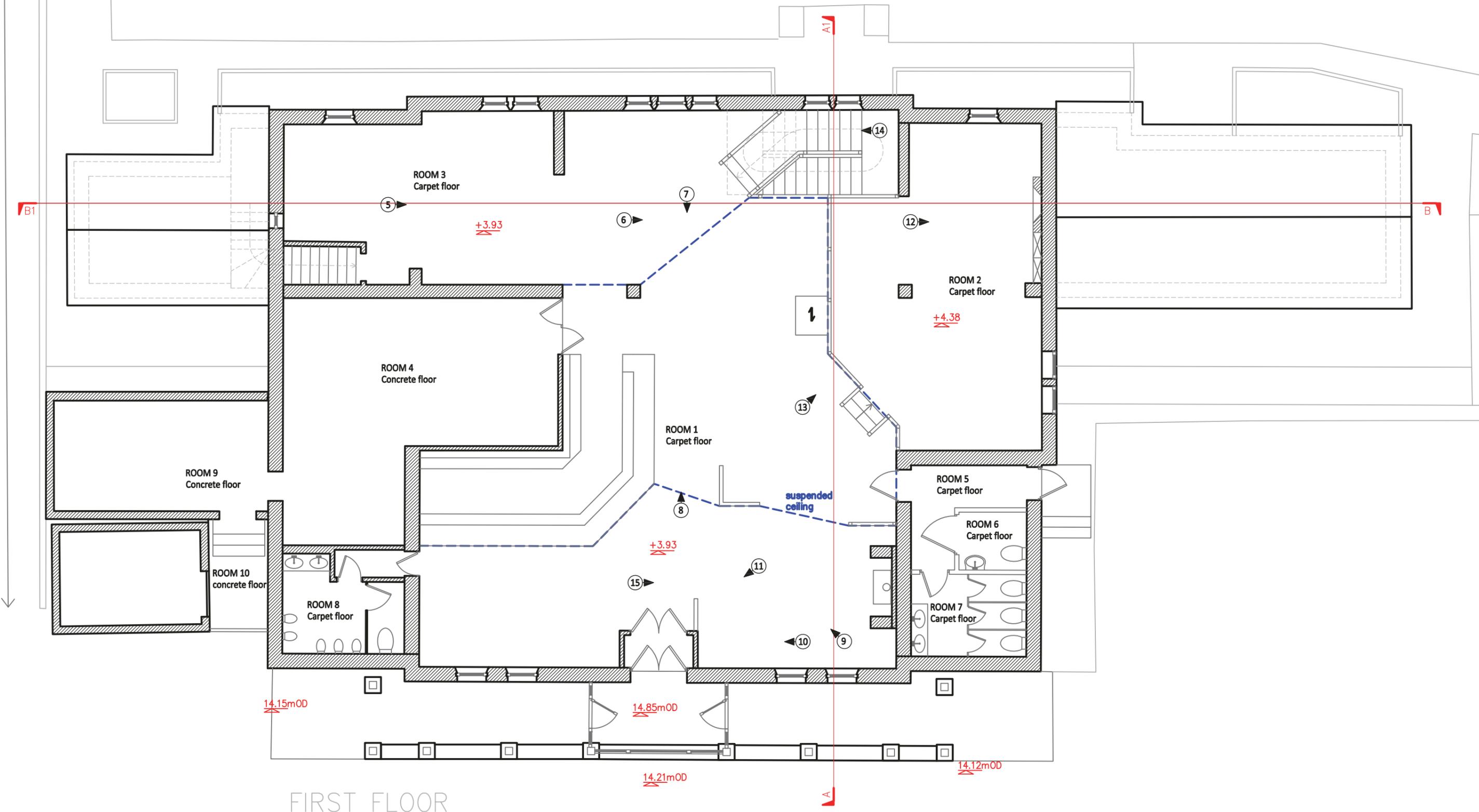


Figure 3: Ground floor plan

PROJECT: Polegate Old Railway Station			SWAT ARCHAEOLOGY	
DRAWING TITLE: Ground Floor plan.			The Office: School Farm Oast, Graveney Road, Faversham, Kent ME13 8UP	
SIZE AND SCALE: 1:100@A3	DATE: 22/04/2017	DRAWN BY: Bartosz Cichy		
DRAWING NUMBER: 1	SITE CODE:	REF. FILE: PolgateOldStationBuilding.dwg		





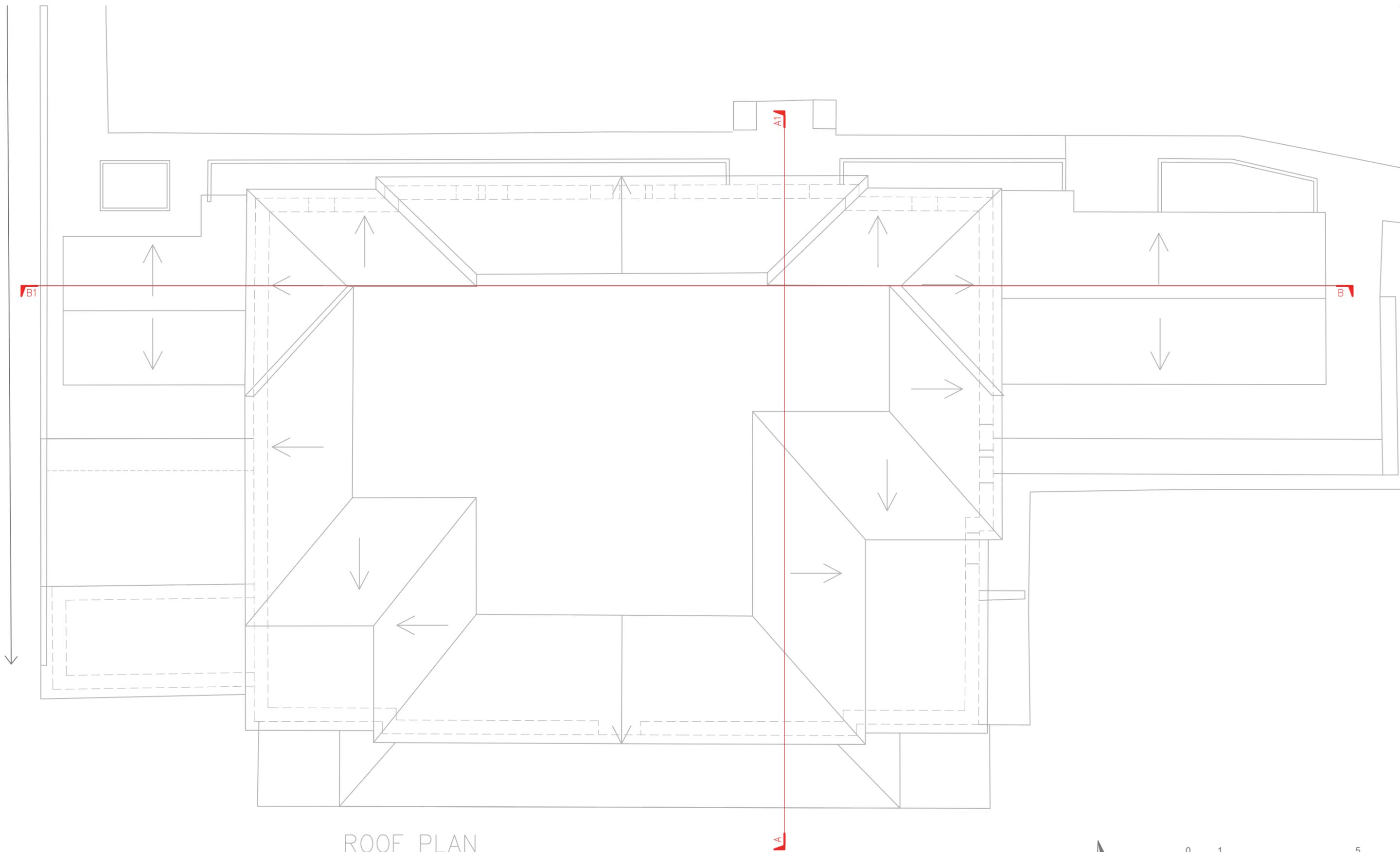
FIRST FLOOR



Figure 4: First floor plan

PROJECT: Polegate Old Railway Station			SWAT ARCHAEOLOGY The Office: School Farm Oast, Graveney Road, Faversham, Kent ME13 8UP
DRAWING TITLE: Ground Floor plan.			
SIZE AND SCALE: 1:100@A3	DATE: 22/04/2017	DRAWN BY: Bartosz Cichy	
DRAWING NUMBER: 2	SITE CODE:	REF. FILE: PolegateOldStationBuilding.dwg	





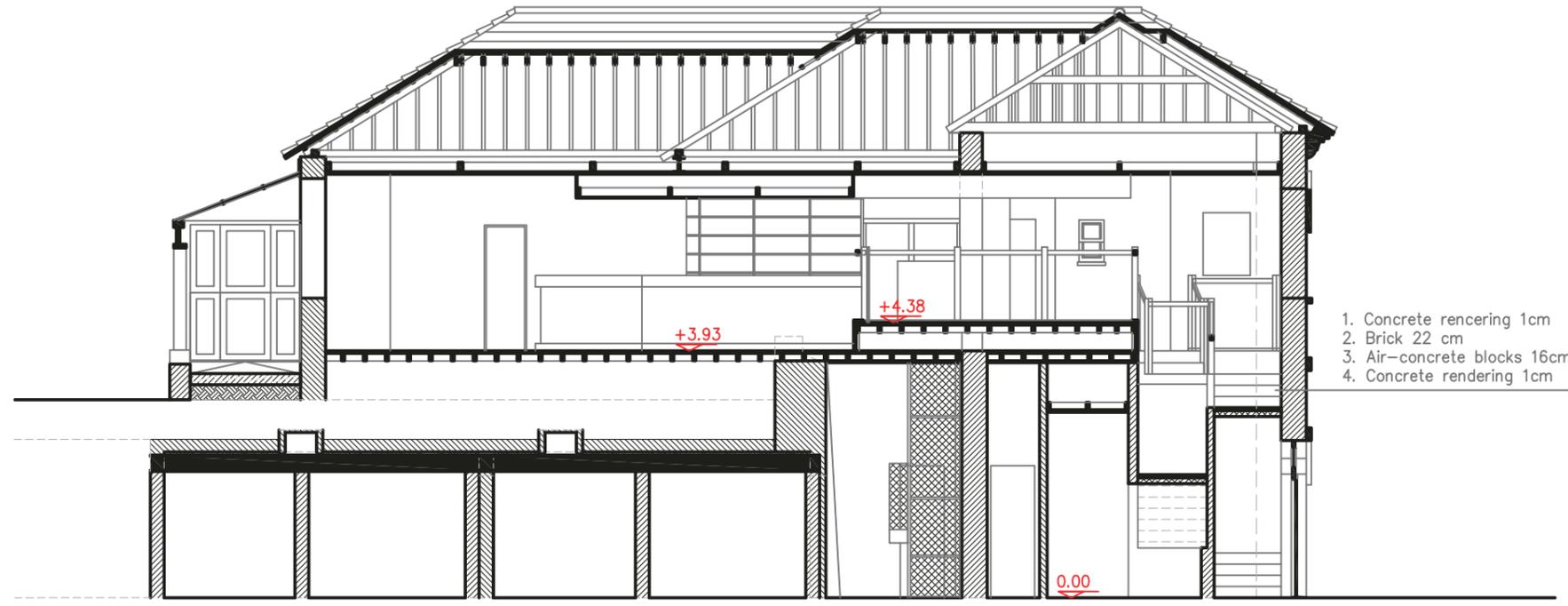
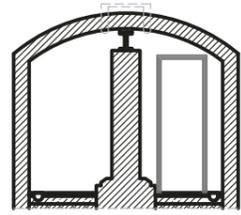
ROOF PLAN



Figure 5: Roof plan

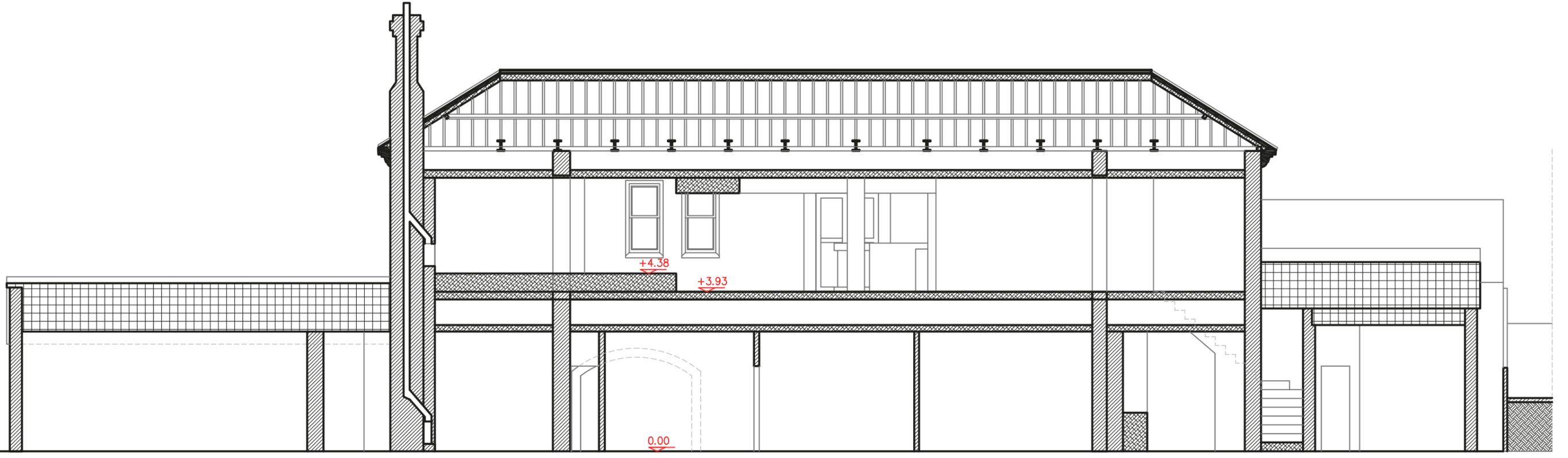
PROJECT: Polegate Old Railway Station			SWAT ARCHAEOLOGY The Office: School Farm Oast, Graveney Road, Faversham, Kent ME13 8UP 
DRAWING TITLE: Ground Floor plan.			
SIZE AND SCALE: 1:100@A3	DATE: 22/04/2017	DRAWN BY: Bartosz Cichy	
DRAWING NUMBER: 3	SITE CODE:	REF. FILE: PolgateOldStationBuilding.dwg	

CROSS-SECTION OF
SUBWAY TUNNEL



SECTION A-A1

1. Concrete rendering 1cm
2. Brick 22 cm
3. Air-concrete blocks 16cm
4. Concrete rendering 1cm



SECTION B-B1



Figure 6: Cross section of Subway Tunnel, Section A-A1 and B-B1.

PROJECT: Polegate Old Railway Station			SWAT ARCHAEOLOGY The Office: School Farm Oast, Graveney Road, Faversham, Kent ME13 8UP 
DRAWING TITLE: Sections			
SIZE AND SCALE: 1:100@A3	DATE: 22/04/2017	DRAWN BY: Bartosz Cichy	
DRAWING NUMBER: 4	SITE CODE:	REF. FILE: PolgateOldStationBuilding.dwg	



SOUTH ELEVATION



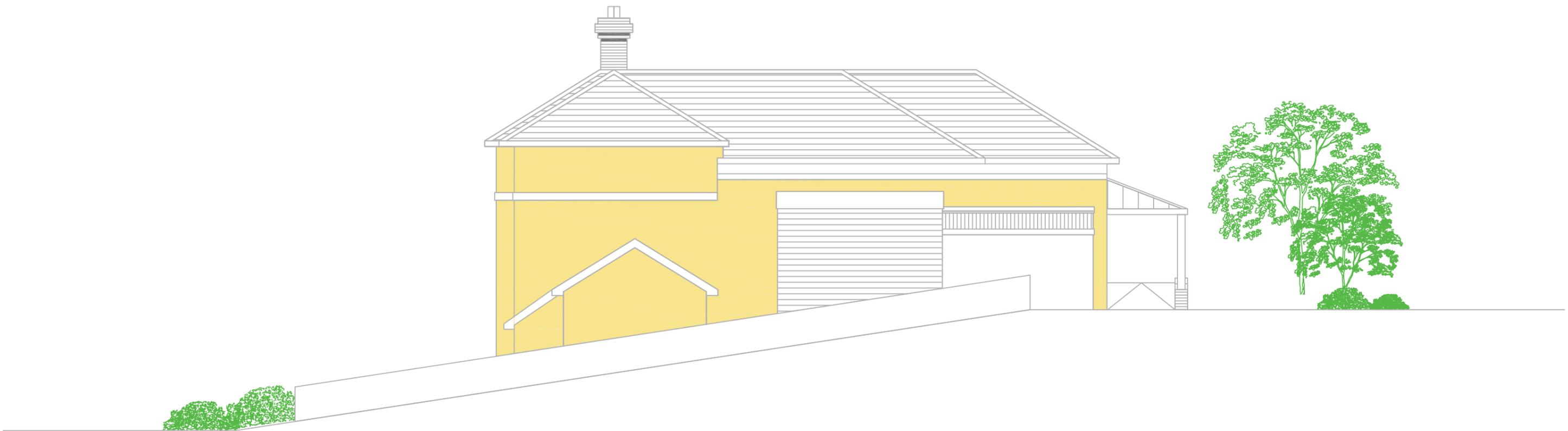
EAST ELEVATION

Figure 7: South and East Elevation

PROJECT: Polegate Old Railway Station			SWAT ARCHAEOLOGY The Office: School Farm Oast, Graveney Road, Faversham, Kent ME13 8UP	
DRAWING TITLE: Elevations				
SIZE AND SCALE: 1:100@A3	DATE: 22/04/2017	DRAWN BY: Bartosz Cichy		
DRAWING NUMBER: 5	SITE CODE:	REF. FILE: PolgateOldStationBuilding.dwg		



NORTH ELEVATION



WEST ELEVATION

Figure 8: North and West Elevation

PROJECT: Polegate Old Railway Station			SWAT ARCHAEOLOGY The Office: School Farm Oast, Graveney Road, Faversham, Kent ME13 8UP	
DRAWING TITLE: Elevations				
SIZE AND SCALE: 1:100@A3	DATE: 22/04/2017	DRAWN BY: Bartosz Cichy		
DRAWING NUMBER: 6	SITE CODE:	REF. FILE: PolgateOldStationBuilding.dwg		

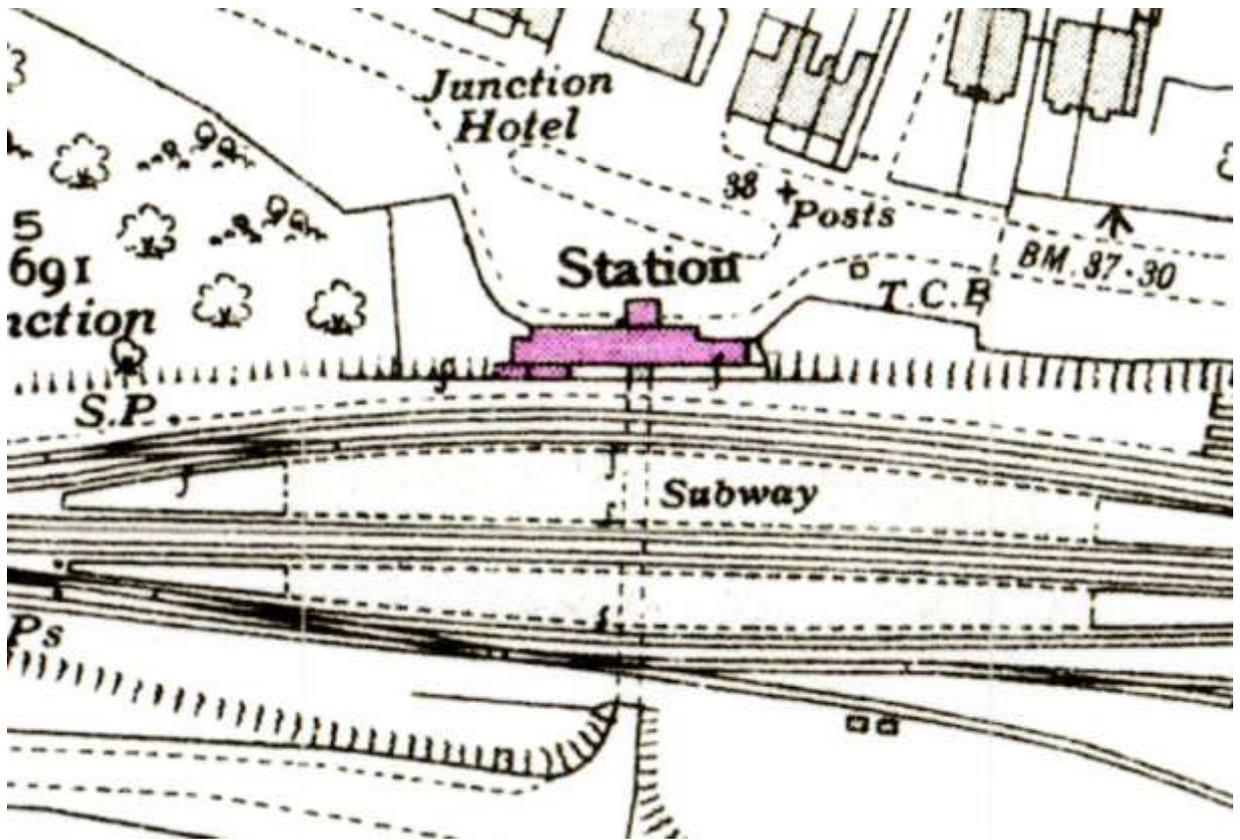


Figure 9. OS map of 1937

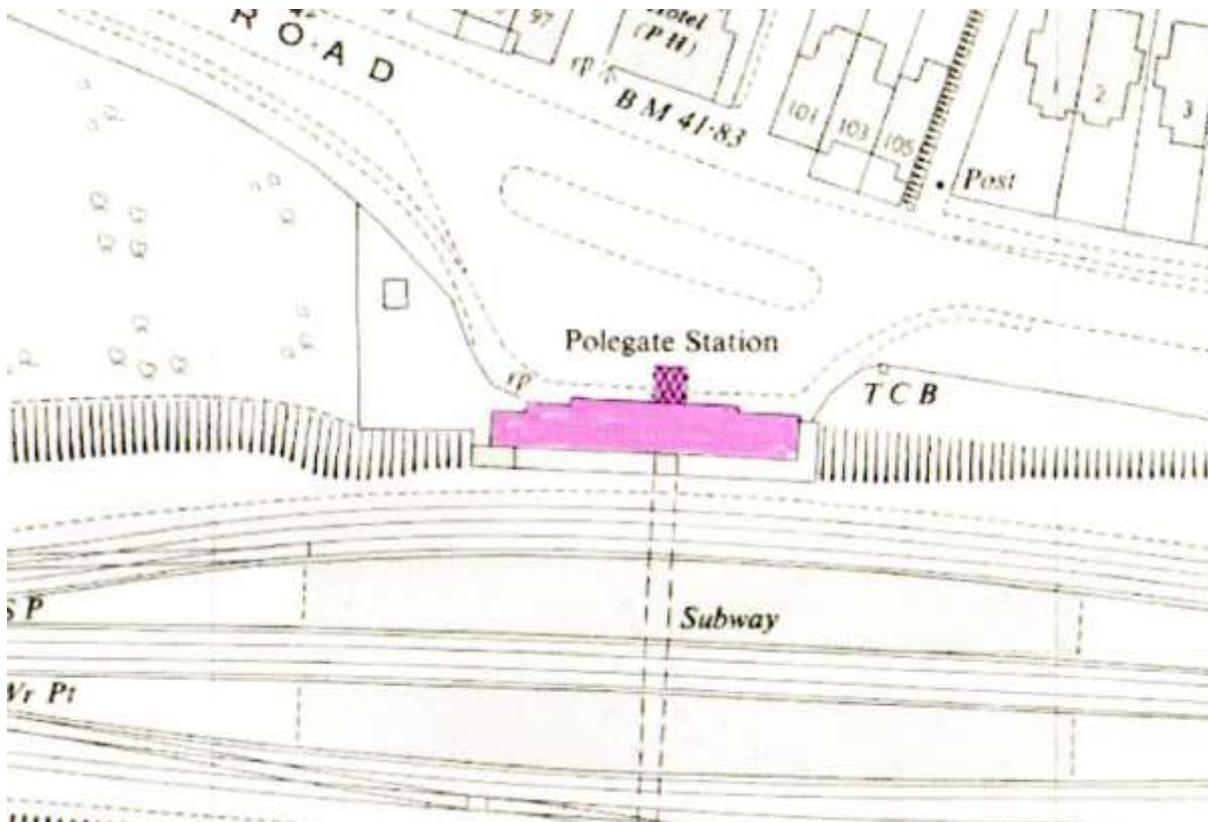


Figure 10. OS map of 1961

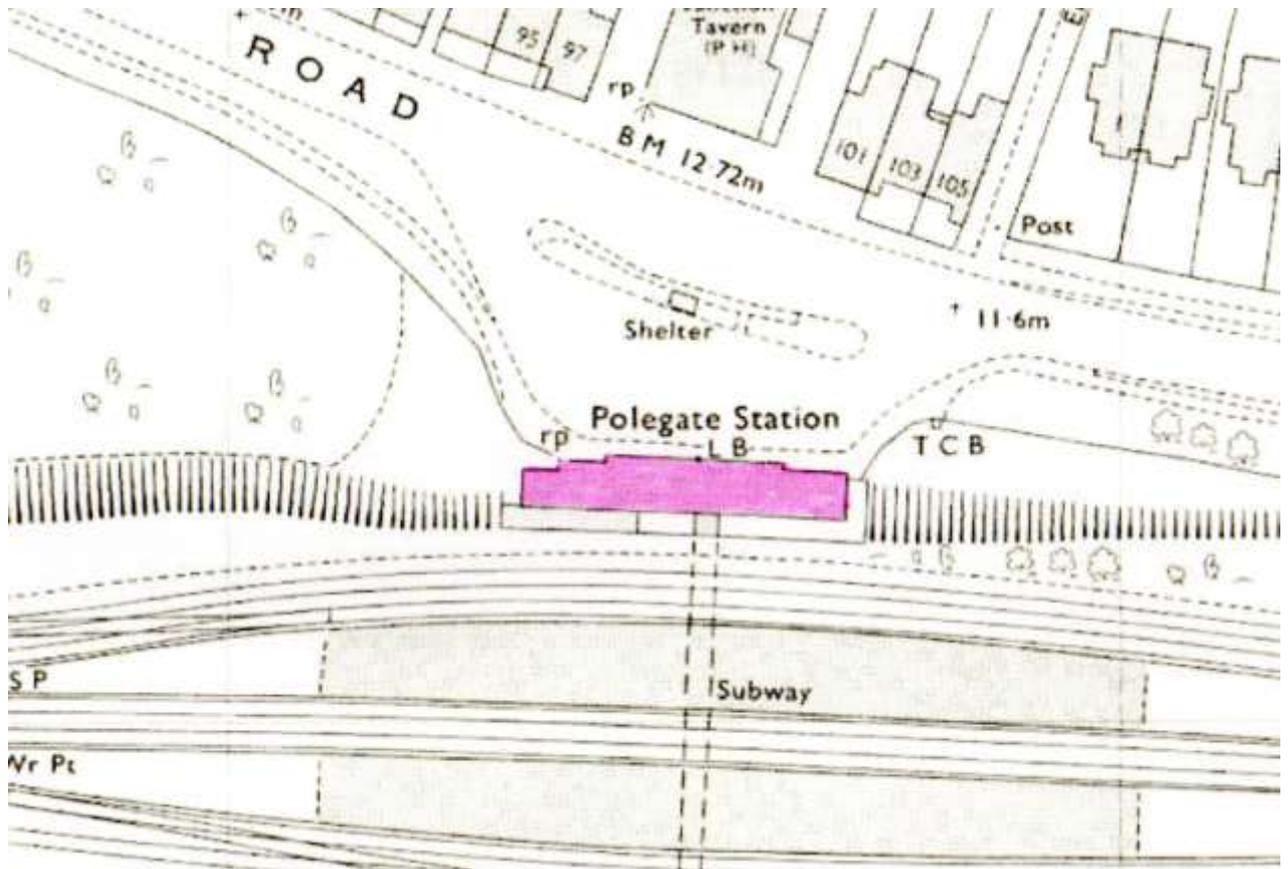


Figure 11. OS map of 1971-73

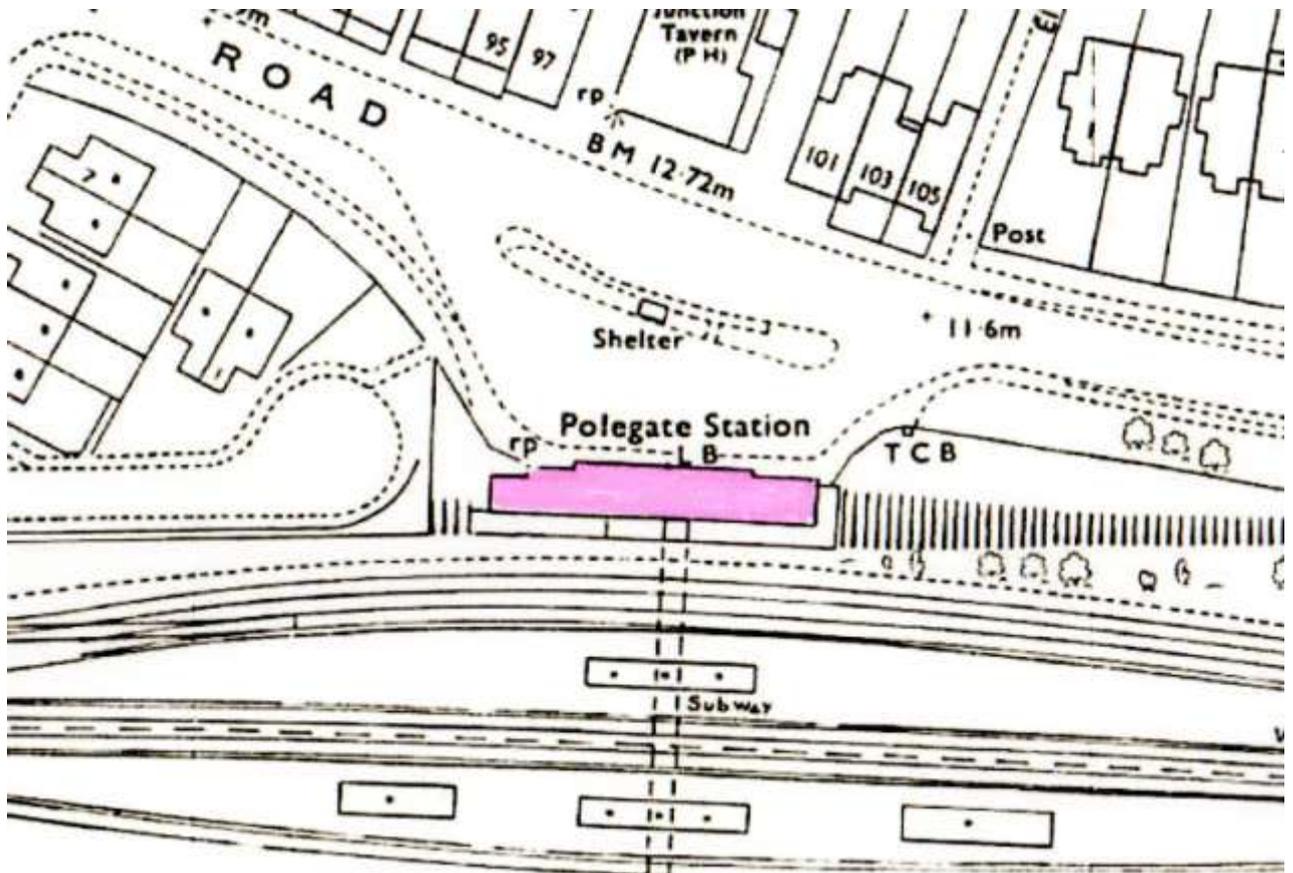


Figure 12. OS map of 1986

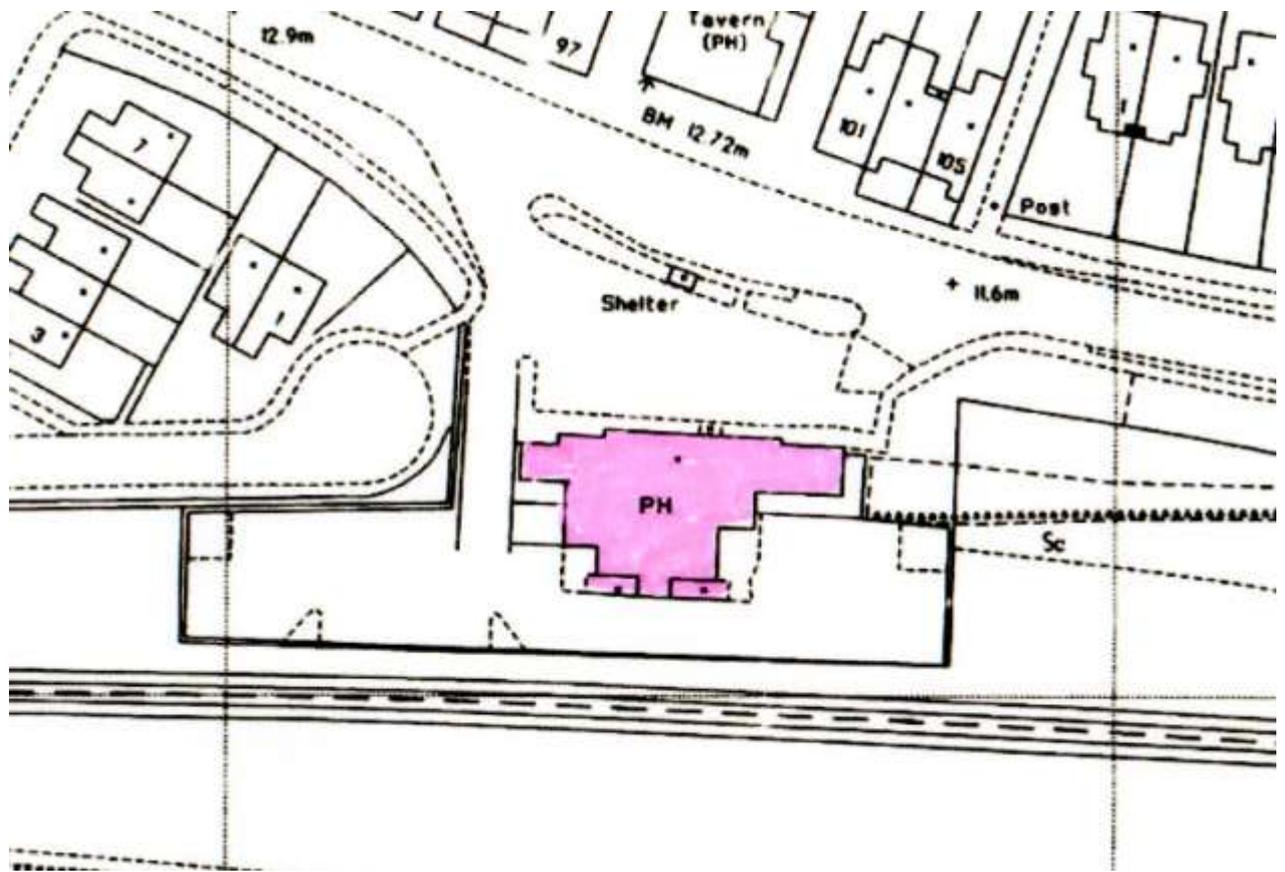


Figure 13. OS map of 1994



Plate 1. In Room G7 and looking east to Room G8



Plate 2. In Room G10 looking north



Plate 3. In Room G7 and looking east to Room G8



Plate 4. In Room G2 looking north



Plate 5. In Room 3 looking east



Plate 6. In Room 3 looking west



Plate 7. In Room 3 looking south



Plate 8. In Room 1 looking north



Plate 9. In Room 1 looking NW



Plate 10. In Room 1 with detail of door screen



Plate 11. In Room 1 looking SW



Plate 12. In Room 2 looking east



Plate 13. In Room 2 looking east



Plate 14. Detail of staircase leading to Room 1



Plate 15. In Room 1 looking east



Plate 16. Front facade (looking south)



Plate 17. Front facade (looking south)



Plate 18. Front facade (looking south)



Plate 19. Detail of front facade (looking south)



Plate 20. Detail of front facade (looking south)



Plate 21. Front facade (looking south)



Plate 22. Detail of front facade (looking south)



Plate 23. Detail of window front facade



Plate 24. Detail of front facade (looking SE)



Plate 25. West wing of front facade (looking south)



Plate 26. West wing looking south and Plate 27 detail west wing





Plate 28. Detail of modern extension behind west wing (looking SE)



Plate 29. Rear of property (looking east)



Plate 30. Rear of property (looking west)



Plate 31. East side of rear of property (looking west)



Plate 32. East wing (looking west)



Plate 33. East wing (looking west)



Plate 34.



Plate 35. Detail of east wing



Plate 36. Front of property (looking SE)



Plate 37. Front of property (looking south)



Plate 38. Front of property (looking SW)



Plate 39. Front of property (looking SW)



Plate 40. Railway retaining wall east side of property (looking west)



Plate 41. Detail of railway wall



Plate 42. Detail of east wing (looking west)



Plate 41. Drone view of site (looking SW)



Plate 42. Drone view of site (looking SE)



Plate 43. Drone view of site (looking NW)



Plate 44. View of railway embankment wall (looking south)



Plate 45. View of railway embankment wall (looking SE)



Plate 46. View of tunnel set into the railway embankment wall (looking south)



Plate 47. View of tunnel set into the railway embankment wall (looking south)



Plate 48. Internal view of tunnel set into the railway embankment wall (looking south)



Plate 49. View of tunnel set into the railway embankment wall (looking north)