

AN
HISTORIC BUILDING SURVEY
OF 10-14 ST. HELEN'S STREET,
DERBY, 2006



TRENT & PEAK
ARCHAEOLOGICAL UNIT

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HISTORIC BUILDING SURVEY
OF 10-14 ST. HELEN'S STREET,
DERBY, 2006**

**A report for the
Metropolitan Housing Trust**

*by
Richard Sheppard*

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SUMMARY

- **Background.** This historic building survey was carried out by Trent & Peak Archaeological Unit on behalf of the Metropolitan Housing Trust.
- **Location and description.** The site lies on the northern edge of the city centre, and is bordered on the south side by St. Helen's Street.
- **Proposed scheme.** This involves renovation of existing buildings for new housing and new residential units built to the west and north. Adjoining buildings to the east are to be demolished prior to the construction of the new King Street link road.
- **Early history.** In the medieval period the site or part of it is likely to have been within the grounds of the hospital of St. Helen's, situated on the west side of King Street.
- **Post-medieval development.** Most of the site was within the grounds of *old* St. Helen's House, a residence probably built in the 17th century on the site of the medieval hospital. The west part of the site was formerly within Goodwin's Orchard.
- **Industrial development.** The site was acquired by Richard Brown and his son, manufacturers of spar products, in 1802 or shortly afterwards. They established a new factory and installed a steam engine. The early factory workshop at the north end of the site may have been a reused (and largely rebuilt) 18th century building, as its footprint matches that of a structure formerly attached to the old St Helen's House. The factory was expanded into an E-shaped complex certainly by about 1819, although there is evidence linking the west wing's construction to the early work after 1802; the east wing may have reused part of the earlier house. The early 19th century date makes the building(s) some of the earliest industrial buildings left in Derby. They are not listed, having been much altered since.
- In the 1830s the site was divided between William Haslam, a whitesmith, who acquired the west wing (that included 12 St Helen's Street), and Joseph Hall who bought or leased the remaining buildings to carry on spar production. The Haslams rebuilt most of the west wing and built two new buildings to the west (14 and 16 St Helen's Street). Hall built a new house (10 St Helen's Street) and made changes to the spar works. Most of the present structures (including raising buildings) had occurred by the end of the 19th century, leaving a small open yard near the centre of the complex.
- **Site potential.** 10-14 St Helen's Street and buildings to the rear are to be renovated for domestic use, with little structural alteration. The north workshop and the house at no. 10 are probably the most intact and important buildings of the group and deserving of especial consideration.

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Plates

Plates 1-3: Views of the workshop (Unit 3): 1: the north frontage (with the single-storey structure (Unit 1) showing far left, and the join to Unit 5 far right); 2: the south frontage with infilled doorways; 3: changes in the brickwork and an infilled delivery door (bottom left) showing on the upper floor.

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1. *Project background*

This historic building survey was commissioned by the Metropolitan Housing Trust through Franklin Ellis Architects, in relation to the proposed conversion of existing buildings near the north-west corner of the junction of King Street and St. Helen's Street, Derby and some redevelopment of adjacent land (Fig. 1). The proposed works coincide with the creation of the new King Street link road within Phase 3 of the 'Connecting Derby' scheme to improve the Inner Ring Road. This new road involves the demolition of several buildings fronting the west side of the present course of King Street and nos 2-8 on St Helen's Street. Adjoining buildings, nos 10-14 St Helen's Street, and several former industrial buildings to their rear, are to be retained and refurbished as part of the development. The site of a now demolished former public house at 16 St Helen's Street is to be reused for a new building.

Because of the historical sensitivity of the area through which the new road will run, two previous desk-based studies have looked at the area affected, together with the buildings on the north side of St Helen's Street (Steer 2002 and Hislop 2003). The general area is within an Archaeological Alert Area, as defined in the adopted Derby City Local Plan, 1998. Since these reports were issued a further desk-based study (Kinsley 2004a), followed by archaeological evaluation excavations (Kinsley 2004b) have been carried out on a site on the south side of the junction of St. Helen's Street and King Street, and also to the north of here, along the line of the new road (Birmingham Archaeology, report forthcoming). More recently, a desk-based study was made of the area of proposed redevelopment on the north side of the St Helen's Street, *but excluding the buildings to be retained* (Sheppard 2006), followed by archaeological evaluation excavations on cleared ground (Sheppard and Lewis forthcoming).

It has now been suggested that because the buildings to be retained include part of a former industrial works (see below) that an historic building survey is carried out before conversion to domestic use. This would provide a detailed record of the buildings and inform conservation and design decisions. The planning brief for this (Myers, ref. DER/05/06/00787/PRI) recommends a RCHME (Royal Commission on the Historical Monuments of England) Level 3 (descriptive and analytical) record for the former industrial works and a less detailed Level 2 (principally descriptive) record for the remaining buildings. Accurate plans of the buildings have been supplied by Franklin Ellis Architects and are used here to show the buildings from cellar to third floor level (Figs 3-7).

2. *Historical background*

A summary of the early historical development of Derby since the Anglo-Saxon period through to the medieval period, and of the St Helen's Street – King Street area in particular was included in Sheppard 2005 and is not repeated here.

The first accurate detailed map of the area (Burdett, 1767) shows a large irregularly-shaped building fronting King Street, with gardens to north and south, and an orchard to the west. This building was called St. Helen's House (more recently referred to as *Old St. Helen's House* to distinguish it from the presently known St Helen's House, the 18th century Palladian mansion on the east side of King Street). An earlier map of 1610 by Speed, although not dimensionally accurate, may show earlier buildings surviving from the former St. Helen's Hospital, founded in AD 1137 in the same area. Old St Helen's House, built in the late 17th century, probably incorporated parts of the former hospital. The antiquarian Woolley, writing in c.1712, referred to the 'religious house ... now converted into dwelling houses.' A sketch of the east frontage of the building dating to 1792 shows a gothic arch suggestive of medieval masonry style.

The painter Joseph Wright stayed in the house between 1779-93 and in 1802 the property was sold to Richard Brown and his son of the same name, both spar manufacturers operating at the Old Shop, part of Lombe's Silk Mill in Derby. The property purchased included the house, several cottages, a stable and garden, and the orchard adjoining the cottages. Cole's map of 1806 (also known as Brayley's map; Fig. 8) has the name *Spar Ornament Manufactory* and for the first time St Helen's Street is shown. However, the house plan is similar to Burdett's and this poses problems. An advertisement in the *Derby Mercury* stated that the house had been demolished in 1800 and in 1802 the Browns were reported to have been erecting some very spacious workshops and a 6hp steam engine (Britton & Brayley 1802, 374). In the course of 'lowering the ground to render the access to the new manufactory more convenient' in 1802, human remains were uncovered on the site (Sheppard 2005, 7). The documents thus suggest a major structural change shortly after the turn of the century.

Much of what is known about the Spar works, the buildings on St Helen's Street and their various owners is largely due to extensive researches carried out by local historian Jane Steer. This work has formed the basis of a desk-based study (2002) and a follow-up article in the journal *Derbyshire Miscellany* (2003), both listed below in the bibliography; no further documentary research can be warranted in the circumstances. The following is largely based on Steer's findings and on the map evidence.

The factory appears to have been fully formed by the time of Chatterton and Stanwick's map of 1819 (Fig. 9), and one by Rogerson of the same year. Both show a symmetrical E-shaped factory complex on the site of old St. Helen's House and its presumed extensions. Whether this was built in one phase or piecemeal is unclear. On the death of Richard Brown the Elder in 1816 the property was divided between his son Richard and his partner and son-in-law John Mawe. The spar factory was split between them - Brown having the west wing and half of the north range and Mawe the east wing and also half of the north range. The symmetry of the E-shaped factory mirrors this arrangement and might indicate a plan resulting from the splitting of the property, rather than the reverse.

Mawe died in 1829 and his part of the property remained within his family until 1866-69. Brown retired in 1832 and sold the west wing (the area of 12 St Helen's Street back to Unit 5) to William Haslam, a whitesmith and bellhanger. Haslam also bought adjoining land and had 14 St Helen's Street built as his house in 1841. A narrow passageway separated this house from a Mr Bennett's joiner's building (no 16) which Haslam may have had built at the same time. This was later used as a public house but is now demolished. William Haslam may have completely altered the existing west wing as Unit 5 is built of bricks nearly 3 inches thick and has clearly been added to and yet partly bonded into the existing workshop. There is also evidence that 12 St Helen's Street had been rebuilt by the mid-19th century.

Brown sold his remaining business, including the west part of Unit 3 to Joseph Hall. He in turn built 10 St Helen's Street in front of the workshop as his house, and also rented the remaining factory buildings owned by Mawe's widow. The Board of Health map of 1852 (Fig. 11) shows his new house butting up to Haslam's shop (no 12). It was built with cellarage (that still includes a safe and wine racking) and was three storeys high. Rooms are set to either side of a landing reached by a rear-central staircase and are decorated with classical-style alcoves, panelling and high skirting. New structures were added in the yard behind his house. According to an eye-witness account of about this time these included a long showroom, baths and a circular pond (Steer 2003, 153).

The St Helen's Street frontage was thus a mix of two houses (10 and 14) and two commercial buildings (12 and 16). Interestingly, the division between Haslam's business to the west and Hall's spar works to the east was the boundary that can be seen on maps dating back to Burdett's, demarcating the properties alongside King Street from open ground to the west known as Goodwin's Orchard.

Later changes included the demolition of the east wing before 1870 and the building of new showrooms on St Helen's Street (nos 2-8). The latter was probably carried out by Hall's son Joseph, as the cellarage under no 10 was

connected through into the new building (Fig. 4) and there was at least one doorway through from the existing building (see archive photo 129 which shows replacement skirting below an infilled doorway).

Meanwhile, Edwin Haslam's revamped the frontage and interior of 12 St Helen's Street, adding lettering to the windows - *Locksmith, Bellhanger and Gas Fitter*, and a dated boss of 1885 over the front door. Internal features include a large ornamental fireplace and high ceiling beams (now at inserted first floor level). Although possibly refaced at the front, older brickwork and window relieving arches still show to the rear. Haslam also had a storey added to Unit 5 and removed the west wall of the covered yard between this and the house and, extending behind 14 St Helen's Street, had a new roof structure put on (Plate 6).

Later maps show gradual infilling of the yard area of the spar work, with additions being made (and some later removed) behind 10 and 2-8 St Helen's Street. This can be seen on the Ordnance Survey map of 1914 (Fig. 12A). A now infilled large opening on the south side of the workshop may have led into a former adjunct shown on early maps and later removed.

C. Building History and Description

Detailed descriptions of brickwork and decorative features on the external frontages of both the houses and the buildings to the rear have been included in previous reports (Hislop and Steer) and are not repeated here. A site visit to the buildings found widespread modern alteration to the inside of the buildings, reflecting modern change of use to commercial and domestic uses. Many partition walls have been added and partial wall removal has linked the formerly separate properties of 12 and 14. Of the street properties, only no. 10 retains original or near-original fittings and features and cellarage (cellars under 12 and 14 were inaccessible). The workshop has most recently been used as a photographic studio and no internal signs remain of its original use. The former yard between 14 and Unit 5 has breeze-block walling left from when it was used as a sound studio. Some interesting roof structures do remain and are worthy of retention where feasible.

A photographic archive is included on an accompanying CD and several views are included as plates to illustrate certain points. Architects' plans are also included to show the existing room plans and to show the photographic viewpoints. Overlays of the existing ground plan are used to compare with the building complex shown on a series of maps since 1806. Although the buildings have been studied for earlier reports certain some new observations are included below.

C.1 Spar Works

The E-shaped design of the factory as shown on maps of 1819 has been mentioned above. A map by Mutlow dated to 1817 still shows the earlier building plan dating from Burdett's time, apart from an addition at the corner of King Street and St Helen's Street. This addition, dated to before 1806, has been interpreted as a possible museum (Steer 2003, 157). It is also thought possible that the new factory's east wing incorporated part of the 17th century house as its footprint was very similar.

According to Steer, in 1808 Brown & Company were paying St Alkmund's Parish church rates of just over 13 shillings for '*their factory, Engine & land*' (ibid.). In 1818 this had increased to £1 10s 3d, suggesting that the factory had recently increased in size. If the 1819 plan was of relatively recent origin, this poses the question of what exactly was built in the early years of the 1800s. Steer has suggested that Units 1 and 3, shown on Fig. 11, were the first parts of the factory built, with the east wing then incorporating part of the 17th century building and retained for use as a house. The west wing, including Unit 5 and 12 St Helen's Street was added later, but before by 1818. The two ranges represent, after the Silk Mill (largely rebuilt 1910), the oldest surviving industrial buildings left in the old Borough of Derby (Steer 2003, 157).

There is some reason to suspect that the workshop, Unit 3, or part of it may be earlier still. Overlaying the present-day plan of this remaining workshop over Cole's map of 1806 (see Fig. 8) shows that it follows almost exactly the footprint of the north part of the earlier building adjoining old St Helen's House. The lower brickwork, especially on the north side is also of a size usually found in 18th century buildings - mainly 2¼ - 2¾ inches (57-60mm) thick, and 9¼ - 9¾ inches (234-236mm) long, and laid in an irregular coursing. Based on local examples, these characteristics suggest an early-mid 18th century date for the brickwork. Similar bricks are also to be seen in the east face of the single storey building (Unit 1) to the east of the workshop (Unit 3). Although a double-doorway to a roofed-over passageway now separates the two structures, there is a straight joint in the north wall 4m east of Unit 3. This too corresponds with the distance to the north part of the old house shown on Cole's map.

On the south side of the workshop there are regular window openings and relieving arches at ground floor level, with little trace of alteration. Those on the north side have some evidence for later insertion, with irregular-edged cut bricks to one side of the window jambs. If the building had been used as a stable, as the dimensions might suggest, then the north side could have been the unlit side. Alternatively, the south and east walls may have been rebuilt (using original bricks); lower brickwork on the north side does continue at the east end by

another 40cm, suggesting that the east wall is rebuilt. There is evidence that the ground has been lowered on the south side (the windows appear much higher than on the north side) and there may have been a need to strengthen foundations. The same brickwork is also found forming the west wall of the cellar to No 10 (Plate 5; this begs the question of what the cellar to 12 will reveal). This, and early brick continuing a short way into the west return wall on the south side (see Fig 14, where it continues up to the doorway shown, left end) suggests that the original west wing was contemporary to the north range workshop and thus dates to the early 1800s (although largely rebuilt later).

The north side of the workshop has dark brick relieving arches and one surviving small-pane cast-iron framed window (which perhaps should be retained). There is also a possibly late 19th century sliding fire-door. The upper windows are all modern and there is a consistent change in the brickwork all around the building at the base level of these windows, to a thicker 3-3½ins (77-80mm) brick, laid in English garden bond. It is not clear when the building was raised in height but it was probably carried out before 1850 as one of Joseph Hall's improvements and before William Haslam built Unit 5.

D. Recommendations

Many alterations have been made to the insides of the buildings facing St Helen's Street. Although none of these are listed, no. 10 in particular retains its original layout and many features and fittings (including a fine staircase). It also has a cellar with original racking, thralls, stone flooring and even a safe; all are worthy of retention. Of the buildings to the rear, the workshop is the most important building, being of relatively early industrial date for Derby. Parts of it may even predate the accepted original date of c.1802-04. It would also have been worthwhile retaining the single-storey addition but this must be removed to make way for important road improvements (it is presumed that this building will be closely looked at and recorded prior to this).

The proposals for the workshop are in keeping and will enhance its character - for instance, first storey windows will be of similar design to those below, all based on an original small-pane design. The loss of the doors is acceptable as it cannot be presumed that all these were original. The building has been altered during its industrial and commercial uses (e.g. a chimney flue at the east end has been cut through by a later doorway; other doorways have been blocked off), so further adaptation is in keeping with its history. As with so many industrial buildings the lack of surviving internal divisions and machinery settings seems at odds with the knowledge that it once housed complex machinery and was a scene of intense activity.

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ILLUSTRATIONS

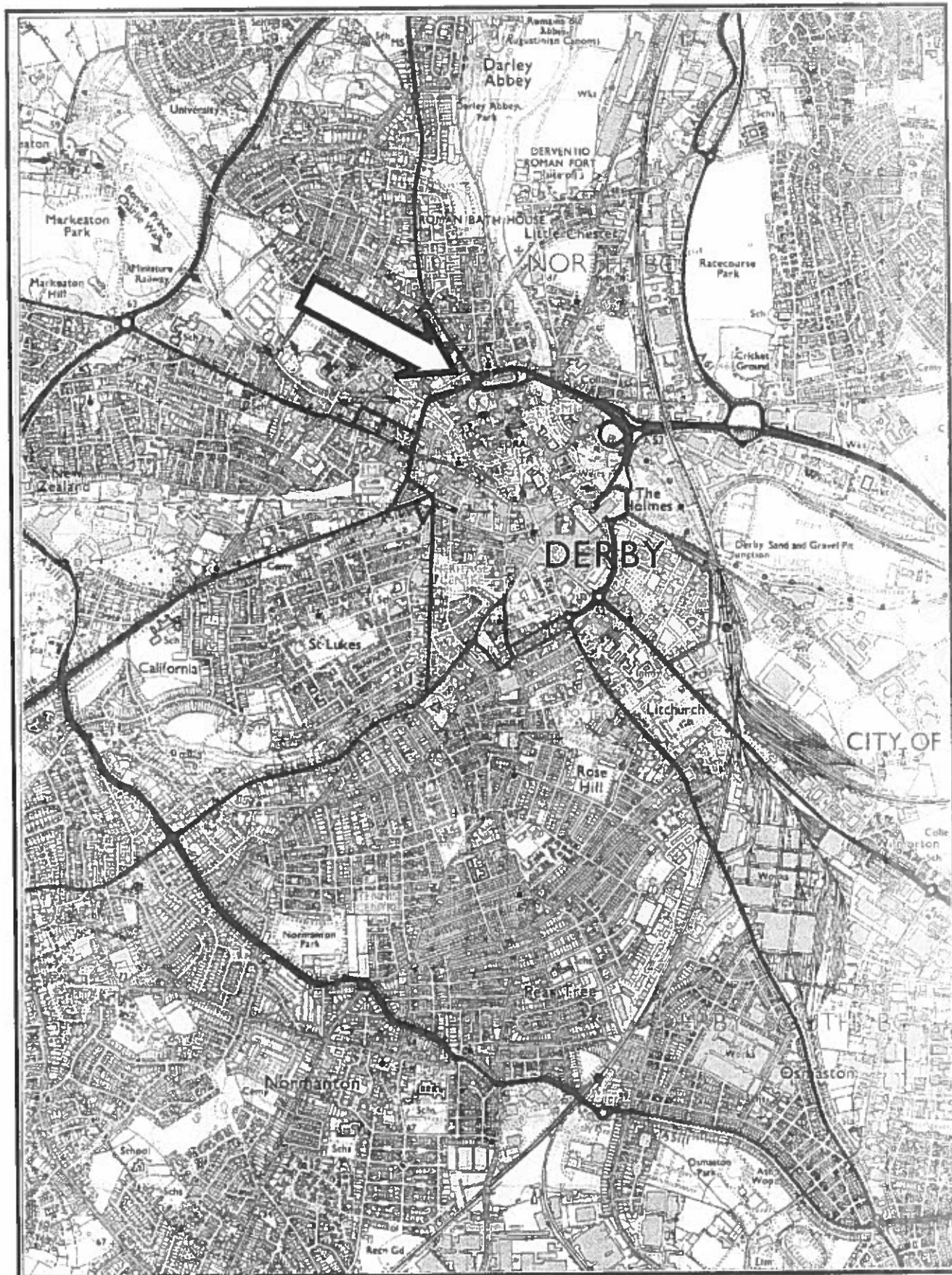


Fig. 1 Location of 10-14 St. Helen's Street to the north-west of Derby city centre. (indicated by pointer). Scale 1:25,000. (Ordnance Survey map reproduced with the permission of Her Majesty's Stationery Office © Crown Copyright Licence No. AL 100020618).



Fig. 2 The extent of 10-14 St Helen's Street, Derby and workshops to the rear (shown in blue), the proposed development sites A and B (shown in red) and the new King Street link road (shown in green) overlain on the 1:2500 scale Ordnance Survey map of 1994. Scale 1:1000. (Ordnance Survey map reproduced with the permission of Her Majesty's Stationery Office © Crown Copyright Licence No. AL 100020618).

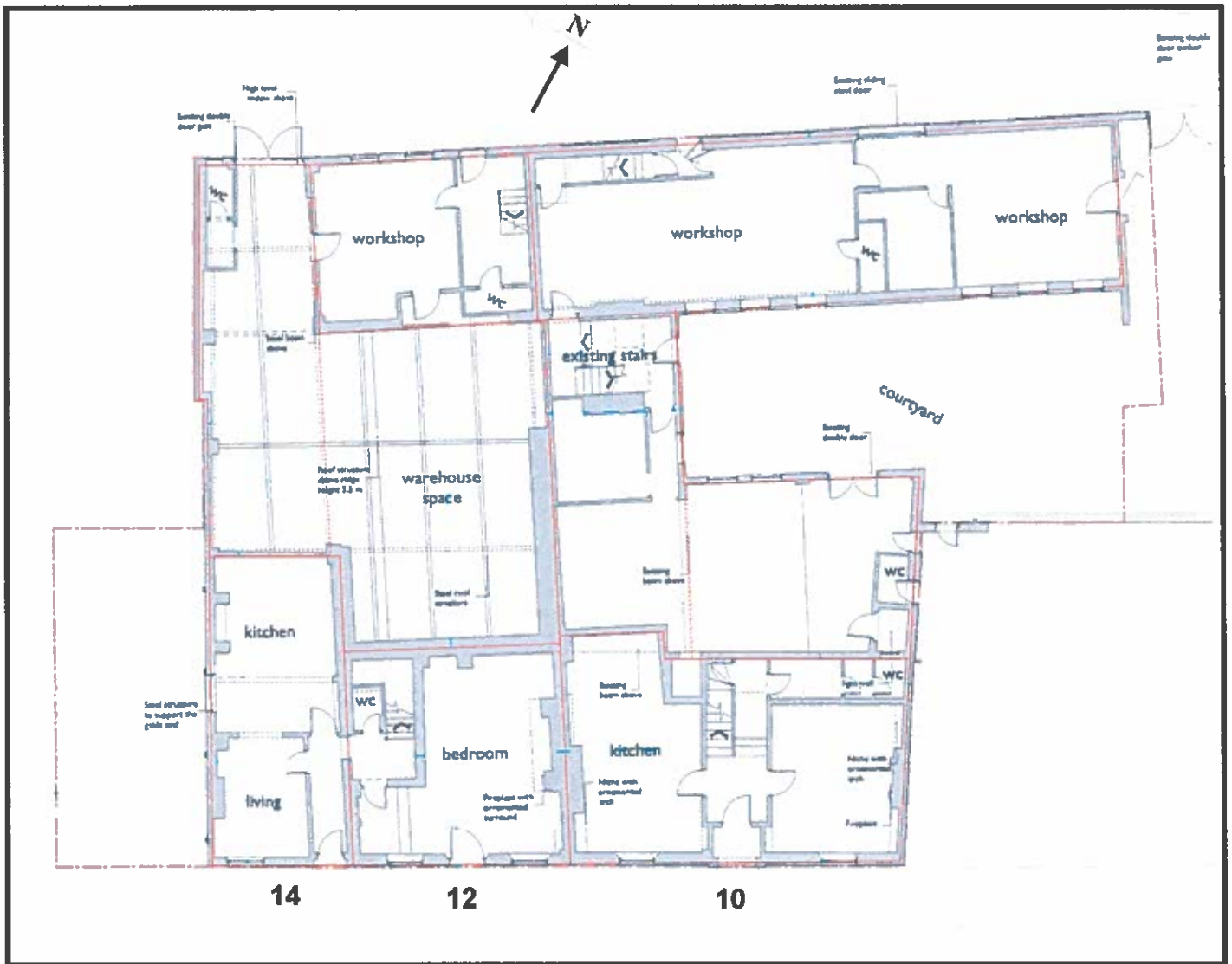


Fig 3. Existing ground plan of 10-14 St Helen's Street, Derby. Outline shown in red as used on other figures. Scale 1:200. Copy courtesy of Franklin Ellis Architects.

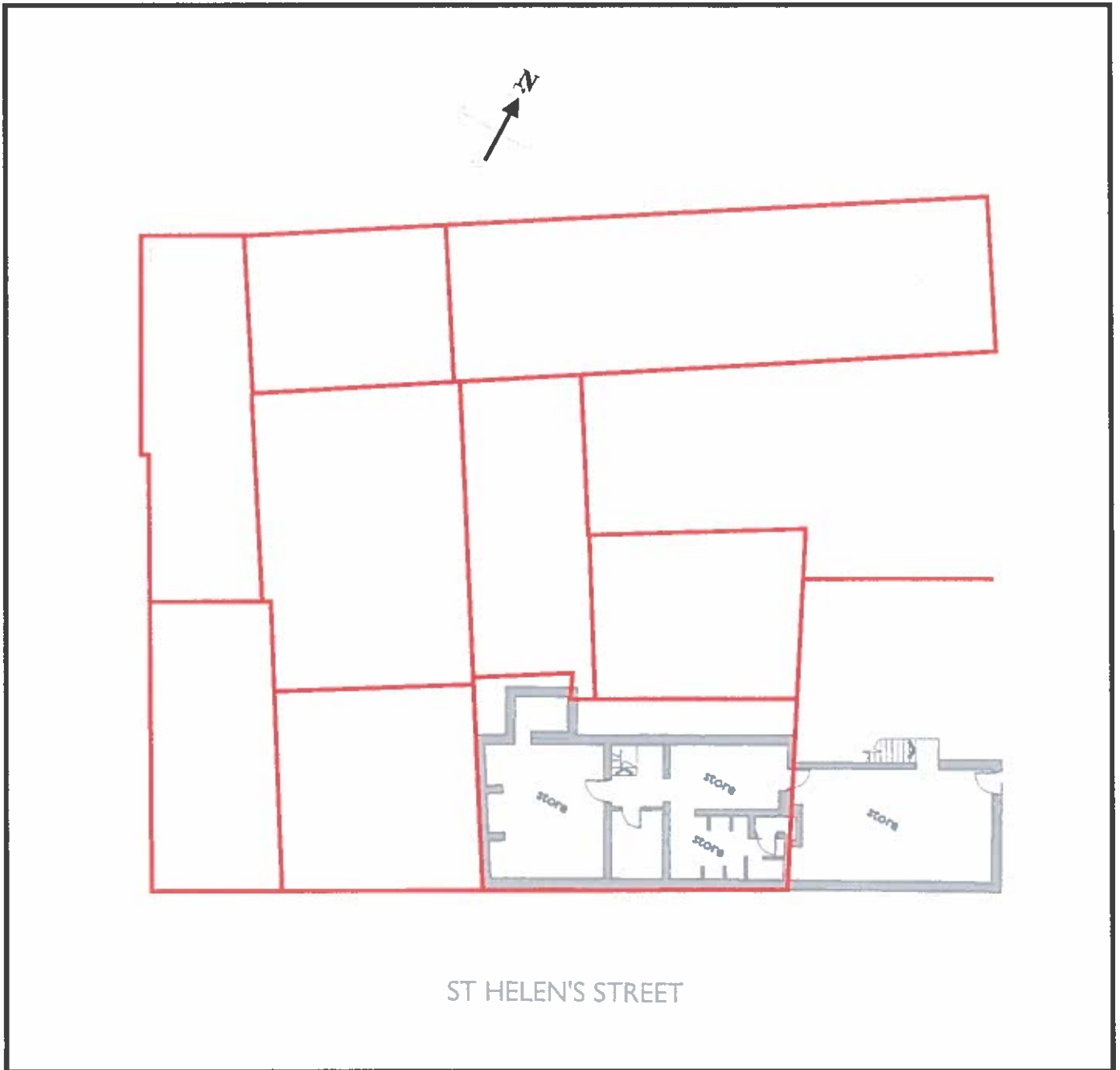


Fig. 4 Cellar plan of 10-14 St Helen's Street, Derby, with outline of ground plan shown in red. Scale 1:200. Copy courtesy of Franklin Ellis Architects.

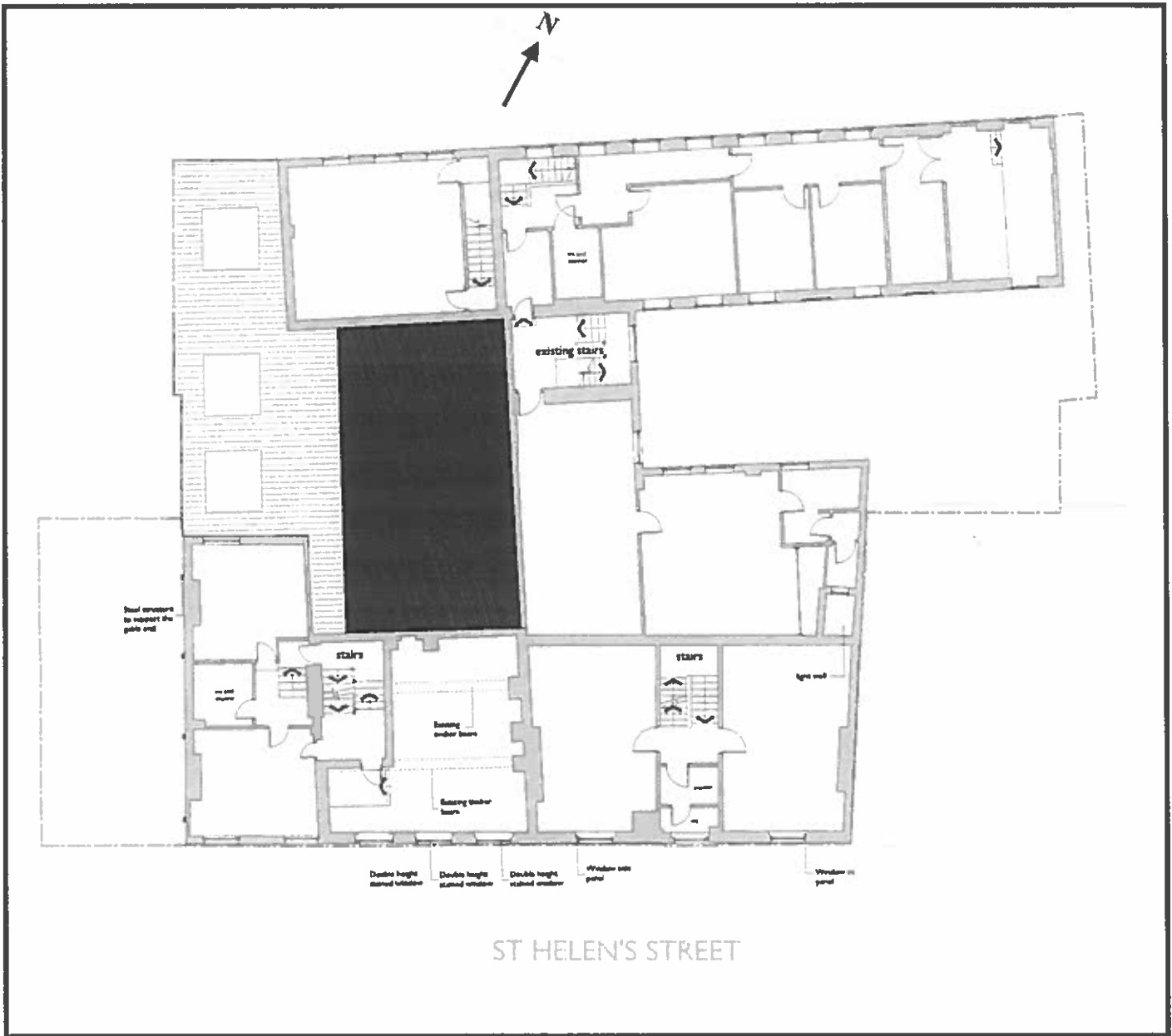


Fig. 5 Present first floor plan of 10-14 St Helen's Street, Derby. Scale 1:200.
Copy courtesy of Franklin Ellis Architects.

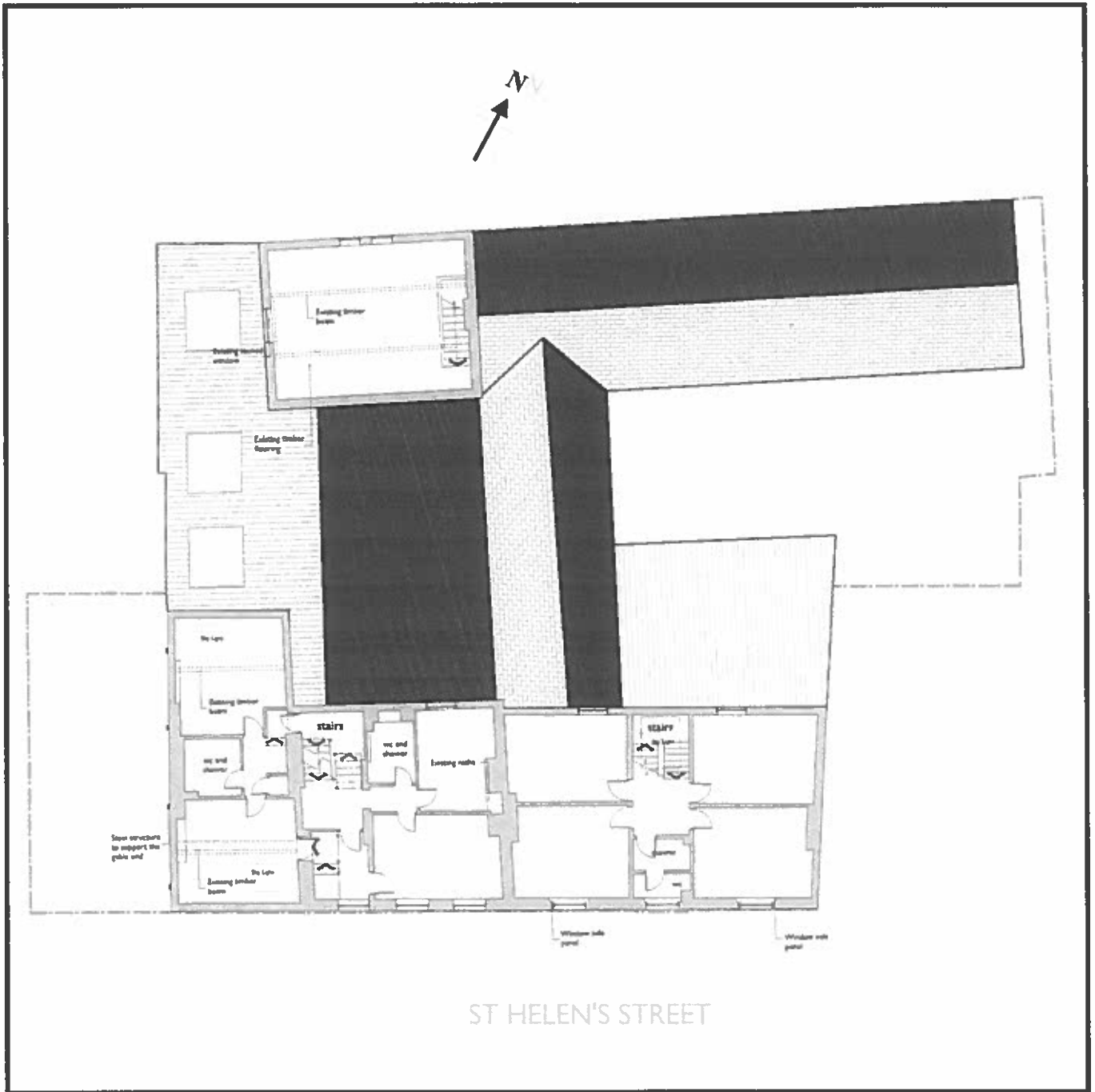


Fig. 6 Present second floor plan of 10-14 St Helen's Street, Derby . Scale 1:200.
Copy courtesy of Franklin Ellis Architects.

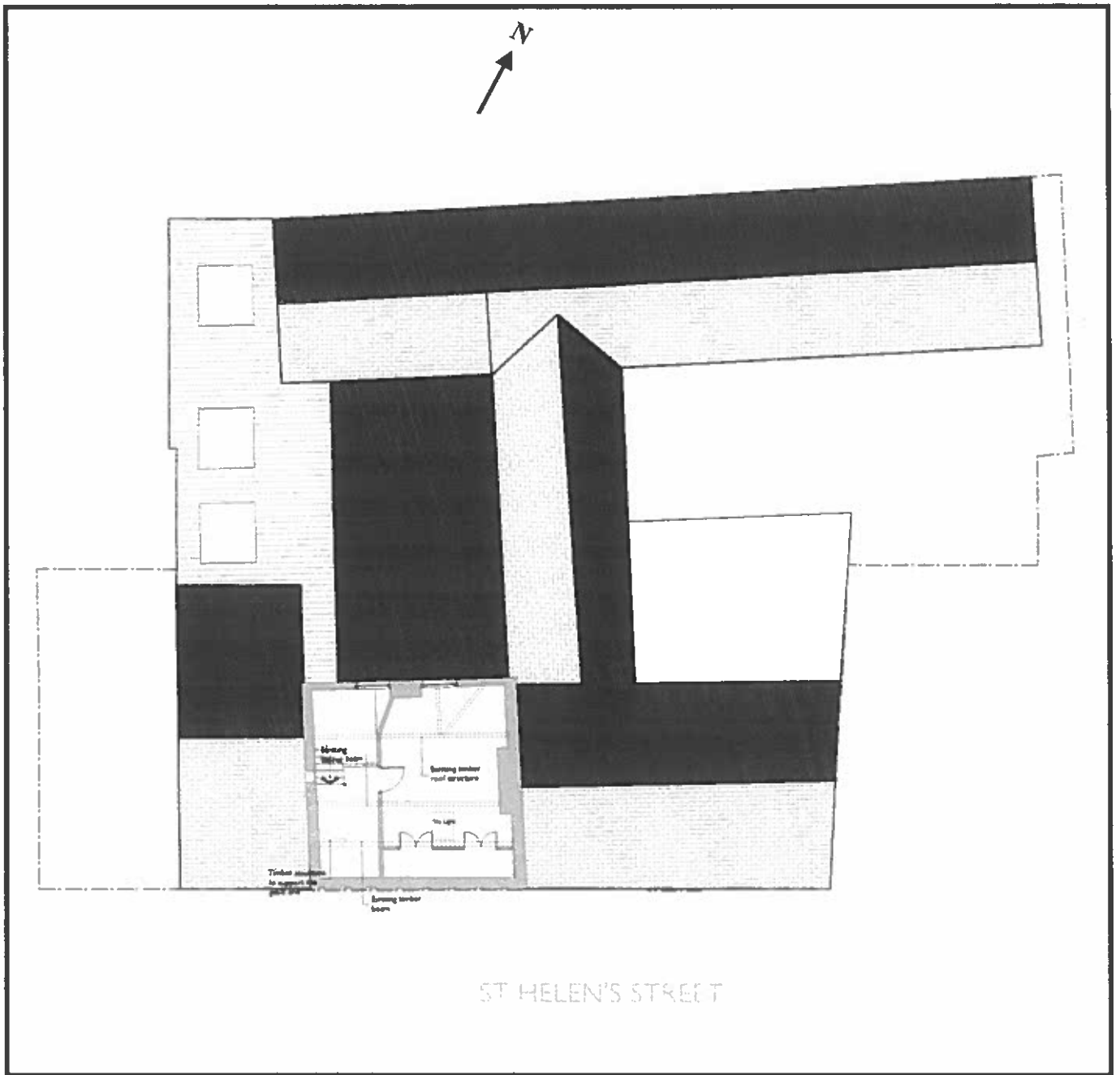


Fig. 7 Present third floor plan of 10-14 St Helen's Street, Derby. Scale 1:200.
Copy courtesy of Franklin Ellis Architects.

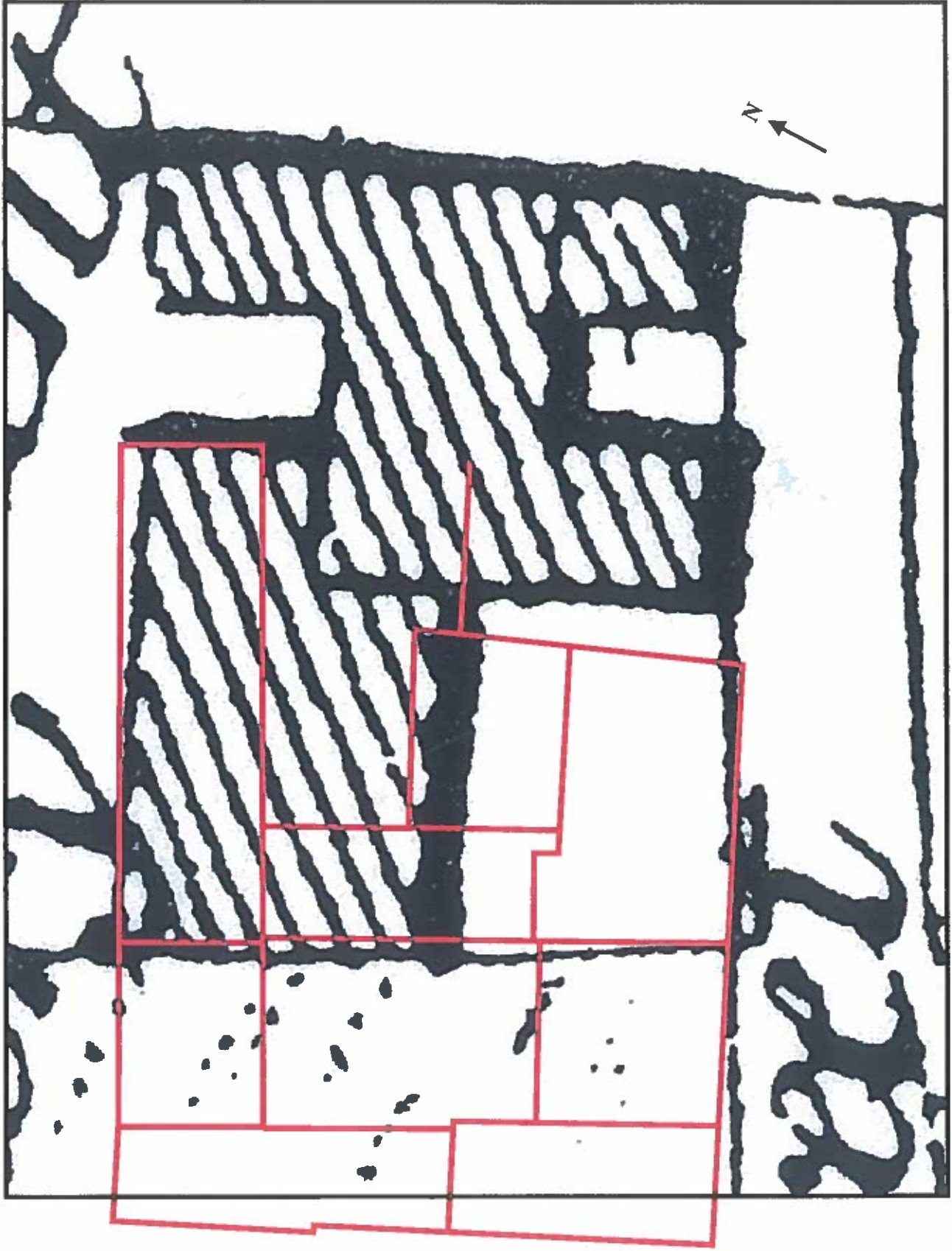


Fig. 8 Present-day ground plan outline of 10-14 St Helen's Street, Derby superimposed in red on Cole's map of 1806. Scale 1:200.

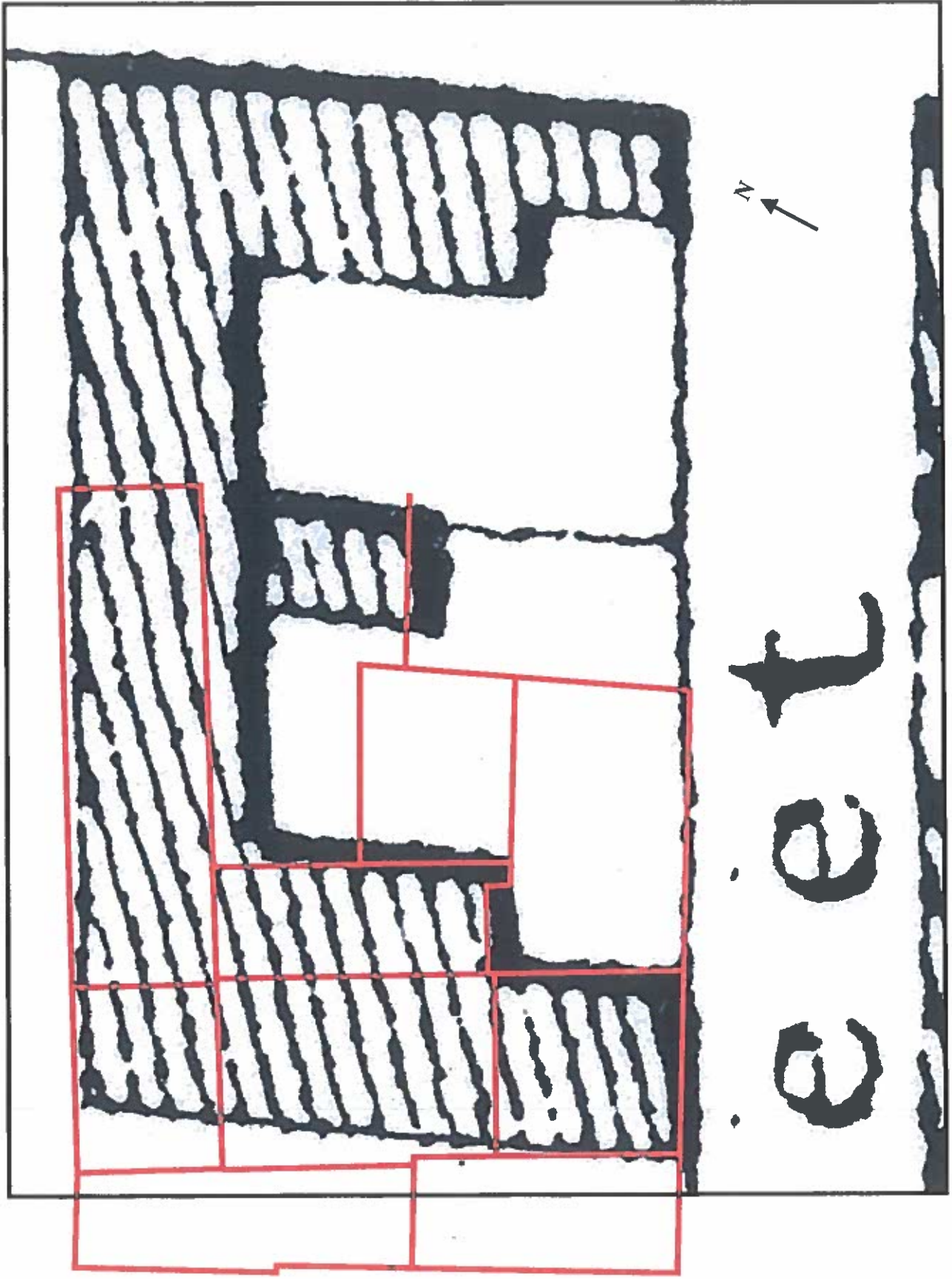


Fig. 9 Present-day ground plan outline of 10-14 St Helen's Street, Derby superimposed in red on Chatterton and Stanwick's map of 1819. Scale 1:200.

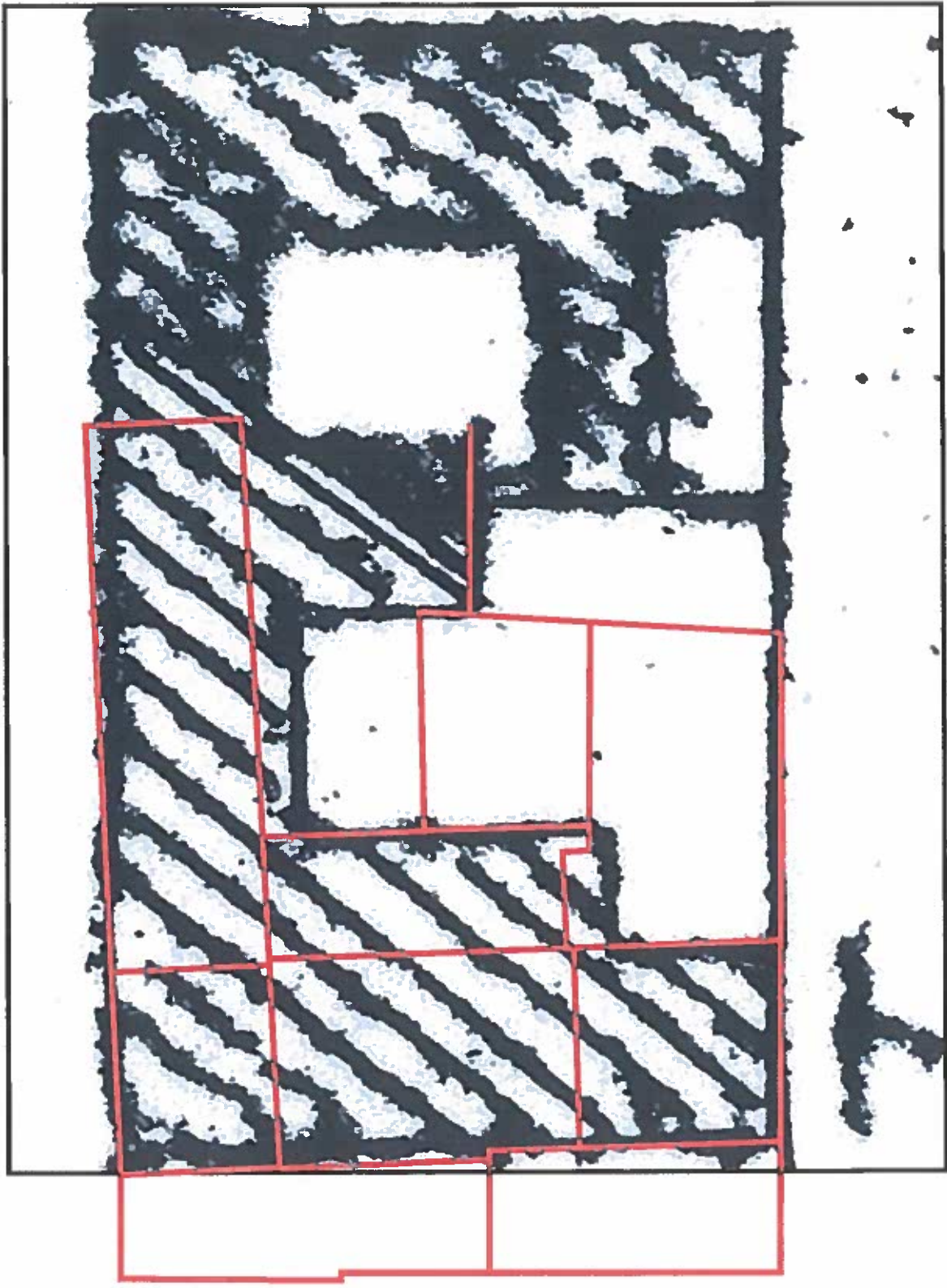


Fig. 10 Present-day ground plan outline of 10-14 St Helen's Street, Derby superimposed in red on Dewhurst and Nichol's map of 1838. Scale 1:200.

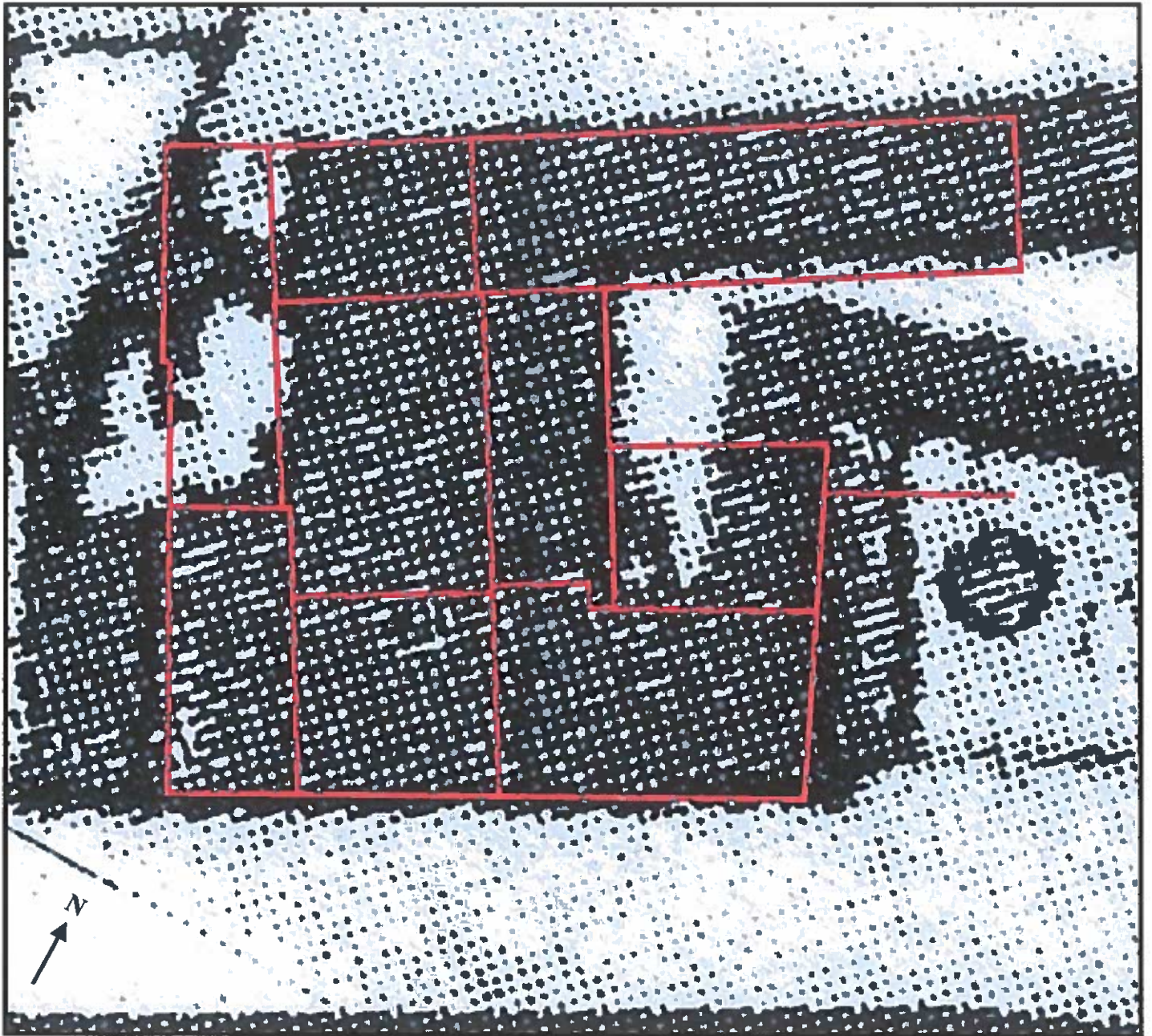


Fig. 11 Present-day ground plan outline of 10-14 St Helen's Street, Derby King superimposed in red on the Local Board of Health map of 1852. Scale 1:200.

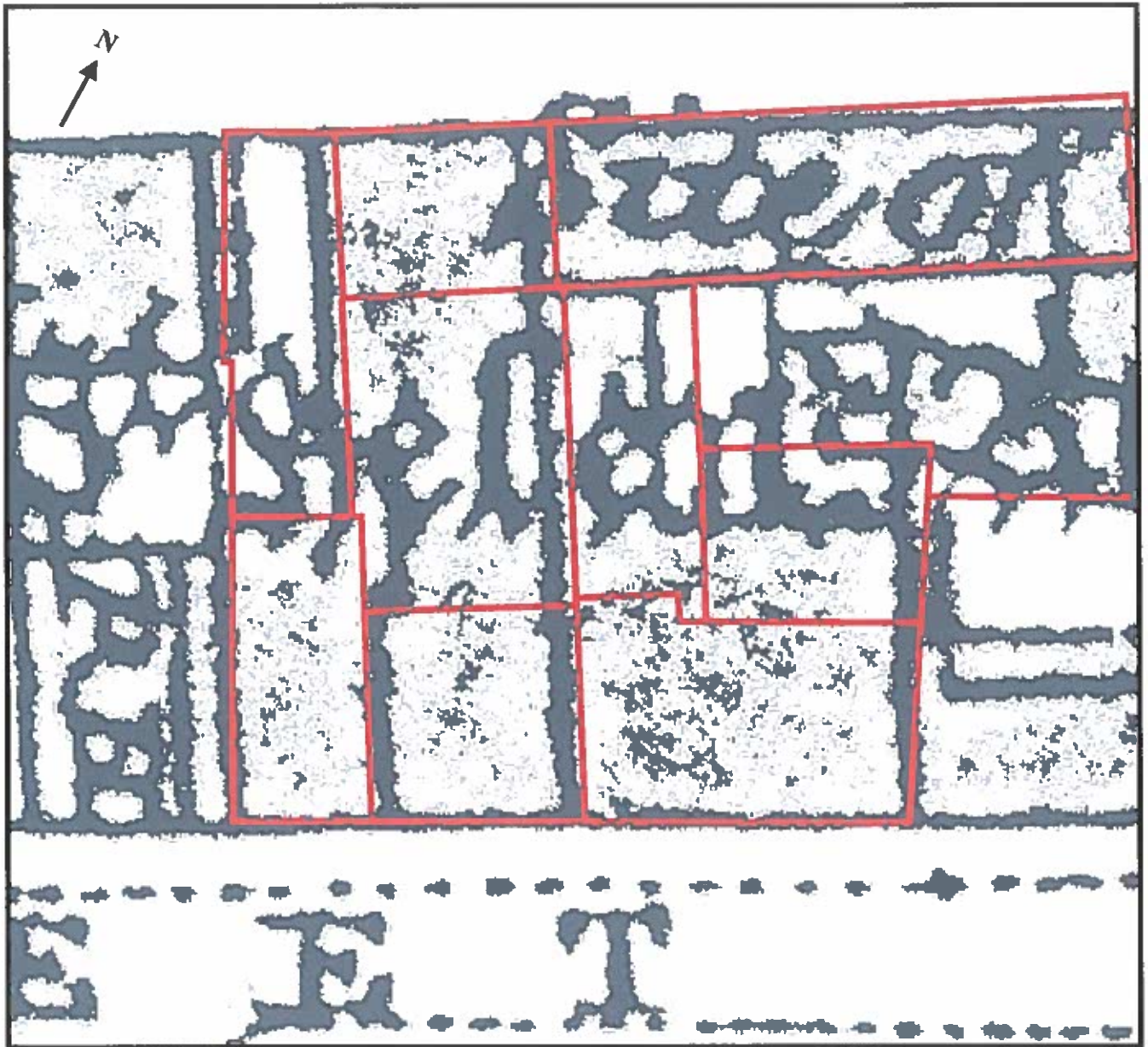


Fig. 12 Present-day ground plan outline of 10-14 St Helen's Street, Derby superimposed in red on the First Edition 25 inch scale Ordnance Survey map of 1882. Scale 1:200.

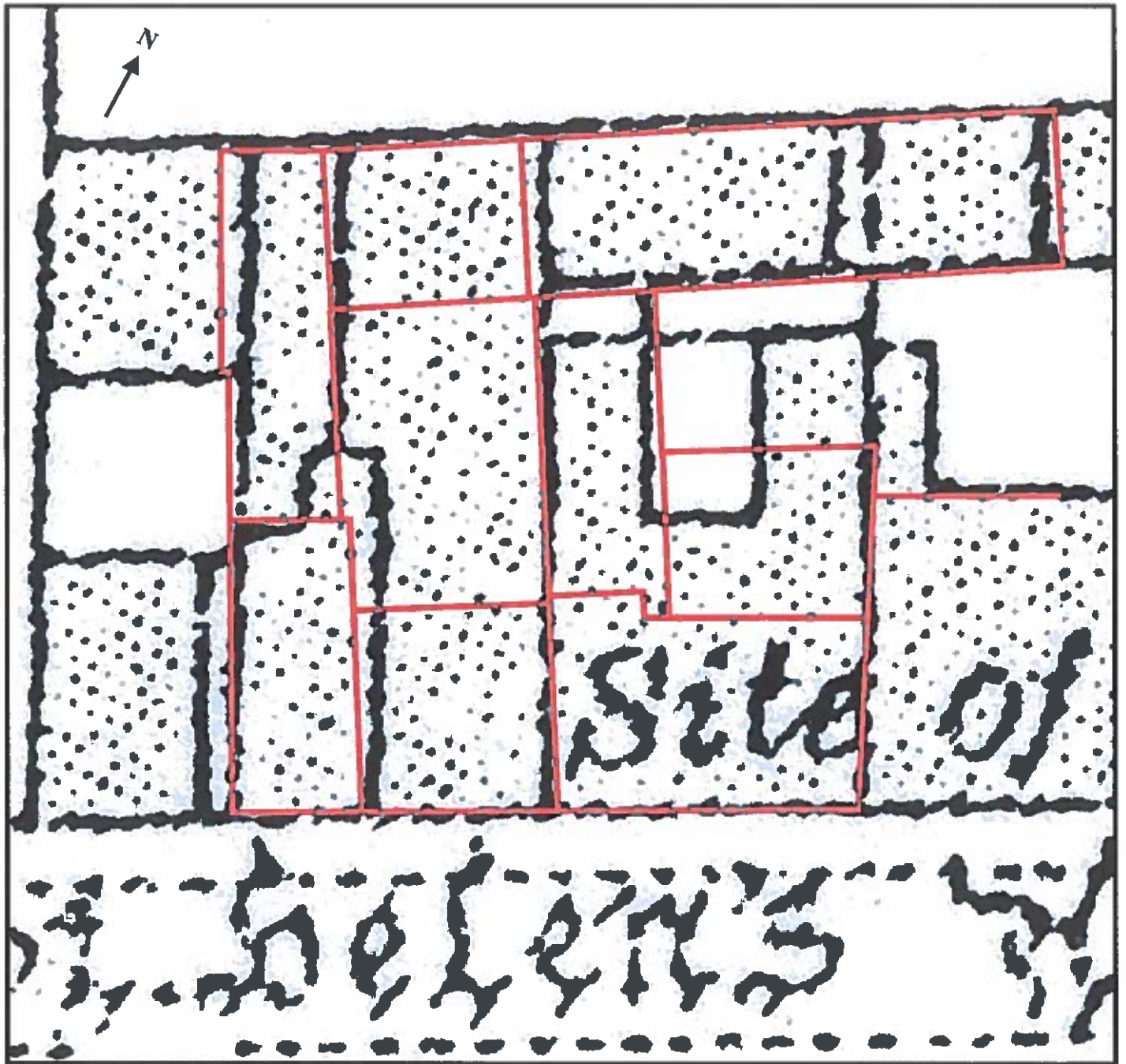


Fig. 12A Present-day ground plan outline of 10-14 St Helen's Street, Derby superimposed in red on the Third Edition 25 inch scale Ordnance Survey map of 1914. Scale 1:200.

**BUILDINGS TO BE
DEMOLISHED**

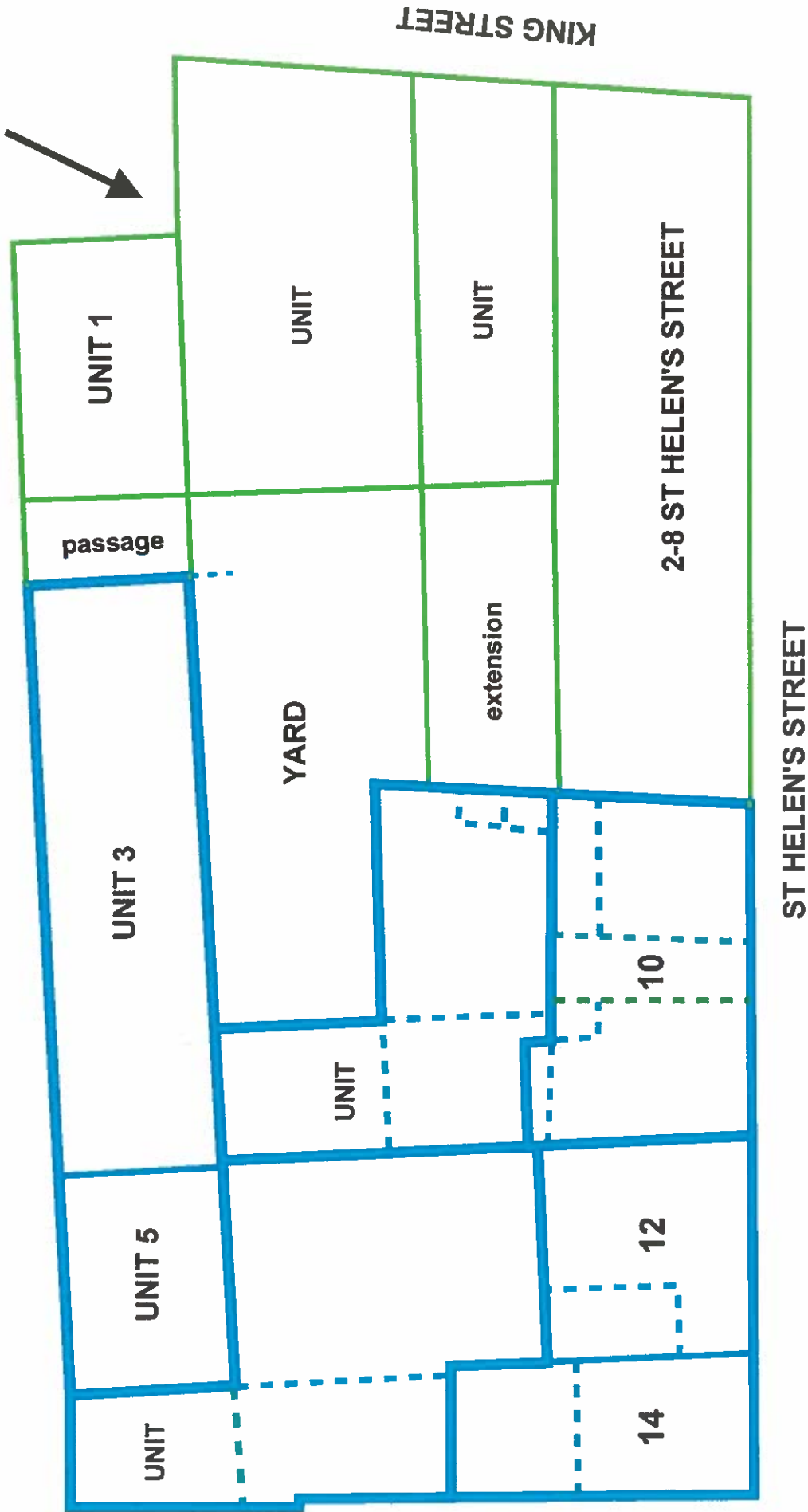


Fig. 13 The separate buildings, extensions and workshop units at the north-west corner of St Helen's Street and King Street, Derby.
Not to scale.

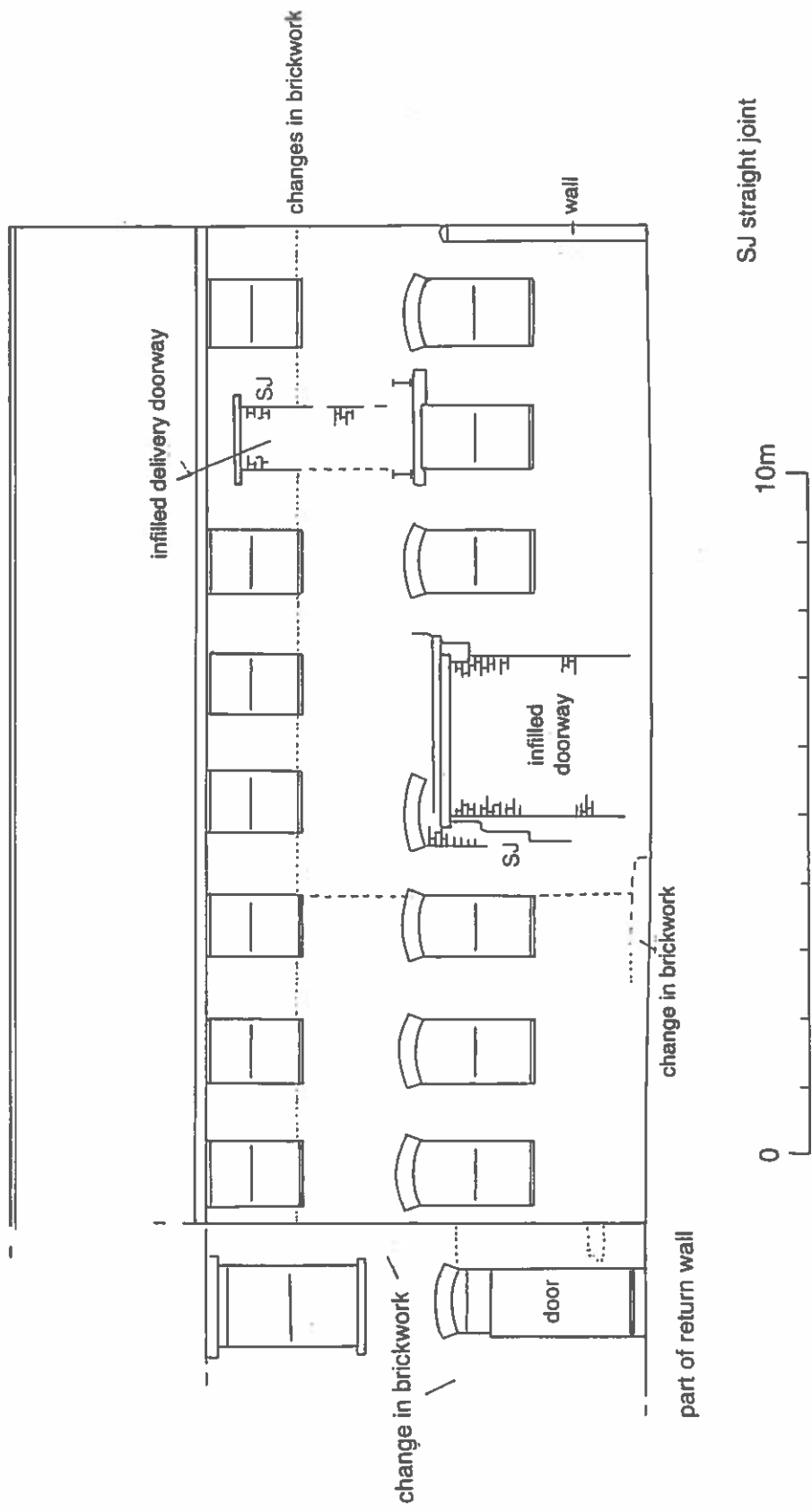


Fig. 14 South elevation of the workshop (Unit 3). Scale 1:100.

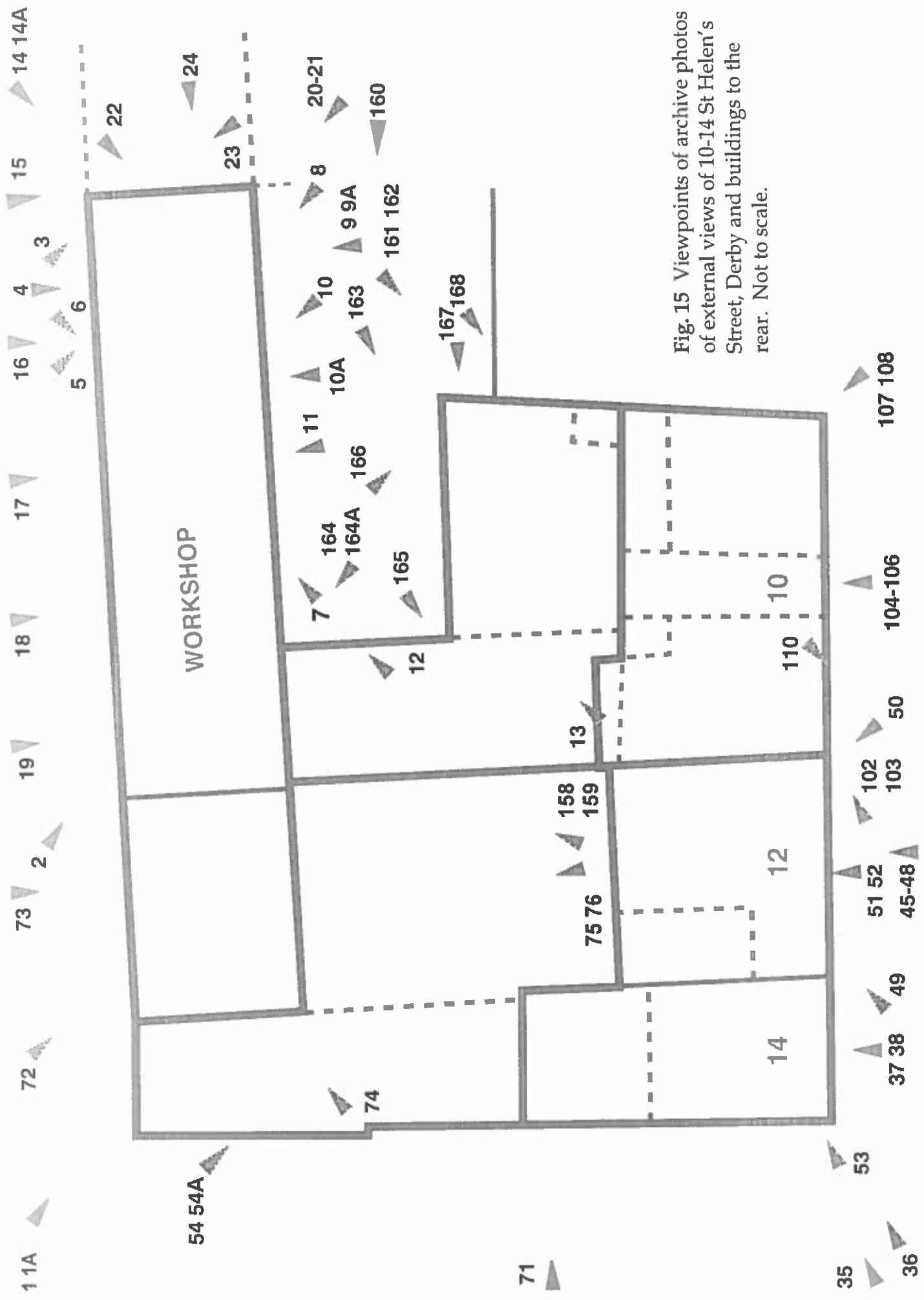


Fig. 15 Viewpoints of archive photos of external views of 10-14 St Helen's Street, Derby and buildings to the rear. Not to scale.

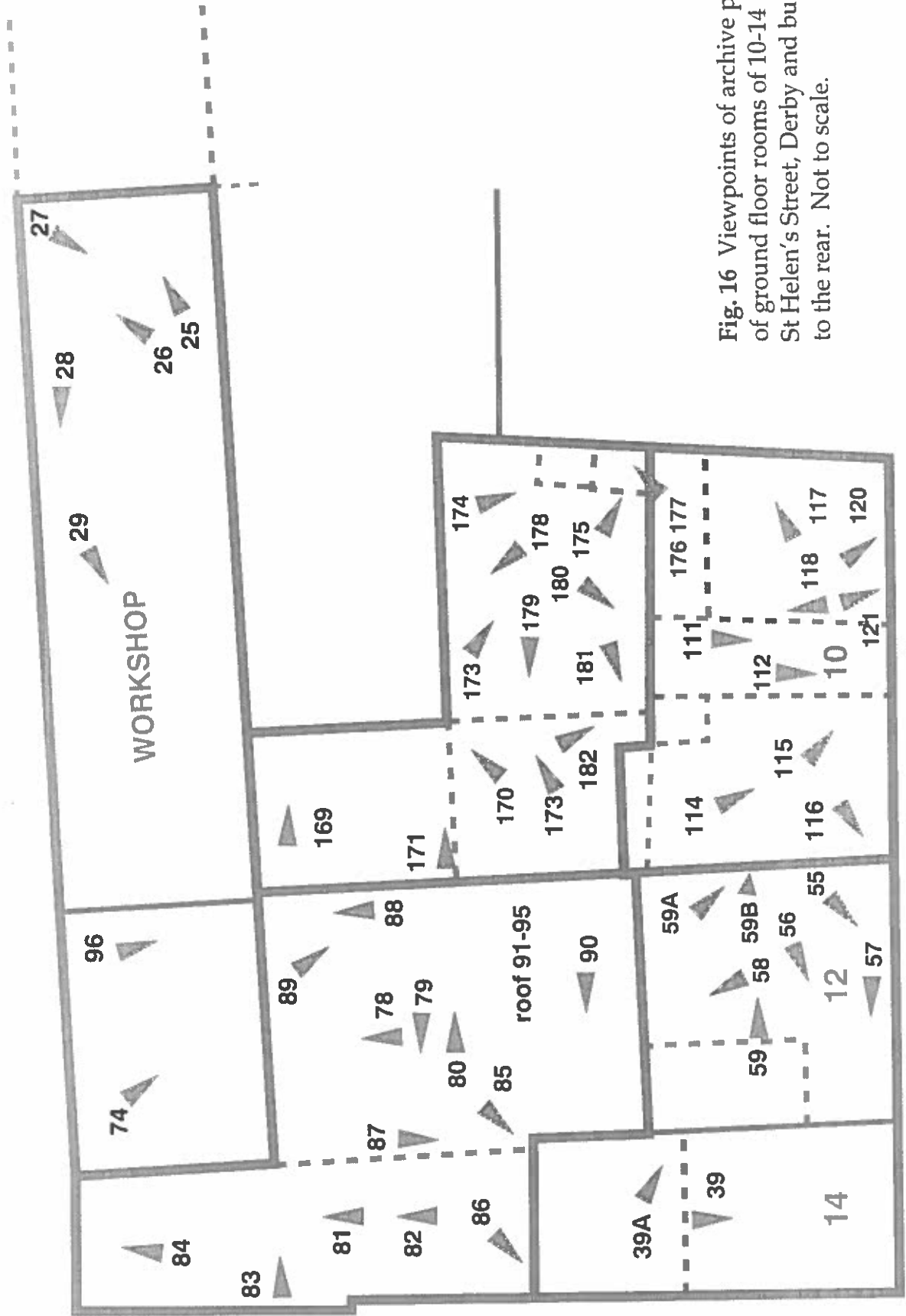


Fig. 16 Viewpoints of archive photos of ground floor rooms of 10-14 St Helen's Street, Derby and buildings to the rear. Not to scale.

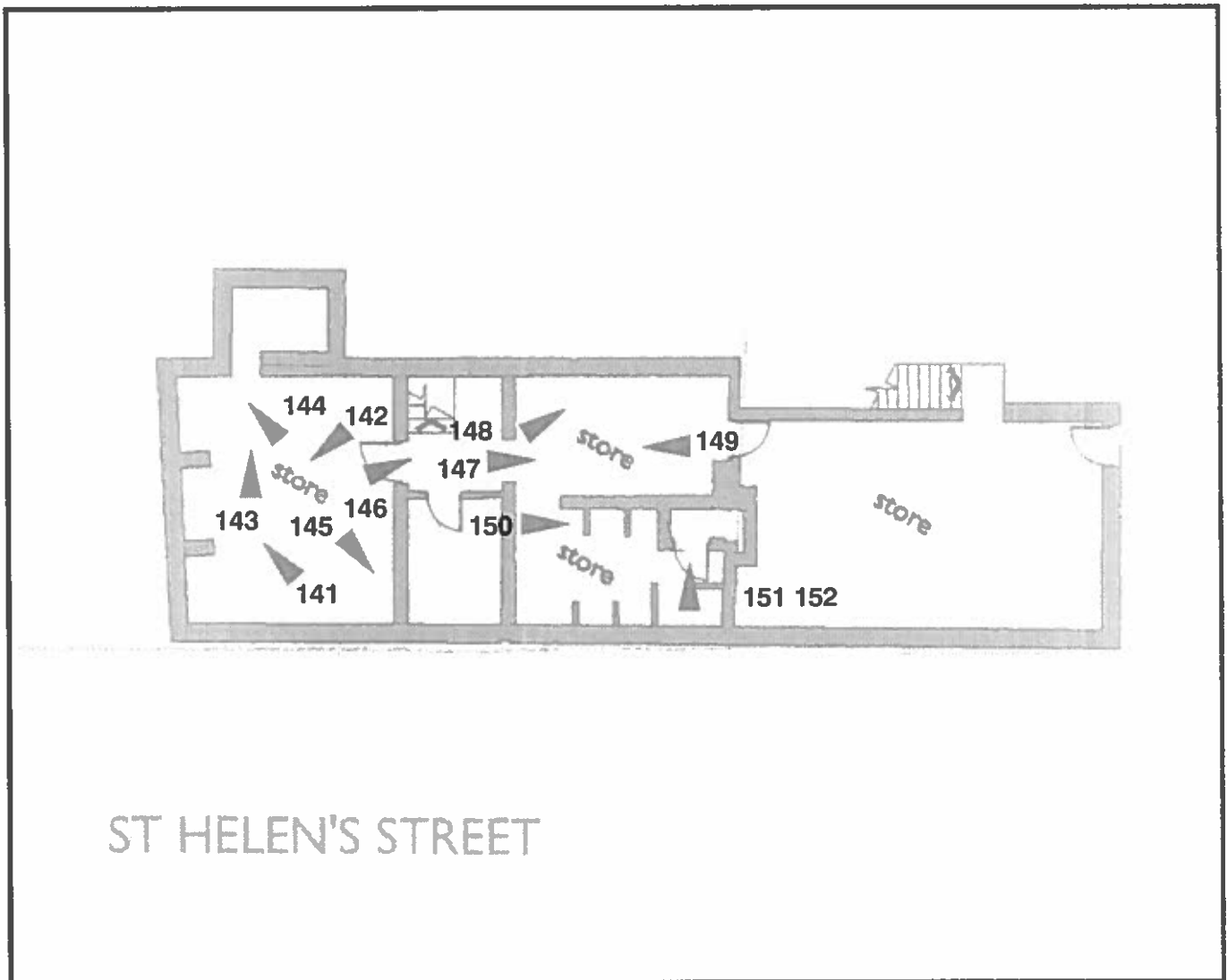


Fig. 17 Viewpoints of archive photos of the cellars of 10 (and 8) St Helen's Street, Derby, with outline of ground plan shown in red. Not to scale. Copy courtesy of Franklin Ellis Architects.

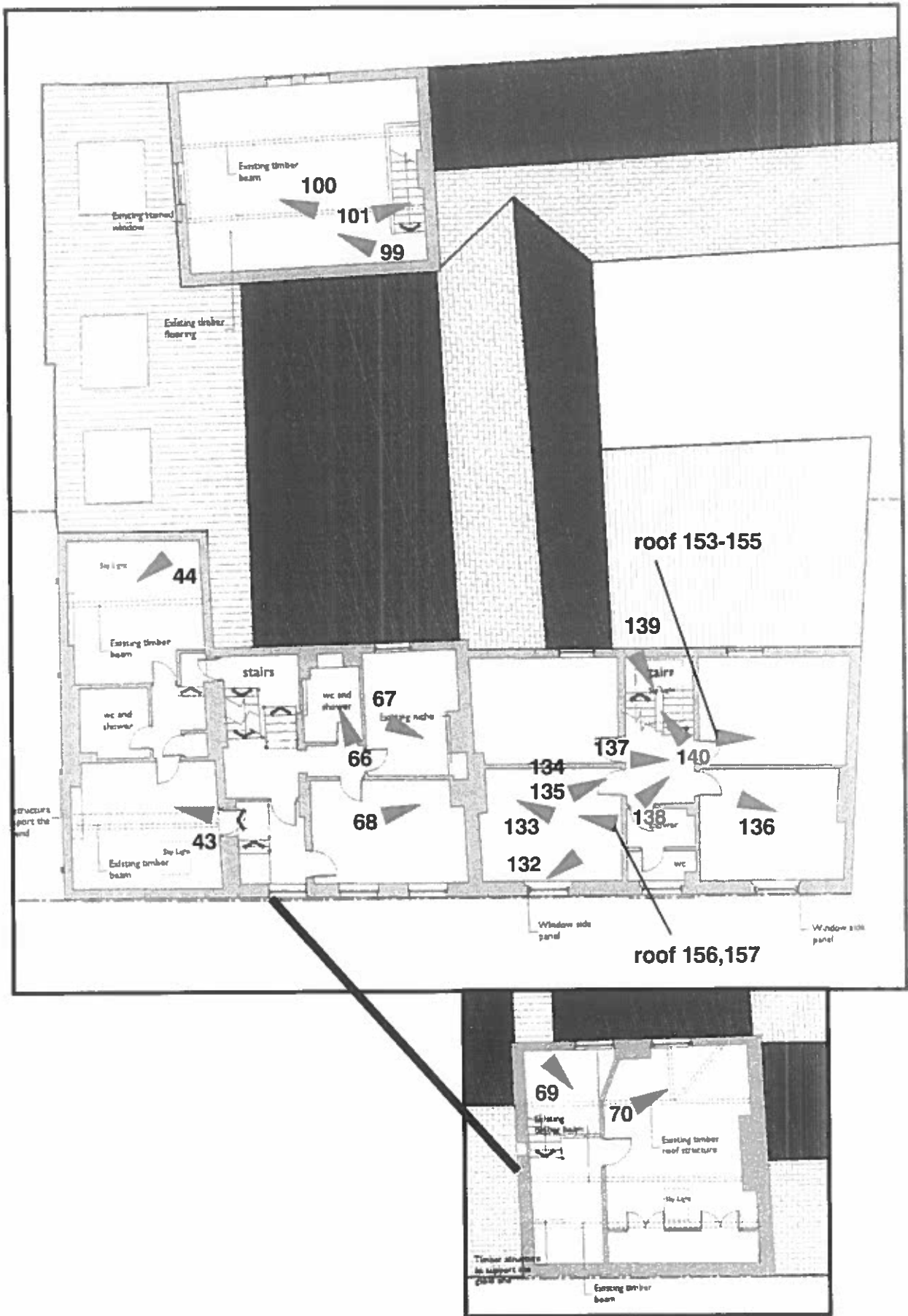


Fig. 19 Viewpoints of archive photos of second and third floor rooms of 10-14 St Helen's Street, Derby and buildings to the rear. Not to scale. Copy courtesy of Franklin Ellis Architects.

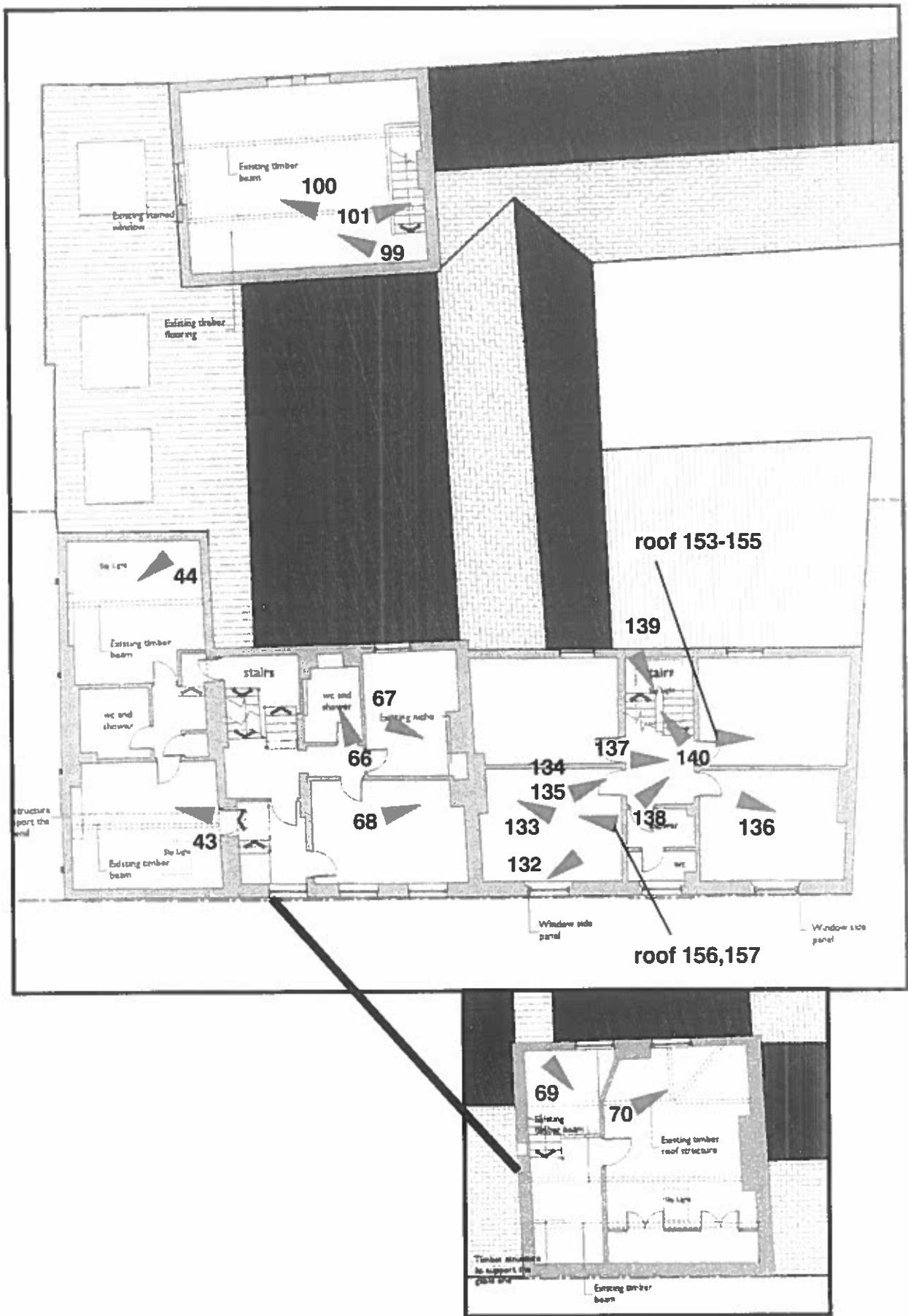


Fig. 19 Viewpoints of archive photos of second and third floor rooms of 10-14 St Helen's Street, Derby and buildings to the rear. Not to scale. *Copy courtesy of Franklin Ellis Architects.*



1



2



3

Plates 1-3: Views of the workshop (Unit 3): 1: the north frontage (with the single-storey structure (Unit 1) showing far left, and the join to Unit 5 far right); 2: the south frontage with infilled doorways; 3: changes in the brickwork and an infilled delivery door (bottom left) showing on the upper floor.



4



5



6

Plates 4-6: Views of the buildings on St Helen's Street: 4: the south street frontage from nos 14-10 (left to right); 5: north-west corner of a cellar under no. 10 showing a change in the brickwork (centre), a fireplace jamb and a high recess; 6: timber, steel and cast iron roof structure over the yard between no. 10 and Unit 5 to the rear.