

Former Riding School
(ASU Building)
Queen Elizabeth
Barracks
Church Crookham
Hampshire



**Historic Buildings
Investigation and Recording**

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**Former Riding School (Former ASU Building)
Queen Elizabeth Barracks, Church Crookham**

Historic Building Investigation and Recording

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Former Riding School (ASU Building)
Queen Elizabeth Barracks, Church Crookham

Historic Building Investigation and Recording

Summary

The former Riding School (the ASU Building) at the Queen Elizabeth Barracks in Church Crookham, Hampshire is an interesting and impressive building constructed at the turn of the 20th century as part of the Royal Field Artillery's newly-built Leipzig Barracks. In the First World War these barracks were used by members of the armed forces from New Zealand including an artillery regiment and the New Zealand medical corps. In 1938-9 the Boyce Barracks were constructed nearby and in 1948 they were renamed the Queen Elizabeth Barracks. In the post-World War II period the main Leipzig Barracks were demolished but the Riding School building was retained and apparently incorporated into the Queen Elizabeth Barracks. The building was converted to a new use as a store or warehouse, probably when it became part of the Queen Elizabeth Barracks but potentially before.

Oxford Archaeology has been commissioned by Taylor Wimpey (West London) to undertake a programme of historic building recording on the former Riding School prior to its potential alteration, conversion or development. The building has been significantly altered since its original construction through its change of use as a store building and through the partial subdivision of the interior but it is still possible to gain a good sense of the original form of the building. The exterior remains relatively close to its primary form with the original high band of windows set between regular piers, extensive glazing to the end gables, with slat vents, and a ventilation louvre along the main ridge of the building. The main changes to the exterior have been the insertion of loading doors and the addition of a pentice roof at the east end.

The primary metal roof trusses are visible from the ground and there are various other original features such as sliding doors. Another interesting feature is the upper storey at the west end which has been greatly altered but which would originally have been used by officers to observe the training and manoeuvres.

Evidence of former use (albeit probably a secondary use from the mid 20th century) can be seen in a number of pads on the floor which may have been for free-standing stoves.





Former Riding School (ASU Building)

Queen Elizabeth Barracks, Church Crookham

Historic Building Investigation and Recording

1 INTRODUCTION

1.1 Background

- 1.1.1 Oxford Archaeology (OA) was commissioned by Taylor Wimpey (West London) to undertake a programme of historic building recording on a former Riding School building at the former Queen Elizabeth (QE) Barracks in Church Crookham, Hampshire. The main barracks site is currently being redeveloped and in 2011 the other buildings from the complex were subject to recording to comply with a planning condition prior to their demolition. Although the former Riding School is within the wider site owned by Taylor Wimpey it did not form part of the 2011 development and it was therefore not subject to detailed recording at that time.
- 1.1.2 The current recording of the former Riding School (also known as the ASU Building) has been undertaken to consider options for the building and to pre-empt a likely building-recording planning condition if it is decided to redevelop the structure. The building is unlisted and is not within a Conservation Area but it is of historic interest having formed part of the barracks site.
- 1.1.3 Even before the redevelopment of the QE Barracks site the Riding School building was among the most significant buildings site largely because it is one of the very few military structures which pre-date the establishment of the Boyce Barracks in the period immediately prior to the Second World War. The Riding School appears to have been constructed in the first decade of the 20th century forming part of a Royal Field Artillery camp.
- 1.1.4 The Riding School is towards the eastern edge of the overall QE Barracks site, well away from the site of the main former barracks buildings, and although it is part of the development site it is currently in an ongoing use (storage by an office fitting company).
- 1.1.5 As well as the 2011 programme of building recording undertaken on many buildings which were to be demolished at the QE Barracks site OA has also undertaken below-ground archaeological evaluation as part of the same development and an assessment of a number of pillboxes in the wider Taylor Wimpey area. These pillboxes are being retained in the current development.

1.2 Aims and objectives

- 1.2.1 The main aims of the project were:
- To create for posterity an archive record of the building prior to its potential alteration or development;
 - To make that record publicly accessible through a report (a public document) and a project archive deposited with a public institution.

1.3 Methodology

- 1.3.1 The current recording at the former Riding School has been undertaken broadly at Level 2 as defined by English Heritage in *Understanding Historic Buildings: A Guide to Good Recording Practice* (2006). The building was investigated and recorded to document its structure, evolution, alteration and use. The EH Guidance document states that Level 2 is *'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 interior will be viewed, described and photographed. A plan and sometimes other drawings may be made but the drawn record will normally not be comprehensive'*.
- 1.3.2 The recording included detailed photographic coverage (interior and exterior) with a digital camera and 35 mm film. It also included a descriptive survey to explain the building and a drawn survey which utilised an existing 'footprint' plan of the building. This footprint plan was enhanced with the addition of internal walls and features of interest.
- 1.3.3 The site recording was undertaken on 27th June 2014.
- 1.3.4 The investigation has also been supported by a limited programme of historical research based on maps and easily available secondary sources and other information available on the internet. These maps and sources were largely collected during previous OA investigations at the Queen Elizabeth Barracks.

2 HISTORICAL BACKGROUND

2.1 Introduction

- 2.1.1 This historical background utilises information contained in the OA Desktop Assessment of the site undertaken in May 2004 as well in the report on the building recording of the wider Queen Elizabeth Barracks site in 2011.

2.2 Twentieth century history of site

- 2.2.1 The building which forms the focus of the current study was constructed in the early years of the 20th century as a riding school and formed part of the Royal Field Artillery's new Leipzig (or Leipzic) Barracks which was also known as Ewshot Camp. The 25 inch Ordnance Survey (OS) map from 1896 is useful in confirming that neither the Riding School nor the Leipzig Barracks had been constructed at this date. This map shows what later became the site of the Riding School as a field with wooded copses to either side and also the larger area that later became the Leipzig Barracks as open fields.
- 2.2.2 The military build up in this general area began at the very turn of the 20th century with the establishment of the Royal Field Artillery camp at Ewshot in c.1900. Leipzig Barracks formed part of this early 20th-century camp and it is shown as a well-developed complex of buildings on the 1911 25 inch OS map. The 1911 map shows the large Riding School building (its use not labelled) in the open field and just to the south of a large external square area divided into three bays. This was presumably associated with the Riding School and is likely to have been three separate external areas for horses to practice manoeuvres. The building is shown with small projections (probably sets of

steps) at the west end and at the western end of the north wall while at the east end a short access track connects the building with a north-to-south footpath. This footpath, which is also shown on the 1896 map that pre-dates the barracks, passes to the east of the Riding School and connects it with the main Leipzig barracks which is shown on the 1911 map c.300 m to the south. The barracks is shown with a grid plan comprising a series of stables, parade ground, men's quarters, officer's quarters, institute etc and a guardroom close to the junction with the track from the Riding School.

- 2.2.3 The 1931 OS map shows a similar arrangement with the Riding School and the main barracks to the south although by this date the area to the north of the Riding School had also been developed with an officer's mess, officer's quarters and military huts etc. The 6 inch:one mile map from 1938 also labels the building as a Riding School (Fig 2) which appears to confirm that at this date the building remained in its primary use.
- 2.2.4 Detailed research into the Leipzig Barracks hasn't been undertaken in the current project but *Aldershot in the Great War* by Murray Rowlands includes some background information as does the *Papers Past* website which contains digitised articles from historic New Zealand newspapers. Rowland reports that in late 1915 the New Zealand Government hired part of Ewshot Camp from the British Government for its artillery regiment and during the latter stages of the First World War 5000 soldiers from New Zealand were stationed at the site. The Leipzig Barracks could accommodate 1500 soldiers of all ranks and 1000 horses and its name was chosen when the German Kaiser visited before the war. The fact that the barracks was named after a German city was no doubt awkward during the First World War. The New Zealand Medical Corps were also located at the camp and large numbers of New Zealand soldiers were treated here following Passchendaele. Further information on the layout of the Barracks site is included in Murray Rowland's book as well as an article written in December 1918 and published in the Hawera & Normanby Star. The article even mentions that '*Riding is brushed up at an Imperial riding-school adjacent*'.
- 2.2.5 The military presence in the vicinity was greatly increased in c.1938-9 by the construction of the Boyce Barracks which formed part of the military build up prior to the Second World War. This large camp (c.800 m long) ran roughly NW to SE, c.500 m west of the Riding School and at its south-eastern end it effectively connected with the Leipzig Barracks.
- 2.2.6 Boyce Barracks was constructed in 1938/39 by JB Edwards & Co and was completed by RC Kemp for the Royal Army Service Corps (information from a short unreferenced Site History found on site). In 1948 the barracks were visited by Queen Elizabeth the Queen Mother and to commemorate this the camp was renamed Queen Elizabeth Barracks. The site formed the Depot Training Establishment for the Royal Army Medical Corps (RAMC) until they vacated the site in 1963/4.
- 2.2.7 Between 1948 and 1954 the buildings in Wakefords Copse (close to the Riding School) were constructed and demolition of Leipzig Barracks began during the same period. It may be that it was at this time that the original function of the Riding School ceased and that it found a new use. However, the use or significance of horse-drawn field artillery had started to decline before this and it may be that the use of the Riding School had also similarly declined at an earlier date. The 1961 OS map confirms that by this date most of the buildings from the Leipzig Barracks had been demolished and although the Riding School is shown its use is not labelled and its form had been slightly altered by the

addition of a compound on the southern side of the building. This compound, which is still intact today, is not shown on the earlier maps. There also appears to have been some modifications to both the east and west ends of the building.

2.2.8 From 1965 until 1970, after the RAMC vacated the main Queen Elizabeth Barracks, the general site was used by training regiments of the Royal Corps of Transport and from 1970 until its closure in 2000 the site housed the Gurkha Regiments.

2.2.9 Relatively little is known about the use of the former Riding School building in the second half of the 20th century after it lost its original function although evidence surviving in the building shows that it was used as a storage warehouse for at least some of this period (discussed further below). The current tenants don't know much about its past use but they have informally heard of various stories over the years including that it was a mattress store, a blanket store, an overflow barrack and a gym.

2.2.10 Historical imagery on *Google Earth* shows the building apparently disused on aerial photos from 1999 (the earliest available) to 2009. Each of the photos from these dates shows the compound to the south of the Riding School building empty and with the hard-standing overgrown. The previous phase of OA's building recording in 2011 included some photographs of the Riding School from outside the compound and by this date the building was in use by an office-removals company. By this time various trailers and pallets were stored in the area of hard-standing to the south of the building.

2.2.11 *Other riding schools*

2.2.12 A military riding school is clearly a distinctive type of building and it would be useful to comment briefly on some other examples in England. These are all listed buildings and older than the example at Church Crookham.

2.2.13 Cavalry Road, Colchester

2.2.14 This Grade II listed building was constructed in the early 1860s and formed the Garrison Riding School of the Le Cateau Barracks. It is 47.2 m long x 16.65 m wide (slightly smaller than that at Church Crookham) and is brick built with 14 regular projecting piers between bays. The interior was a large open hall with metal trusses but it has now been subdivided due to the conversion of the building in 2011 to the Creffield Medical Centre (a new Primary Care Facility). Recording was undertaken on the building by the Colchester Archaeological Trust prior to the works.

2.2.15 St Johns Wood Barracks

2.2.16 This building is listed Grade II and was constructed in 1825. The overall barracks site is currently proposed for redevelopment but the riding school will be preserved.

2.2.17 South Cavalry (Beaumont) Barracks, Aldershot

2.2.18 This was constructed in 1856-9 and its Grade II* listing reflecting its high level of preservation as well as its high architectural quality. The interior has large timber queen-post trusses, a louvred ridge lantern and a viewing gallery at first floor for officers. The floor was of clay over sand and brushwood.



3 DESCRIPTION

3.1 External description

- 3.1.1 The Riding School at Church Crookham comprises a large, free-standing, rectangular-plan building (54.5 x 18 m) constructed from English-bond red brick and with a gabled, slate-covered roof which incorporates a long primary upstanding louvre along the ridge for ventilation (Pl. 11-12). Similar louvres are found on other riding school buildings such as those at Colchester and Aldershot. On the south side of the building there is a large external yard (51 x 45 m) where lorries, containers and pallets are currently stored (Pl. 11). This compound does not appear on the early OS maps (1911 or 1931) so it seems likely to be a secondary addition after the Riding School had been converted from its original function to a new use.
- 3.1.2 The building is orientated east-to-west and the main long *north and south elevations* are each divided into 16 regular bays by large brick piers or buttresses (c.50 cm²) which support the deep overhanging eaves above (Pl. 7-8). The eaves are c.5.2 m above the ground level, (although this varies slightly with the slope of the ground) and they comprise a timber soffit with distinct criss-cross patterns of holes drilled for ventilation (Pl. 10). Each main buttress (other than those at the corners) incorporate a large stone block towards their top which would have supported the ends of each truss. The arrangement of fenestration in the north and south elevations is similar to each other with large, high windows, just below the eaves in each bay other than those adjacent to the gable ends. In each bay there are three, fixed 12-light timber windows with stone sills (Pl. 10).
- 3.1.3 In the north elevation three doorways have been inserted relating to the secondary use of the building as a storehouse (Pl. 9). Each of these is double width with a square-headed, gauged brick lintel and reformed brick jambs. Two of them also have a later 20th-century roller shutter set immediately above the doorway on the inner face and a raised loading platform which trucks could pull up to. The roller shutters were almost certainly secondary to these doorways and replaced previous storehouse doors. One of the doors with the roller shutter is in the 7th bay from the east and above this opening there is a sign saying 'issues bay' while just to the west of the centre of the elevation (9th bay from east) there is another similar doorway a sign above it for 'receipts bay'. Each sign has a distinctive (military?) form with two red vertical stripes either side of a central black stripe. Towards the west end of the north elevation there is another doorway with similar lintel and sill as the others but here the earlier double doors survive instead of the later roller shutters. This door was largely obscured by vegetation.
- 3.1.4 At the west end of the north elevation there is a small set of external steps which are likely to be primary features to provide access to the offices at the west end. The steps are of concrete and with simple, iron square-section balusters and a hand rail. This is also heavily overgrown and obscured.
- 3.1.5 The lower parts of some of the bays of the south wall are heavily worn and in these sections the brickwork has been replaced below a line c.1.25 m above the floor. The primary brickwork is relatively soft and it is possible that the wear was caused by horses rubbing against the wall. Several sections of the south wall were largely hidden when the recording was undertaken by lorries, stacks of pallets or vegetation so it wasn't possible to confirm whether this pattern continued across the whole elevation.



- 3.1.6 At the western end of the south elevation there is an external set of fire-escape stairs from the first floor which were possibly added in the 1970s although the poor (and very overgrown) condition means that they can no longer be used and there is currently no way of accessing the small first floor rooms at this end of the building.
- 3.1.7 The *east elevation* (Pl. 1-3) faces the main road passing the building and it is dominated by a very large gable end formed from fixed timber slat-vents and 24 timber windows (two rows of 12). Each window has six fixed lights and the whole bank of windows is set on a stone sill. Above the gable is a moulded bargeboard and the windows are now set behind metal security grilles.
- 3.1.8 Just below the long stone sill there is a single-pitch canopy or pentice roof which is clad in corrugated sheeting and which covers an open-sided walkway along the width of the building although at the southern end there is a small enclosed boiler room (Pl. 2). The outer (eastern) edge of this roof is supported by five simple brick piers which extend north from the boiler room and some of these piers are collapsing. The rafters are visible to the underside of the pentice (Pl. 4). The pentice roof is a secondary addition and map evidence suggests it was constructed between 1931 and 1961.
- 3.1.9 Beneath the pentice there are five buttresses within the primary brick wall and these diminish in depth with black brick shoulders (Pl. 4). There is a primary set of double doors (vertical planks) towards the north end of the wall beneath the pentice (Plate 5) with good quality segmental-arch brickwork above which extends the full width of the bay between buttresses and with a stone key-stone. The jambs of the doorway have bullnose edges and the doors would have slid sideways on the internal side of the wall. Towards the southern end of this section of wall (adjacent to the boiler room) there is another bay with a full width segmental brick arch but this bay has been partially infilled with secondary brickwork and a smaller set of double doors (Pl. 6). This doorway leads into a partitioned room that is currently used as a vehicle workshop. Evidence inside the building confirms that this opening formerly also had a pair of sliding doors.
- 3.1.10 There are a number of stone pads in the east elevation set just above the doorways which are to support the long rails which held the sliding doors to the two openings in this wall (Pl. 4). There are also bolted steel plates higher up the elevation, just beneath the pentice roof, and these also relate to the internal structure of the building by helping to support a frame which holds raised heating pipes (detailed further below).
- 3.1.11 Along this wall there are numerous names and dates scratched informally as graffiti (Plates 14-16). These are mainly from the 1980s but there are some from the mid 20th century (1952, 1956) and even one faint date which appears to be 1901.
- 3.1.12 The *west elevation* is dominated similarly to the east elevation by a large gable end with fixed timber slat vents, a long bank of windows and bargeboards (Pl. 13). Below the gable the elevation is constructed of brick but the lower half is obscured by a secondary brick wall which appears to enclose a small yard although access was not possible into this area. This elevation is supported by brick buttresses, similar to those in the east elevation, which extend up to a point just below the sills of the bank of windows. These buttresses diminish in depth towards the top with a blue, sloped brick shoulder just above the mid point and there is another shoulder at the top of the pier.

3.2 Internal description

- 3.2.1 The interior of the building has been significantly altered since its original construction and since it ceased to function as a riding school but it is still possible to gain some sense of the primary form. The building would originally have comprised a large open-plan hall with a distinct two storey block at the west end which extended across the full width of the building to provide offices and a raised viewing gallery for officers. The two storey block at the west end remains intact (albeit altered) while the main hall, where the horses would have practised manoeuvres, has been divided into two roughly equal sized areas by a secondary wall (1940s?). Each of these two large sections is open up to the roof trusses (described further below) they extend the full width of the building (17.25 m wall to wall)
- 3.2.2 The primary *sliding doors* at the east end of the building are 2.9 m tall and with good quality detailing such as chamfers to each brace and vertical rail (Pl. 17-18). The doors are set on a steel rail across the top of the opening and it is interesting to note that the same type of rail is also set above the door towards the south end of this (eastern) wall confirming that this opening also had similar sliding doors prior to being replaced by the current smaller doors. Either side of the main doorway there are upright, triangular, steel stanchions fixed to the floor although their purpose is unclear.
- 3.2.3 As mentioned above in the external description there is a set of double doors towards the west end of the north elevation and it seems clear from the internal face that these are later than the relatively fine primary double doors in the east elevation. These later doors do not have the same chamfers to the cross panels or quite the same level of detailing.
- 3.2.4 Towards the south-east corner of the hall there is a separate room formed from secondary inserted painted brick walls (1940s?) which is now used as a simple garage workshop. The walls are topped by a soldier course and there is a suspended ceiling in the room. There is also another separate room created within the hall, immediately to the west of the main wall that divides the overall hall into two. Both of these rooms have concrete floors.
- 3.2.5 The primary *roof* of the Riding School survives and comprises 15 metal trusses typical for large-span buildings of this type from the first half of the 20th century (Pl. 22-26). The form of the trusses is suggestive of a slightly later date than 1900 but it seems inconceivable that they would have been replaced relatively soon after the building's original construction so they must be primary. The trusses are formed from flat-section and L-section steel lengths; the flat section members act in tension while the L-section members act in compression. The members of each truss form an open triangle to the centre and with a series of struts to each side with connecting plates at the intersections. There are nine softwood purlins to each slope lying on the back of the principal rafter with small steel bracket supports.
- 3.2.6 The roof has lateral bracing in the form of diagonal tie-rods which extend diagonally from ridge to eaves every four bays. The uppermost part of each slope (ie above the upper purlins) has a slightly raised ventilation louvre but this is now boarded to the inner face and therefore hidden.
- 3.2.7 At the eaves there is a fascia board which hides the ends of each truss and there is a criss-cross pattern of small ventilation holes drilled in this board similar to the pattern in the external eaves board noted above (Pl. 28). Presumably when it was a riding school the

building would have had a moist atmosphere and ensuring adequate ventilation would have been important.

- 3.2.8 Three sets of *heating pipes* extend along the length of the building, suspended just beneath the tie-beam of each truss (Pl. 24). Each of these comprises three hot water pipes grouped together and set immediately beneath black, sheet metal plates that would have helped to reflect the heat from the pipes down into the room. At each end of the building there are lateral pipes against the wall and at the east end the pipes connect to the boiler room. This heating system was almost certainly added when the Riding School was converted (1940s?) and it is interesting to note that OA has recently noted a similar type of system in a railway carriage shop at the Old Oak Common depot in West London. This railway building was constructed in the mid 1930s and the heating system was intended to help dry the painted carriages.
- 3.2.9 The *floor* of both halves of the large former hall is generally covered with floorboards, other than the separate rooms mentioned above and some other patches, and the boards are suggestive of an early 20th century date. However it is believed that the original floor would have been solid to withstand the considerable weight of the horses and then covered in sand or a similar soft material so the boards are almost certainly a secondary alteration.
- 3.2.10 The floor has several interesting patches of concrete within the floorboards and in particular there are four distinct, similarly sized patches which form something of a pattern (see Fig 3, P.1 29-30). Two of these are close to the spine of the building while the other two are closer to the north wall. It appears that these concrete pads post-dated the floorboards. Each of these is in the north half of the building and each forms a c.1.3 m² concrete 'pad' which it appears would have supported a feature, possibly such as a stove. The possibility that at least some of these pads supported stoves is suggested by evidence in the roof directly above the easternmost pad which is close to the spine of the building. Above this point on the north slope of the third truss from the east there are two small simple brackets which would have wrapped around a vertical cylindrical flue, together with a corresponding circular hole in the roof boards (Pl. 35). These features strongly suggest that there was some form of a flue directly above this pad and there is also a similar hole in the roof boards above the western concrete pad which is close to the building's spine. At this point there is not the pair of redundant brackets which wrapped around a flue but presumably these were once in-situ but have previously been lost.
- 3.2.11 When the building was a riding school they would have wanted an entirely open, uninterrupted floor space so it seems almost certain that these features were secondary additions and this is also suggested by the way that the boards abut the pad. It would be common for a storehouse to have small free-standing heating stoves so it could be that such features were inserted when the Riding School was converted to a store. As mentioned above the current tenants of the building have previously been told that the building was used as an overflow barracks for a period and it could be that small stoves were inserted at this point.
- 3.2.12 From the south-eastern 'pad' there is also a distinct strip where the old boards have been replaced by more modern ones and this strip extends as far as another band of concrete along the internal face of the southern wall.



- 3.2.13 Other subtle evidence fixed to some of the roof trusses includes a small number of very small pulley wheels fixed to purlins, presumably to operate an opening window in the ridge louvre. There are two such wheels in the 2nd, 5th and 8th bays from the east, towards the centre of both the north and south slopes. Long ropes are likely to have dropped down from here towards the floor to allow the window to be opened.
- 3.2.14 At the western end of the building there is a two-storey block, probably with WC's and offices, and as mentioned above this area is believed to have incorporated an upper viewing platform for officers to observe manoeuvres. At ground floor the wall which divides this block from the hall of the Riding School is formed from brick (painted) while at first floor it is of secondary plasterboard (Pl. 34). There are two blocked doorways into this area from the main hall. When the recording was undertaken access was not possible into either the ground floor or first floor of this area.

4 CONCLUSION

- 4.1.1 The former Riding School at the Queen Elizabeth Barracks in Church Crookham is a large, impressive structure and it is a valuable reminder of the importance of the military in this area during the 20th century.
- 4.1.2 The building was constructed at the turn of the 20th century as part of the Royal Field Artillery's Leipzig Barracks and it is known that this complex was used by the New Zealand armed forces for part of the First World War. An Ordnance Survey map from 1938 still labels the building as a Riding School so presumably it was still in its original use at this date but it was probably converted relatively soon after.
- 4.1.3 Shortly after the Second World War the Leipzig Barracks were demolished but the Riding School was retained and incorporated into the Boyce Barracks (later renamed the Queen Elizabeth Barracks) which had been constructed in 1938/9. Around this time the building ceased to function as a riding school and it was converted to other uses including a store house and possibly an overflow barracks. It could well be that the building ceased to operate as a riding school immediately before the war and that it was put to a number of pressing uses during the war.
- 4.1.4 Although the building has seen various secondary alterations it retains a number of primary features and externally it remains close to its primary form. Surviving primary internal features include the metal roof trusses, high timber mullion windows and sliding doors at the east end.
- 4.1.5 The primary floor was probably solid and covered with sand or a similar material but this has been replaced by a suspended floor which was presumably inserted when the building was converted in the mid 20th century. Other alterations at this stage include the insertion of a large dividing wall which split the formerly open-plan riding hall into two, the addition of a system of raised pipes for heating and the addition of a pentice roof at the east end. Several concrete pads also remain in the building and it seems that at least some of these may have been bases for heating stoves, possibly if the building served as an overflow barracks.

Oxford Archaeology

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APPENDIX A. BIBLIOGRAPHY

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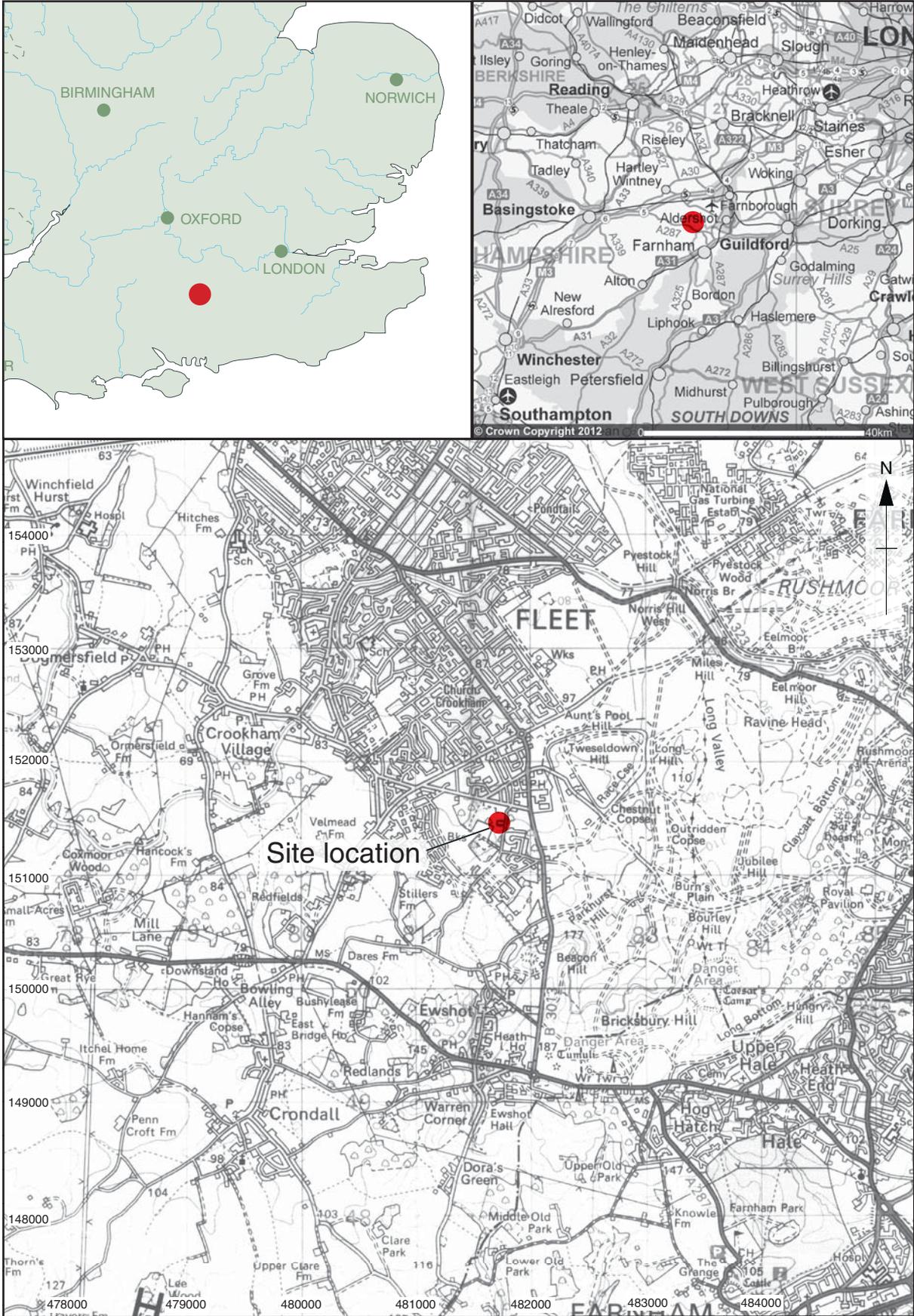
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Figure 1: Site location

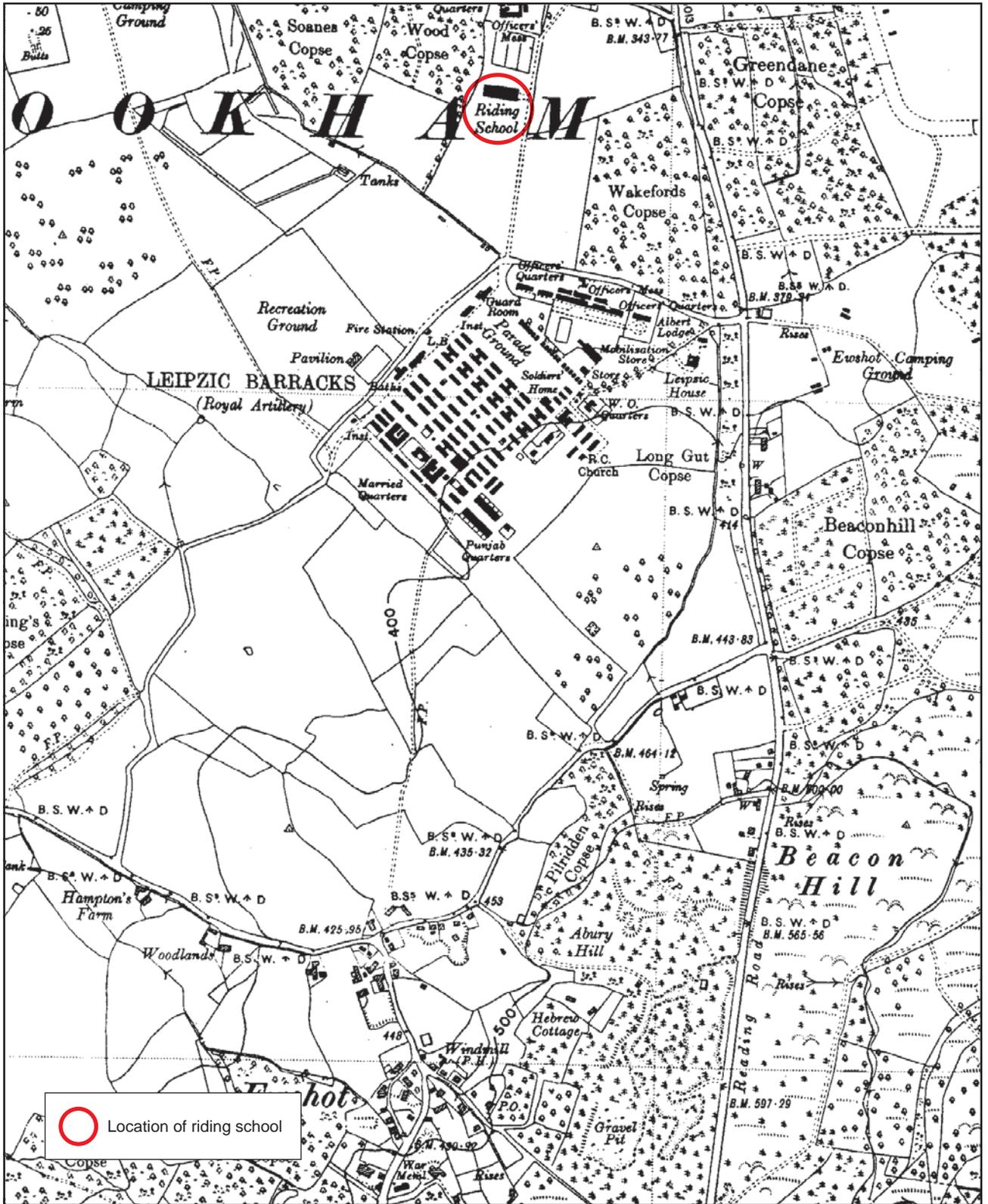


Figure 2: 1938 map of Leipzig Barracks showing Riding School

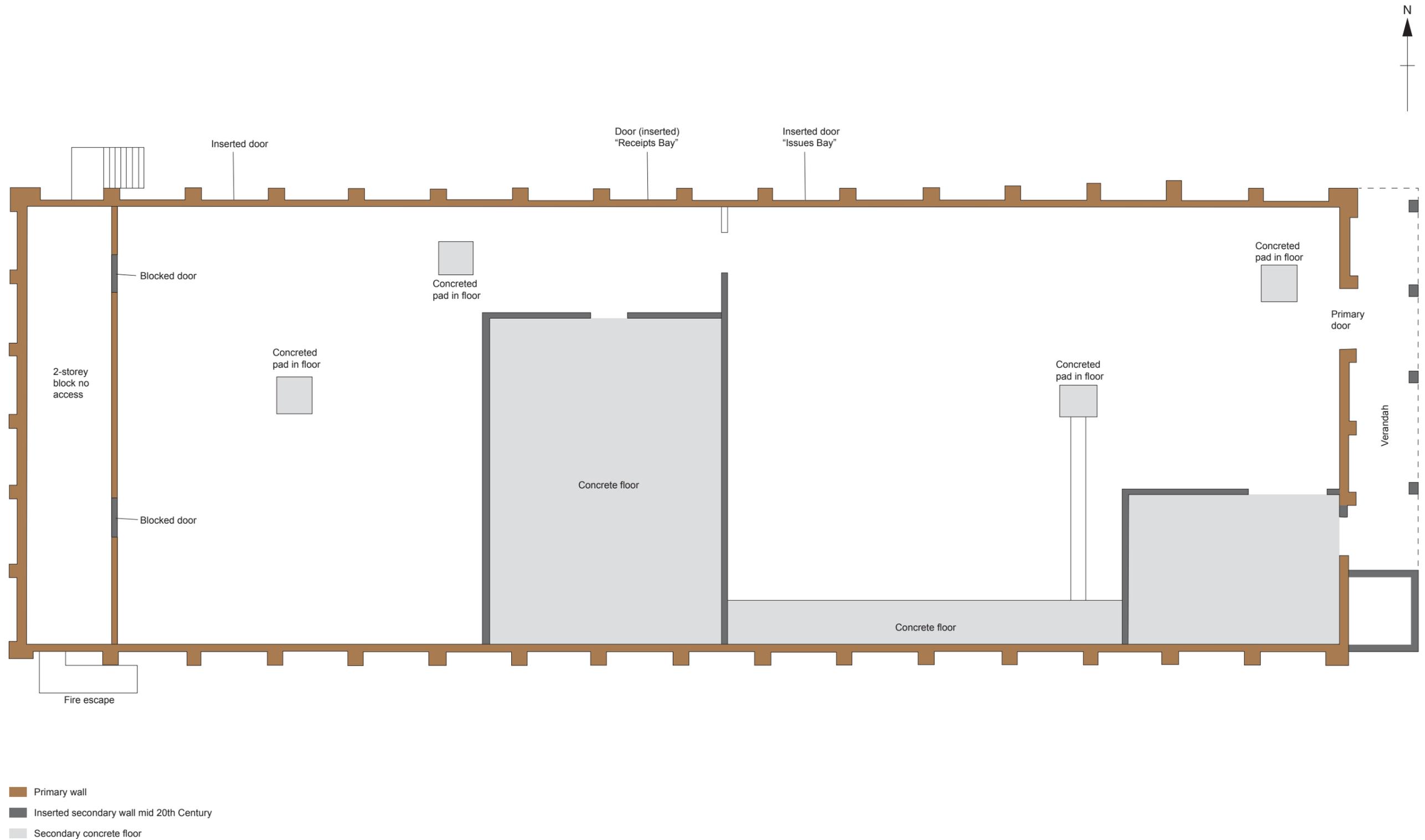


Figure 3: Ground plan of former Riding School QE Barracks, Church Crookham



Plate 1: East elevation (taken in 2011)



Plate 2: South half of east elevation



Plate 3: North half of east elevation



Plate 4: East elevation detail



Plate 5: Northern doorway in east elevation



Plate 6: Southern doorway in east elevation



Plate 7: Exterior from north-east



Plate 8: North elevation



Plate 9: Inserted loading door in north elevation



Plate 10: Typical window in north elevation



Plate 11: Exterior from south



Plate 12: Part of south elevation



Plate 13: West elevation



Plate 14: Graffiti on east wall



Plate 17: Internal face of east wall



Plate 18: Doors in east wall of building



Plate 19: General view of interior from south end



Plate 20: Concrete pad in floor towards east end



Plate 21: Concrete channel in floor towards east end



Plate 22: General view of roof from east end



Plate 23: General view of interior from east end



Plate 24: Heating racks on roof



Plate 25: General view of interior from east end



Plate 26: Typical roof truss



Plate 27: Typical roof truss detail



Plate 28: Roof detail



Plate 29: Concrete pad in floor



Plate 30: Loading door in north wall



Plate 31: Interior looking east



Plate 32: General view of interior looking east



Plate 33: North wall interior



Plate 34: West wall interior



Plate 35: Detail of hole in roof from possible former flue



Plate 36: Concrete pad in floor towards west end



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