

Archaeological  
Building  
Recording  
Services

**An Archaeological Standing Building Survey.  
Carriage Houses  
St James's Yard  
Derby**

**(NGR SK 35167 36256)**

**On Behalf of Trigpoint Conservation &  
Planning**



**An Archaeological Standing Building Survey.**

**Carriage Houses**

**St James's Yard**

**Derby**

**(NGR SK 35167 36256)**

**On Behalf of Trigpoint Conservation &  
Planning**

**April 2017**

**ABRS Project No 2017-SJYD**

Archaeological Building Recording Services (ABRS)

Chandos Business Centre  
87 Warwick Street  
Leamington Spa  
Warwickshire  
CV32 4RJ

Tel 07423813638

email: [gerwyn.richards@archbuildservices.co.uk](mailto:gerwyn.richards@archbuildservices.co.uk)

**An Archaeological Standing Building Survey of Carriage Sheds, Formerly Part of St James's Hotel, St James's Yard, Derby (NGR SK 35167 36256).**

Summary

1.	Introduction	1
2.	Aims and Methodology	6
3.	Description of the Building	7
4.	Conclusion	10
5.	Archive and Publication	10
6.	References & Sources	11
7.	Colour Plates	12

**Figures**

<b>Figure 1</b>	2	<b>Figure 2</b>	3
Site Location		First Edition Ordnance Survey (1882).	
<b>Figure 3</b>	4	<b>Figure 4</b>	5
Ordnance Survey 1:500 Town Plan (1883).		1967 Edition Ordnance Survey.	
<b>Figure 5</b>	6	<b>Figure 6</b>	12
Plan of the Proposed Development Area in Blue (Recorded Building in Red).		(1) Principal Elevation (Looking South West).	
<b>Figure 7</b>	12	<b>Figure 8</b>	13
(1) Date Stone on Principal Elevation.		(2) Principal Elevation Showing Outline of Lost Buildings (Looking West – North West).	
<b>Figure 9</b>	13	<b>Figure 10</b>	14
(2) North West Facing Elevation (Looking South – South East).		(1) Diminishing Hoop Cast Iron Truss.	
<b>Figure 11</b>	14	<b>Figure 12</b>	15
(1) East Facing Gable, Internal with Signage & Windows.		(1) Early Glazed Opening on North Wall (Looking North).	
<b>Figure 13</b>	15	<b>Figure 14</b>	16
(2) Limited View of Arch on South Wall (Looking South).		(2) Chamfered & Stopped Joist.	
<b>Figure 15</b>	16	<b>Figure 16</b>	17
(2) <u>A</u> General View (Looking South West).		(2) <u>A</u> Queen Post Roof Truss.	

<b>Figure 17</b>	17	<b>Figure 18</b>	18
(3) First Floor, General View & King Post Roof Truss (Looking West).		(4) West-South West Facing Wall Showing Flat Heads, Blocked Arch & Line Shaft.	
<b>Figure 19</b>	19	<b>Figure 20</b>	20
Ground Floor Plan.		First Floor Plan.	
<b>Figure 21</b>	21	<b>Figure 22</b>	22
Elevations.		Locations of Photographs on Ground Floor Included in Report.	
<b>Figure 23</b>	23		
Locations of Photographs on First Floor Included in Report.			

## **An Archaeological Standing Building Survey of Carriage Sheds, Formerly Part of St James's Hotel, St James's Yard, Derby (NGR SK 35167 36256).**

### **Summary**

*This document is an archaeological standing building survey of Carriage Sheds, formerly part of St James's Hotel, St James's Yard, Derby (NGR SK 35167 36256), commissioned from Archaeological Building Recording Services (ABRS) by Trigpoint Conservation & Planning in advance of the proposed conservation of the building to commercial use.*

*The building was originally built as a carriage house, part of the St James's Hotel, Derby's second purpose built hotel in 1869. The carriage house, along with stabling and other ancillary buildings remained in use until the 1920s when the site was sold to C.A Newton, an electrical engineers.*

*The building is rather grandiose in appearance with a number of architectural flourishes, including an attractive principal elevation and diminishing hoop cast iron roof trusses. Such features, on an ancillary, almost invisible building surely reflect the ideals of the original builders.*

*The archive will be retained by ABRS under the temporary site code 2017-SJYD until deposition with Derbyshire Records Office can be arranged.*

### **1. Introduction**

Archaeological Building Recording Services (ABRS) were commissioned by Trigpoint Conservation & Planning to undertake an archaeological standing building survey of former Carriage Houses associated with St James's Hotel, St James's Yard, Derby (SK 35167 36256 (*Figures 1 & 5*)). Listed Building Consent has been granted for the conservation of the buildings and the re-development of the site for commercial use (Planning Application No DER/09/16/01074). The buildings are believed to be late 19th century in date and originally carriage houses and stabling associated with the adjacent St James's Hotel. The Derby & Derbyshire Development Control Archaeologist has recommended that an archaeological standing building survey to Historic England Level 2/3 as defined in *Understanding Historic Buildings: A guide to good recording practice* (Historic England 2016) be carried out prior to any proposed works being carried out. The buildings are curtilage listed as part of 15-21 St James Street at Grade II and located within the (Derby) City Centre Conservation Area.

A Brief for a programme of archaeological building recording was not issued. The building recording survey addressed the requirements detailed in the emailed advice received from the Development Control Archaeologist and followed the approved Written Scheme of Investigation for Historic Building Inspection & Recording (2017-SJYD\_WSI) and followed the Chartered Institute for Archaeologists (CIfA) *Code of Conduct*, and adhered to their *Standards and Guidance for Archaeological Investigation and Recording of Standing Buildings or Structures* (2014).





**Figure 1**  
Site Location

Reproduced from 1:50000 map by permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationary Office.  
©Crown Copyright 1990. All rights reserved. Licence number 100053136.

The buildings are a carriage house and stabling for St James's Hotel, which fronts St James's Street to the south. The Strand to the west was created by culverting Markeaton Brook between 1878 and 1882, during a period of extensive urban regeneration which saw a concerted effort to modernise and to some extent gentrify Derby. The development of The Strand was paid for by Alderman Sir Abraham Woodwiss, City Mayor on two occasions between 1880 and 1882. Woodwiss was born locally and had amassed millions of pounds through railway construction, including the GNR's line between Ilkeston and Egginton Junction, through Derby and was "keen to put something back". Woodwiss began buying property along the bank of the brook in the 1870s and construction work commenced in 1878 and fully completed in early 1882. Woodwiss preferred to erect his own buildings, rather than sell plots on to developers as a result The Strand consists of a single majestic curve.

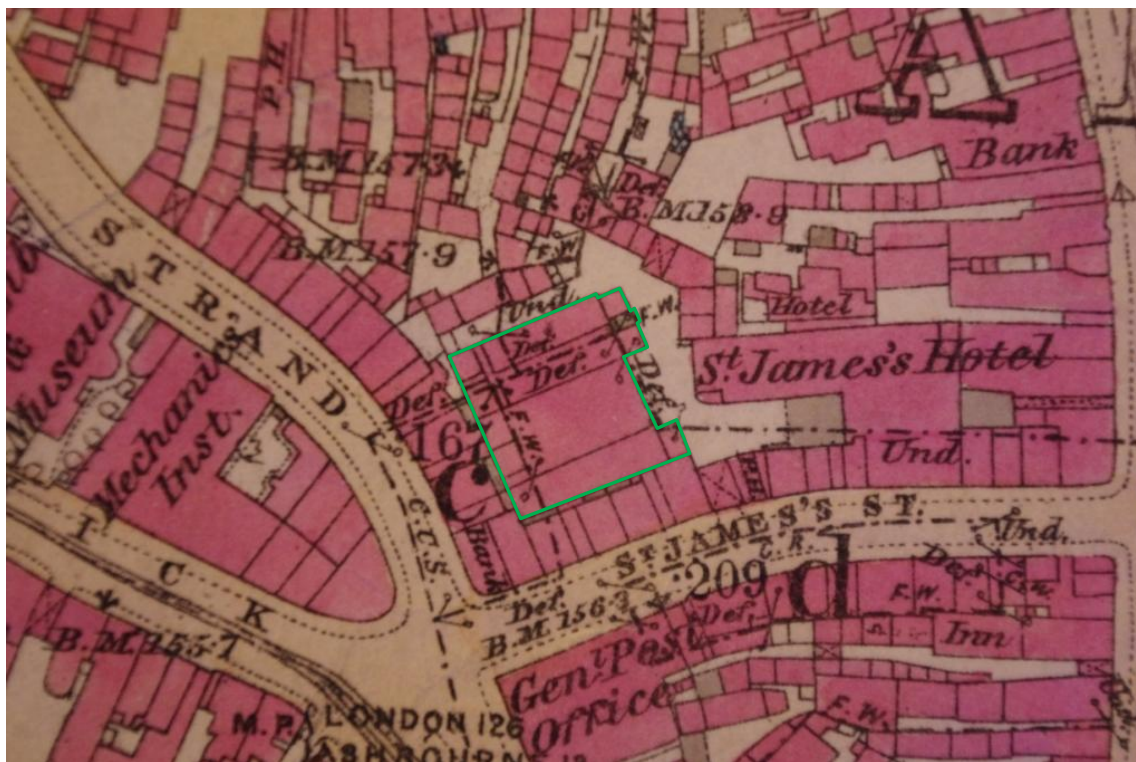
The Strand was built to the design of Gilles & Brookhouse of Derby, it is a stone-built, three storey street divided by Corinthian pilasters with stiff leaf capitals. Each of the buildings have a prominent central portico leading to what were originally described as "deep and lofty halls".

St James's Street, formerly St James's Lane has medieval origins, named for the former church which is said to have stood here at the time of Domesday. The street was widened in two stages as part of the Victorian city improvements, firstly between 1866-68 and secondly between 1869-71. These improvements were funded by the Derby Hotel and Improvement



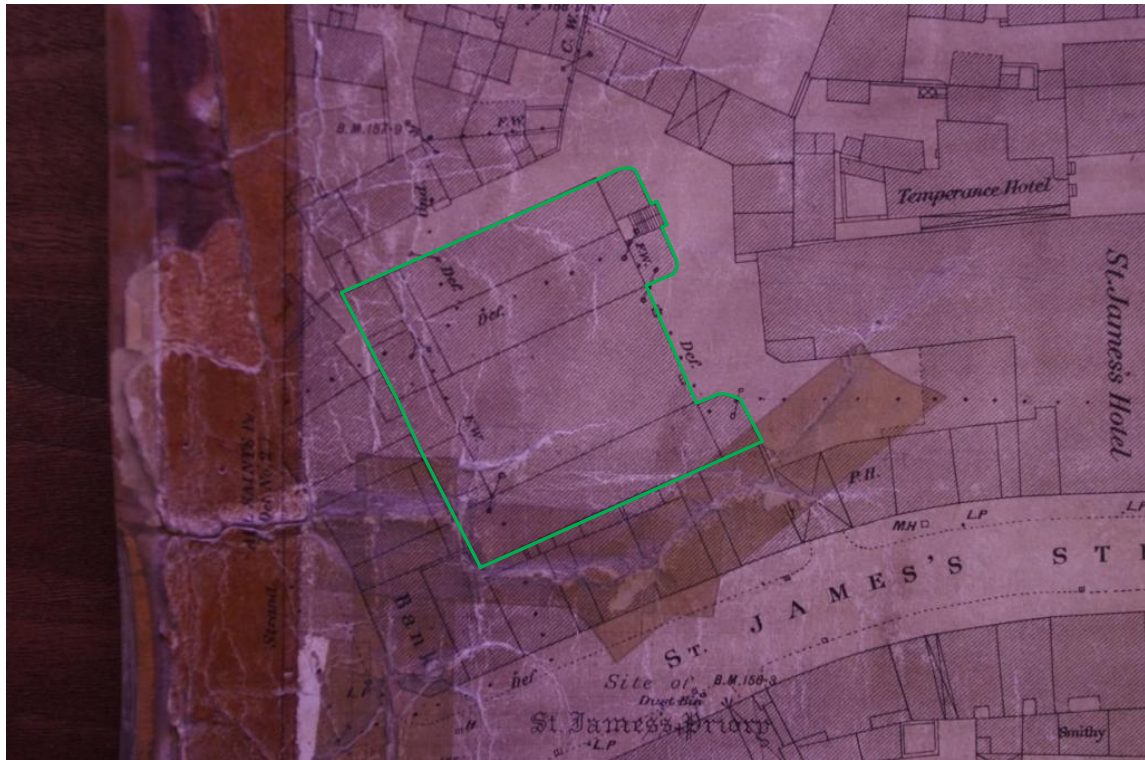
Company, the costs were offset against the expected profits from the building of Derby's second dedicated hotel, St James's.

Construction work on the Hotel commenced in 1867, again following a design by Giles & Brookhouse, an advertisement in August of 1870 stated that the St James's Hotel would shortly be completed, so it is assumed that it was open for trade by the end of 1870 at the latest. Derbyshire County Cricket Club were one of the earliest, long term tenants.



**Figure 2**  
First Edition Ordnance Survey (1882).  
Sheet L.9

The earliest cartographic representation of the site is the first edition Ordnance Survey of 1882 (DRO Ref L.9 (*Figure 2*)). The map clearly records St James's Hotel and St James's Yard to the west of the hotel, north of St James's Street. The recorded buildings are clearly identifiable, being the largest within the yard, the yard appears to be very crowded at the time, with extensive buildings to the north. A year later the Ordnance Survey produced a 1:500 Town Plan of the area (DRO Ref L.9.22 (*Figure 3*)), the map provides a detailed view of the yard and the buildings therein, there are again extensive buildings occupying the northern part of the yard. The three buildings subject to this recording are clearly identifiable in the south westernmost corner of the yard and consist of three parallel bays; the northernmost has external steps on the north east facing elevation.



**Figure 3**  
Ordnance Survey 1:500 Town Plan (1883).  
Sheet L.9.22

Initially the Hotel was leased to Alton's, a local Derby brewery. Alton's became brewers in 1869 following the purchase of the Wardwick Arms and brewery from the Lowe Family, the Alton's greatly enlarged the brewery which became Alton's Brewery in 1869 and continued in the business into the 20th century. In the early 1920s Alton's were taken over by Strettons Brewery, another local Derby company, who were in turn were acquired by Allsops Breweries of Burton. A trade directory published in the 1920s records that at the time the St James's Hotel was leased by Ind Coope & Allsop, it appears that despite the change in overall ownership the original lease of the Hotel remained with the original leasee.

The buildings in St James's Yard were originally built as a carriage house for hotel guests with attached stabling and haylofts and grooms accommodation above. An inventory of the Hotel completed sometime between 1906 and 1907 (DRO Ref D5126/1/81) records stock rooms "*leading out of St James's Hall over Coach Houses*". There is also a stock room "*across the yard*", it is unclear whether this refers to the recorded building, but the wording suggests a ground floor room. Attached to the stables was a saddle room with wood boarding, 7 saddle pegs and harness rails "*across the room*". There is also a back stable yard with a door leading to the manure pit, it is likely that the back stable yard is that recorded to the north of the buildings by figure 3 and the manure pit could be any one of the buildings to the north.

Following the Great War and the rise of the motor car the building was adapted to a car park, although the narrow access off St James's Street was not ideal. The remainder of the building went out of use. In 1924 the yard buildings were acquired by C.A Newton Ltd, and operated as an electrical workshop and garage.



In 1931, possibly at the end of a fifty-year lease the Hotel was sold to St James's Hotel Ltd. The Hotel remained in operation during World War II, but ceased to be residential soon after the end of the war.

C.A Newton Ltd was originally established as Newton Brothers of Alfreton Road, Derby in either 1894 or 1899 (there are two conflicting sources), in 1920 the company exhibited at the Commercial Motor Exhibition at Olympia with a 3.5 ton electric vehicle with a tipping body. Graces Guide of 1922 records the company was, at the time trading under the name "Dynamo Derby", producing dynamos and motors, dynamo electric machinery for heating and wireless communication patent reversing drives and electric transport vehicles. There was at the time a staff of 370 and capital of £76,000. Directors were C.A. Newton, F. Newton, Lt.-Col. H. Newton, C.B.E. D.S.O., and R. Newton. In 1928 a public company named Haslam & Newton was formed and in 1935 the name was changed. In 1937 the company expanded into the manufacture of aircraft generators and by 1961 were recorded as specialist electrical engineers and manufacturers of automatic and transistorised voltage regulators, rotary transformers, and converters, HP alternators, motor generators and other specialised electrical equipment.

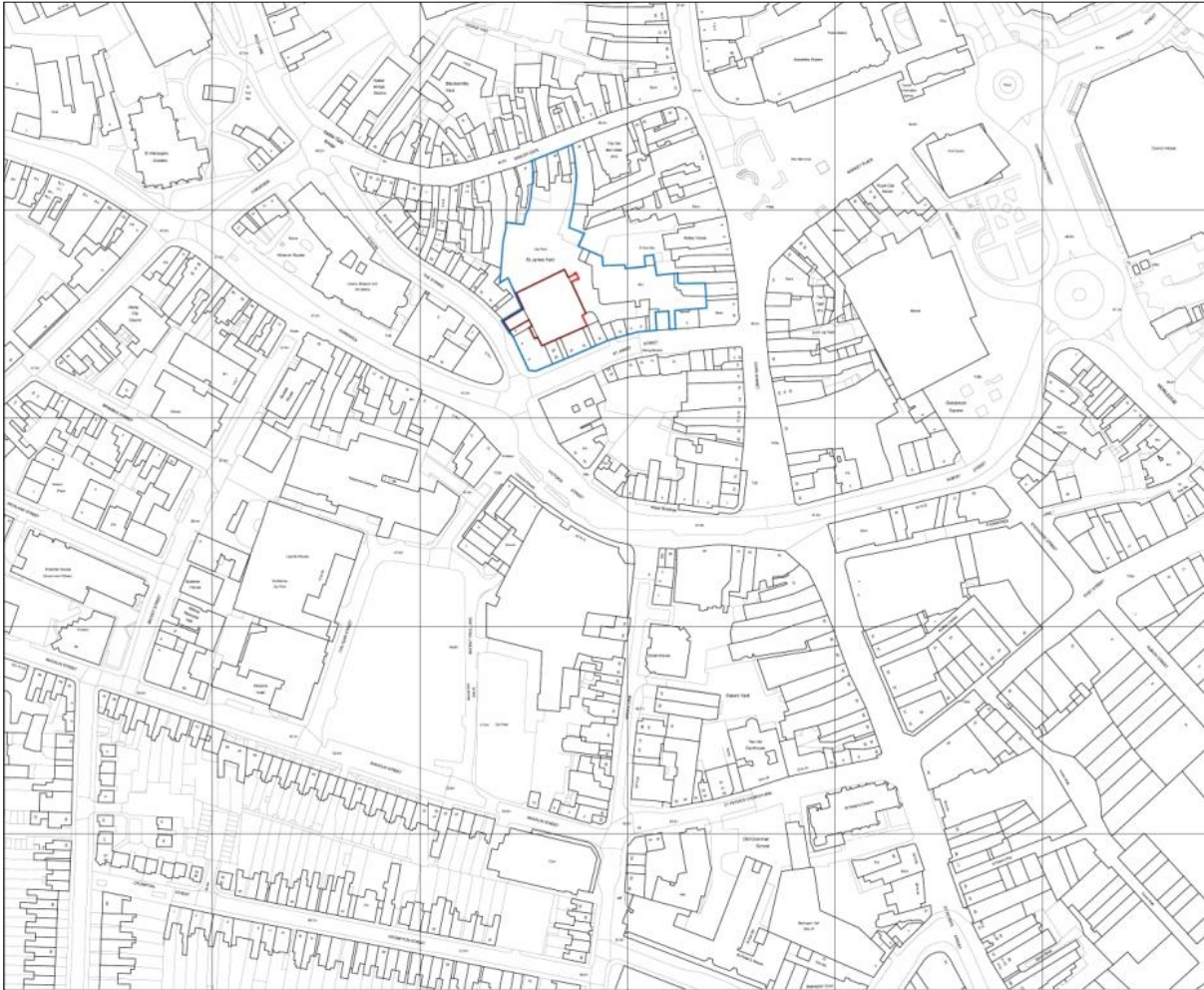
It is unclear what functions were undertaken at the St James's Yard site, however, given its limited size and restricted access; it is unlikely to have been major assembly, which is likely to have been carried out at the Alfreton Road factory. It is likely that sub-assembly or some other, smaller scale process or storage was carried out at the site.



**Figure 4**  
1967 Edition Ordnance Survey.  
(SK 3536)

It is unclear how long C.A Newton remained at the site, post war mapping including the 1967 Ordnance Survey (DRO Ref SK3536 (*Figure 4*)) show no significant alterations to the

buildings; a number of the lesser buildings to the north of St James's Yard are recorded as ruins, suggesting that the site as a whole was becoming run down.



**Figure 5**  
Plan of the Proposed Development Area in Blue (Recorded Building in Red).  
(Provided by client. Not to Scale).

## 2. Aims and Methodology

The specific objectives of the standing building survey were as follows:

- To provide a comprehensive written, drawn and photographic record of the building prior to the permitted conversion, as it represents upstanding archaeological/historical remains of local, regional or national importance.
- The project report will provide a comprehensive review of the local and regional historical context of the structures recorded by the project, making reference to the appropriate regional research agendas.
- The project will produce a high quality, fully integrated archive suitable for long-term deposition in order to 'preserve by record' the buildings in their current form prior to conversion and/or demolition.

Desk-based research included the analysis of readily available documentary and cartographic sources including Derbyshire Historic Environment Record (HER) & Derbyshire Records Office (DRO).

The Historic Building Recording verified measured survey drawings and completed a photographic (35mm monochrome negative) and written record of the building to the equivalent of English Heritage Level 2/3. An ordered archive has been compiled and will be deposited with Derbyshire Records Office (DRO). An Online Access to the Index of Archaeological Investigations (OASIS) record has been completed.

*Orientation:* There is a single building subject to this historic building recording. The building is rectangular in plan; the long axis is orientated east-north east – west-south west (*Figures 5 & 19*), the principal elevation faces to the east-north east; for ease of description this is taken hereafter to be east - west; the principal elevation being that facing to the east. Where the terms 'left', 'right', 'front' and 'back' etc are used in the report, this is in relation to this principal elevation as viewed from the east. Prior to this recording work a numbered identification was allocated to each range, for the purposes of this historic building recording those numbers have been retained and a letter suffix has been added for significant partitions where required.

All historic maps are reproduced with north to the top of the page, following Ordnance Survey standards unless indicated otherwise with appropriate north arrow and key.

As far as is known, no previous historic building recording has been undertaken of the building.

The site visit was carried out by Gerwyn Richards on April 11th 2017.

### **3. Description of the Building**

The building is rectangular in plan and consists of three linear ranges, with gables fronting the St James's Yard (the north east). The building is brick-built (brick dimensions 9inch x 3inch 4 ½inch) under a Welsh Slate roof, the roofs are all pitched, a limited view of the south westernmost elevation indicates that at least the northernmost range (2) has a hipped roof, (1) has a central lantern roof.

The principal gables are by far the most striking feature of the building, especially (1), which consists of a wide Serlian or triple arch gable (*Figure 6*), almost Palladian in appearance. Each of the arches is brick-built with sandstone label moulds and key stones. Over the central, glazed arch, which is finished in painted cream brickwork is a date stone inscribed 1867 in a sandstone oculus (*Figure 7*), the date supports the documentary evidence for the building's construction. There is faint traces of lettering on the painted arch, the letter N and abbreviation Ltd can be made out, probably originally spelling C.A Newton Ltd. Each gable is finished with bull nosed brick corbelling, the outer gables and central valley are finished with worked sandstone kneelers following the bull nosed finish of the bricks. All, in all attractive and well-finished elevations, reflecting the status of the hotel, even in its ancillary buildings. There is evidence of two lost pitched rooflines abutting the eastern gable of (2) (*Figure 8*), these are likely the remnants of the two bays seen here on earlier maps. The southernmost was originally heated as indicated by the blocked fireplace now visible on the external wall.

There is also an external, brick and stone-built staircase on the east facing elevation of (2) providing access to the large arched first floor door, its arch and style matches that of the arches on (2), but it is missing the label mould. The stairs are clearly recorded on the 1:500 plan of 1883 (Fig. 3) and the sandstone stair treads are well worn, suggesting they are original. The brickwork balustrades however are poor and may be a later repair or re-build.

The north facing long elevation is much more utilitarian in appearance, reflecting its lower status (*Figure 9*). All of the openings show evidence of alteration and change, but originally consisted of windows under flat cambered brick arches and blue, cant brick sills, the original size of the ground floor windows suggests internal light was required. The first floor windows are more standard in size and the timber built six over six vertical sashes may be original, the size of the windows bars appear to be Victorian in date. At the far west end of this elevation, two large and un-attractive vehicle openings have been crudely inserted, probably during the building's post hotel use. The use of the ubiquitous Fletton Brick would suggest this alteration was undertaken after World War II.

There is no external evidence to indicate that the three ranges are not contemporary, which is supported by cartographic evidence.

Internally, the building remains divided into three principal ranges, the central range, (1) being the largest. The interior of (1) consists of eight bays, the roof is carried on attractive iron trusses with hoops of diminishing diameter between the principal and tie beam (*Figure 10*) creating an aesthetically pleasing roof with its lantern and skylights. The hoops and elegantly curved tie beam complement the triple arched principal gable creating an extremely attractive and high roof for an ancillary building. There are a further three round headed slim windows on the west gable, which also retains some of the original signage associated with C.A Newton (*Figure 11*). There are further blind arches along the south wall, some with iron-framed 32 light windows at ground level and smaller, timber casement windows at first floor level. It is unclear whether these openings are original or later alterations. Those on the north wall retain early timber and glazed partitions, one of which contains a door with a numbered plaque above (*Figure 12*). A limited view of the north wall from within (2) shows a partial arch (*Figure 13*) which suggests these large glazed openings are a later modification. The arches on the north wall contain blind pitching holes; it appears that these are a decorative flourish rather than original blocked pitching holes. The floor is paved with blue setts, reflecting the origin of the building as a carriage house.

To the north of (1) is (2), although the same length as (1) the range is slightly narrower and has a first floor (*Figure 20*). The ground floor has suffered significant modern alteration, leaving nothing of historical or architectural significance except the floor plan and structural fabric. The range consists of 6 bays, the ceiling is carried on five timber joists, all chamfered with run out stops (*Figure 14*). An excessive and un-necessary flourish for such a building. The joists are carried on a rolled steel joist (RSJ) bridging beam, the RSJ is stamped CARGO FLEET ENGLAND. Cargo Fleet were a Middlesbrough based iron and steel works established in 1866 trading under the name of Swan, Coates and Co, the company only began trading as Cargo Fleet in 1879, some ten years after the construction of St James's Yard, so it is likely that this steelwork is a later insertion, added to strengthen the timber structure.

First floor access to (2) is via the external staircase on the east facing gable or via a narrow, stone-built dog leg stair in the westernmost bay. The internal stairs have timber risers and



treads, suggesting a more domestic use. Access to the first floor was limited by the extremely unstable and in places collapsing floor structure.

The first floor is divided into two principal bays by a plaster and lath cross wall, the easternmost bay (A) is largely open (*Figure 15*), the westernmost bay (B) consists of a number of rooms off a central corridor, most of which were inaccessible due to the condition of the floor. The roof is carried on Queen Post trusses in deal (*Figure 16*), some of the roof is underdrawn and the floor is exposed floorboards. Queen Post trusses are used where storage is required up to roof level, and allow for a wider roof span. There is a partition wall in the north west corner of A creating a small, irregular shaped room, C, there is extensive, early looking racking on the walls, as well as a 19th century four panel door, suggesting that this is an early, if not original partition and room. The partition wall is bare tongued and grooved timber; the general finish of this floor reflects the original, utilitarian origins of the building. It is likely that this floor was originally used as a hayloft; therefore, it was unlikely to have been well finished.

To the south of (1) is a third linear range, (3). Like (2) (3) is two storied and is, again in too dangerous a condition to fully record.

Access to the ground floor of (3) is via a modern uPVC door from (1), it is unclear whether this is a modern insertion or whether the opening is original. There is further access from buildings fronting St James's Street. The ground floor consists of two bays, A to the east and B to the west, B is too unsafe to enter. A is a single room, there is nothing of historical or architectural significance remaining, nor any indication of the room's original function, nor form, with the exception of an alcove on the south wall, the purpose of which is unclear.

First floor access is currently via no. 21 St James's Street, there is a blocked opening and staircase in the south westernmost corner of (1) which may have originally provided access to the first floor. The dangerous condition of the floor prevented close inspection, a view from the access indicated a single room, the roof is carried on a King Post truss with raking struts in deal (*Figure 17*). If (1) and (2) were non-domestic, it is possible that (3) was originally more domestic in origin, potentially grooms accommodation.

To the west of (1) and (2) is a full width, narrow bay, (4). There is a limited lean-to roof covering the eastern end of the bay, but the lack of a full width roof suggests this bay was originally open. Further evidence of which are the number of openings, both in use and blocked on the wall between (1) and (4) (*Figure 18*), the blocked openings, mirror those recorded elsewhere with flat cambered brick arches, while those openings which remain in use have flat heads and bull nosed reveals (*Figure 18*). It is possible that these openings are later.

Interestingly, there is the remains of a mounting for an in-line drive shaft in the south west corner of the east wall (*Figure 18*). It is unlikely that the hotel would have had use for such machinery, so it is likely that this shaft is later, perhaps added under the ownership of Newton. It is possible, therefore that some degree of small-scale manufacture or repair was carried out on site.

#### 4. Conclusion

St James's Yard is an interesting building. It was built in the late 19th century during a period of philanthropic re-development when large areas of Derby were re-built in a concerted attempt of aggrandisement. The buildings were originally part of the St James's Hotel, only the second dedicated hotel to be built in the city.

The building, despite some descriptions to the contrary was built as a carriage house for the hotel. Associated with the carriage house were stabling, grooms accommodation and, most likely other ancillary storage and functions. Earlier cartographic sources indicate there were a large number of other buildings within the yard. The building, despite being only a carriage house was very well finished with an attractive cast iron roof and Serlian or triple arch gable, almost Palladian in appearance. These stylistic flourishes continue with a Venetian-like window on the western gable and chamfered and stopped beams.

Following the Great War and the rise of the motor car the carriage house was converted into garaging and was sold off by the hotel becoming the site of an engineering business. The hotel itself closed at the end of World War II.

#### 5. Archive & Publication

The site archive consists of

- 2 A3 permagraph sheet containing plans & notes
- 1 A1 paper sheets showing plans & elevations
- 78 B&W negatives & contact sheets
- 2 DVDs containing 78 digital images
- 3 A4 contact sheets
- 3 A4 photo record sheets
- 1 Unbound copy of this report

The archive will be held by ABRS under the temporary site code 2017-SJYD until deposition with Derbyshire Records Office can be arranged.

A version of the summary (above) will be submitted to the editor of the local journal for inclusion in the next edition.

##### 5.1 OASIS Record Summary

INFORMATION REQUIRED	UPLOADED AS
OASIS No	archaeol30-284278
Project Name	An Archaeological Standing Building Survey of Carriage Sheds, Formerly Part of St James's Hotel, St James's Yard, Derby.
Site Co-ordinates	SK 35167 36256
Project Type	Standing Building Recording
Project Manager	Gerwyn Richards
Previous/Future Work?	No/Not Known
Current Land Use	In Use As Building
Development Type	Commercial
Prompt	NPPF
Archive Recipient	Derbyshire Records Office

## 6. References & Sources

Brunskill, R.W. 1997 *Brick Building in Britain*. London

<http://www.buildingconservation.com/articles/structural-ironwork/structural-ironwork.htm>

Cooper, N.J ed. 2006 *The Archaeology of the East Midlands – An Archaeological Resource Assessment and Research Agenda*. University of Leicester Archaeological Services.

Derbyshire Records Office April 2017

[http://www.gracesguide.co.uk/Cargo\\_Fleet\\_Iron\\_Co](http://www.gracesguide.co.uk/Cargo_Fleet_Iron_Co)

Hall, L. 2007 *Period House Fixtures & Fittings – 1300-1900*. Newbury

Historic England. 2016 *Understanding Historic Buildings: A guide to good recording practice*. London.

<http://www.heritagegateway.org.uk/Gateway/Results.aspx>

Palmer, M. & Neaverson, P. 1992 *Industrial Landscapes of the East Midlands*. Phillimore & Co.

Swales, T. 2006 *Scottish Iron Structures – Guide for Practitioners*. Edinburgh

7. Colour Plates



**Figure 6**  
(1) Principal Elevation (Looking South West).



**Figure 7**  
(1) Date Stone on Principal Elevation.





**Figure 8**

(2) Principal Elevation Showing Outline of Lost Buildings (Looking West – North West).



**Figure 9**

(2) North West Facing Elevation (Looking South – South East).



**Figure 10**  
(1) Diminishing Hoop Cast Iron Truss.



**Figure 11**  
(1) East Facing Gable, Internal with Signage & Windows.





**Figure 12**  
(1) Early Glazed Opening on North Wall (Looking North).



**Figure 13**  
(2) Limited View of Arch on South Wall (Looking South).



**Figure 14**  
(2) Chamfered & Stopped Joist.



**Figure 15**  
(2) A General View (Looking South West).





**Figure 16**  
(2) Queen Post Roof Truss.



**Figure 17**  
(3) First Floor, General View & King Post Roof Truss (Looking West).



**Figure 18**

(4) West-South West Facing Wall Showing Flat Heads, Blocked Arch & Line Shaft.

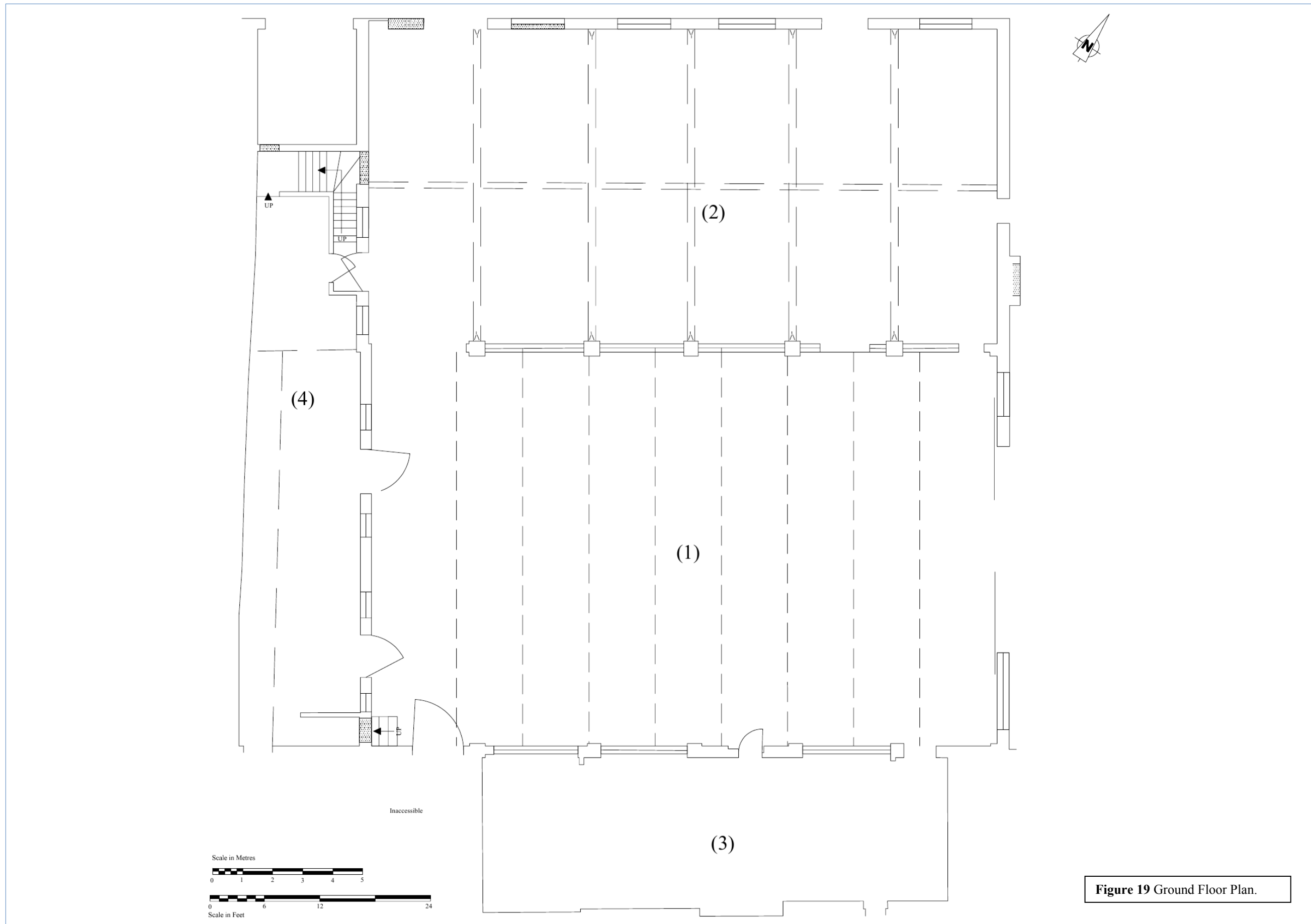
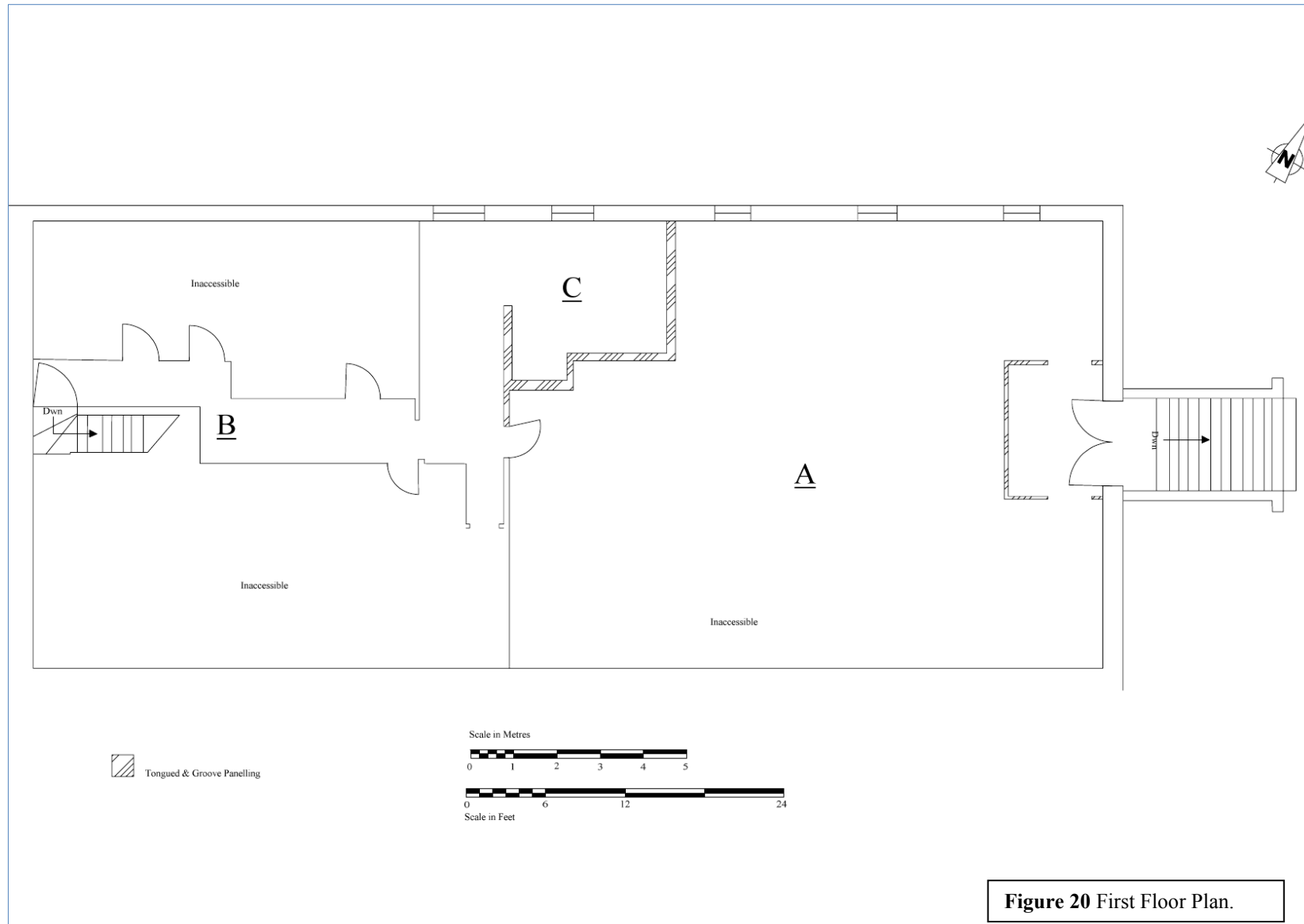


Figure 19 Ground Floor Plan.

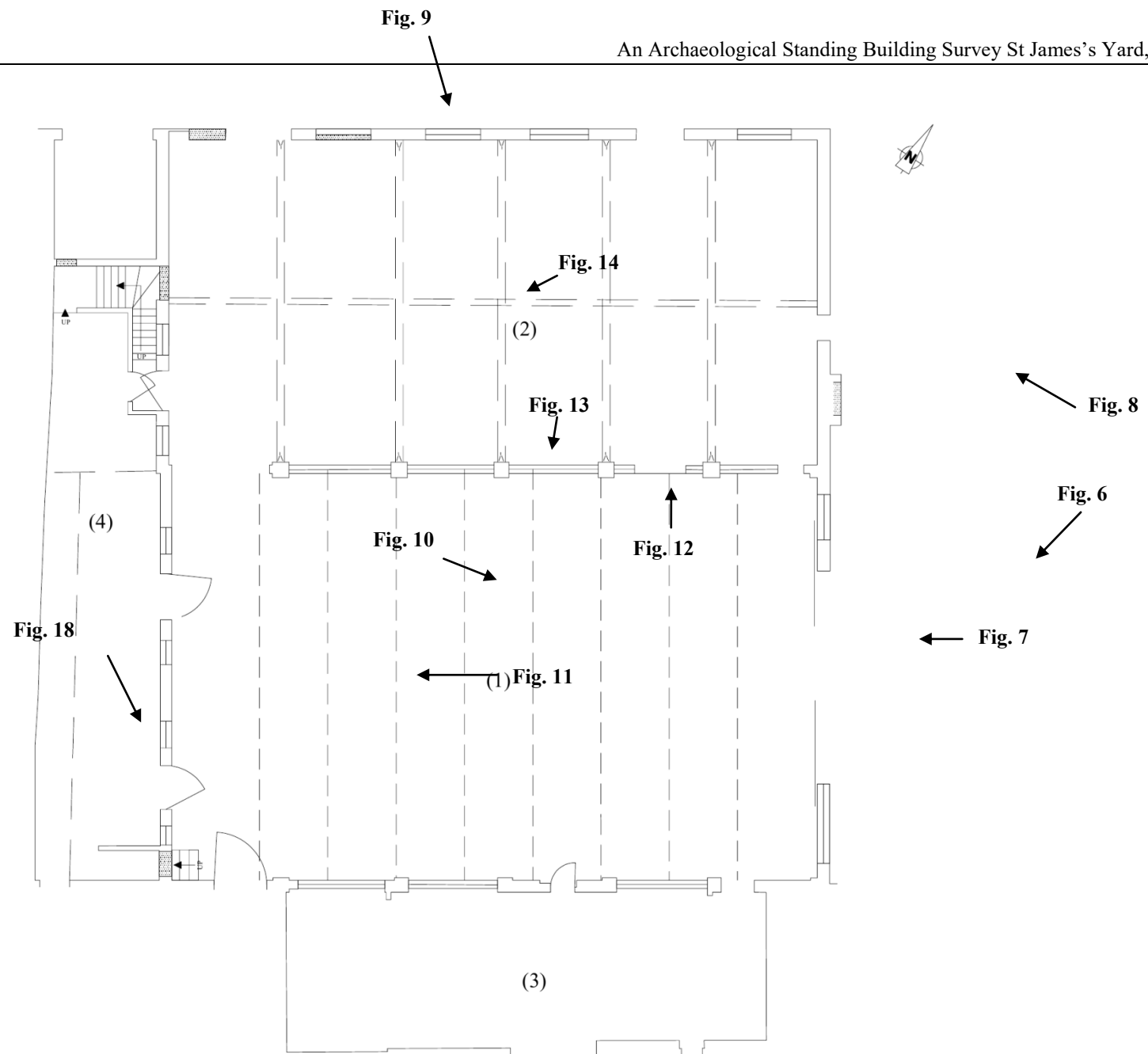


**Figure 20** First Floor Plan.



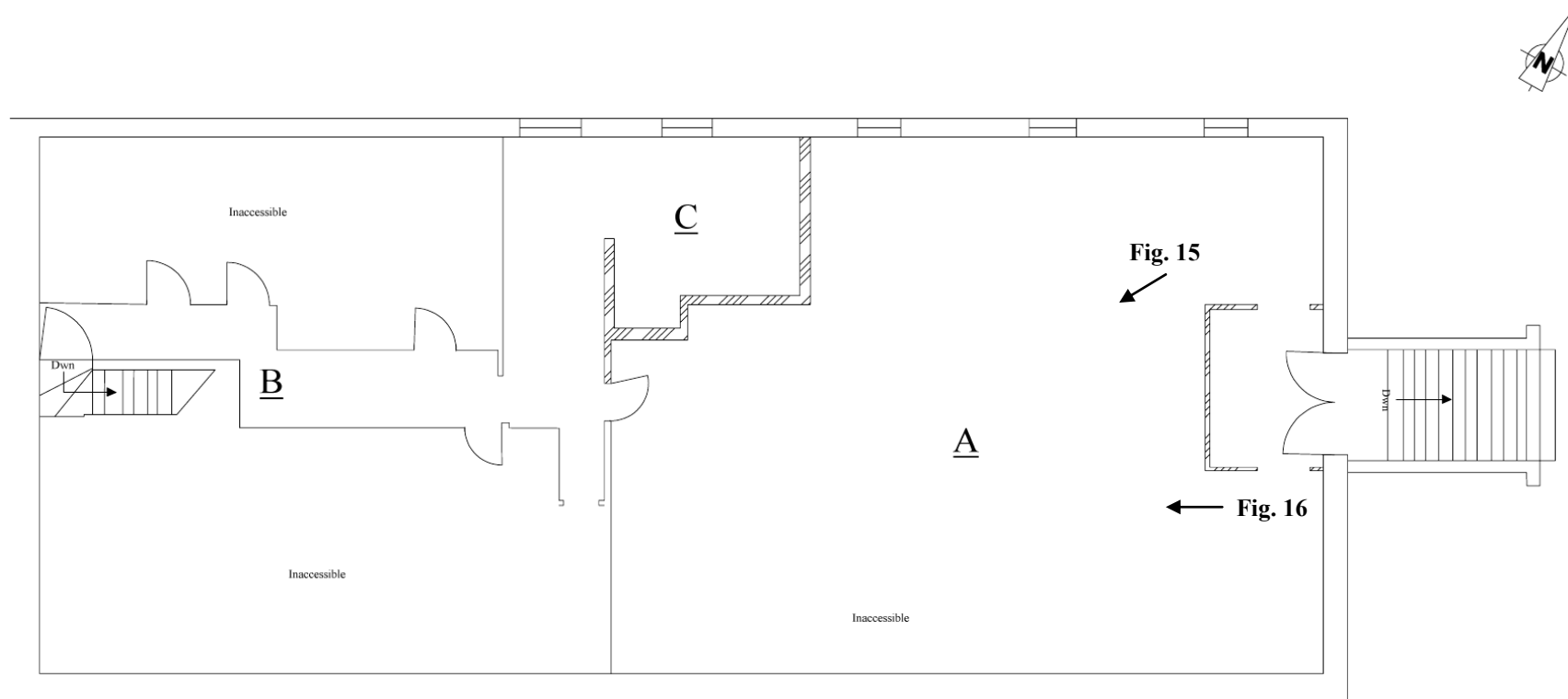


Figure 21 Elevations.



**Figure 22** Locations of Photographs on Ground Floor Included in Report.

.n



**Figure 23** Locations of Photographs on First Floor Included in Report.

## Archaeological Building Recording Services (ABRS)

Chandos Business Centre  
87 Warwick Street  
Leamington Spa  
Warwickshire  
CV32 4RJ

Tel 07423813638

email [gerwyn.richards@archbuildservices.co.uk](mailto:gerwyn.richards@archbuildservices.co.uk)