



UNIVERSITY OF
LEICESTER

Archaeological Services

**A Historic Building Survey
at the former
Great Central Railway Station,
Great Central Street,
Leicester.**

NGR: SK 58196 04723

Andrew Hyam



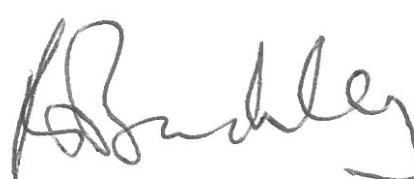
ULAS Report No. 2018-038
©2018

**A Historic Building Survey
at the former
Great Central Railway Station,
Great Central Street,
Leicester**

NGR: SK 58196 04723

A R Hyam

For: Charles Street Properties

Filename/Version	Checked by	Date
2018-038v1		1/3/2018

**University of Leicester
Archaeological Services
University Rd., Leicester, LE1 7RH
Tel: (0116) 2522848 Fax: (0116) 2522614**

**ULAS Report Number 2018-038
©2018
Accession Number Y.A18.2017**

CONTENTS

Summary	1
Introduction	1
Background	6
Objectives	11
Methodology	11
Results	12
Cartographic and photographic evidence	12
The building survey	16
The Portico	18
Inside the Portico	26
Area G2: yard to the north of the Booking Hall	37
The Booking Hall Rooms G3 to G6	40
Booking Hall area Room G3	41
Booking Hall area Room G4	41
Booking Hall area Room G5	42
Booking Hall area Room G6	42
The Parcels Office ground-floor	51
The Parcels Office Room G8	52
The Parcels Office Room G9	53
Parcels Office Room G10	54
Parcels Office Room G11	54
The Parcels Office Outside Elevations	63
East-facing elevation	63
South-facing elevation	64
West-facing elevation	64
North-facing elevation	65
The Parcels Office First-Floor	72
Parcels Office Room F1	73
Parcels Office Room F2	73
Parcels Office Room F3	74
Parcels Office Room F4	74
Parcels Office Rooms F5, F6 and F7	74
Discussion	87
Archive	88
Publication	88
Acknowledgements	88
Bibliography	88
Appendix 1 Principal elevation drawings	90
Appendix 2 Digital photographs	95
Appendix 3 OASIS information	105

FIGURES

Figure 1 Site location	2
Figure 2 Site layout	3
Figure 3 Great Central Street looking north	4
Figure 4 Great Central Street looking south	4

Figure 5 Looking northwards along former track bed	5
Figure 6 Looking southwards along former track bed	5
Figure 7 Leicester Station platform and building layout	9
Figure 8 Close up of surviving buildings	9
Figure 9 Surviving platforms at northern end of the site	10
Figure 10 Platform and former roof over tessellated pavement	10
Figure 11 Detail from 1904 second edition Ordnance Survey	13
Figure 12 Detail from the 1971 edition Ordnance Survey map	14
Figure 13 Aerial view of station taken in the mid-1930s	14
Figure 14 Aerial view in the mid-1960s	15
Figure 15 Aerial view of station site early 2010s	15
Figure 16 Surveyed areas of the former station	16
Figure 17 Ground-floor plan of surveyed buildings	17
Figure 18 East-facing elevation of portico	19
Figure 19 East-facing elevation of portico	20
Figure 20 East-facing elevation, entrance to the parcels office yard	20
Figure 21 Parcels office yard gates	21
Figure 22 Detail from the parcels office gates	21
Figure 23 East-facing elevation of portico, blind and open arch detail	22
Figure 24 East-facing elevation of portico, pedestrian entrance gate detail	22
Figure 25 Pedestrian gateway on east-facing elevation of portico	23
Figure 26 East-facing elevation of portico, centre vehicle entrance	23
Figure 27 Vehicle entrance gates on east-facing elevation of portico	24
Figure 28 East-facing elevation in 1910	24
Figure 29 East-facing elevation in October 1974	25
Figure 30 Portico north-facing elevation	25
Figure 31 South-facing elevation of the portico	26
Figure 32 Portico in 1967	28
Figure 33 Portico, area G1	29
Figure 34 Portico area G1	29
Figure 35 Portico area G1	30
Figure 36 Portico area G1 east wall window detail	30
Figure 37 Portico area G1 east wall and roof structure	31
Figure 38 Portico area G1 roof structure	31
Figure 39 Portico area G1 north-west corner	32
Figure 40 Portico area G1 light fitting on north wall	32
Figure 41 Portico area G1 west wall entrance to booking hall	33
Figure 42 Portico area G7	33
Figure 43 Portico area G7	34
Figure 44 Portico area G7, street entrance below former clock tower	34
Figure 45 Portico area G7 advertisement in blind arch	35
Figure 46 West wall of portico under construction 1897	35
Figure 47 Portico area G7 west wall, southern end bays	36
Figure 48 Portico area G7 centre bays	36
Figure 49 Portico area G7 parcels office stairs	37
Figure 50 Portico area G7 former entrance leading to the subway tunnels	37
Figure 51 Booking hall yard G2	38
Figure 52 Booking hall yard G2 lean-to structures	39
Figure 53 Booking hall yard G2	39
Figure 54 Plan of booking hall	40

Figure 55 Room G3, ticket office	43
Figure 56 Room G3, ticket office	43
Figure 57 Room G3, ticket office in use.....	44
Figure 58 Room G3, ticket office	44
Figure 59 Room G3, woodblock floor.....	45
Figure 60 Room G4	45
Figure 61 Room G4 blocked subway entrance.....	46
Figure 62 Room G4 subway entrance in 1967.....	46
Figure 63 Room G4, south wall.....	47
Figure 64 Room G4, remnants of 1969 closure poster	47
Figure 65 Room G4, blocked archway on south wall.....	48
Figure 66 Room G5	48
Figure 67 Room G5, blocked entrance from the portico	49
Figure 68 Room G5, blocked archway on south wall.....	49
Figure 69 Booking hall, Room G6.....	50
Figure 70 Booking hall, Room G6.....	50
Figure 71 Room G6 ceiling detail.....	51
Figure 72 Ground-floor of parcels office, Rooms G8 to G11.....	52
Figure 73 Parcels office ground-floor Room G8	55
Figure 74 Parcels office ground-floor Room G8 north wall.....	55
Figure 75 Parcels office ground-floor Room G8 fire damage.....	56
Figure 76 Parcels office ground-floor Room G9	56
Figure 77 Parcels office ground-floor Room G9	57
Figure 78 Parcels office Room G9 east wall enclosed staircase.....	57
Figure 79 Parcels office Room G9 fireplace.....	58
Figure 80 Parcels office Room G9 blocked archway to G5	58
Figure 81 Parcels office Room G9 west wall	59
Figure 82 Parcels office Room G9, light fitting	59
Figure 83 Parcels office Room G10.....	60
Figure 84 Parcels office Room G10.....	60
Figure 85 Parcels office Room G10 fireplace.....	61
Figure 86 Parcels office Room G10 timetable remnant.....	61
Figure 87 Parcels office Room G10 posters	62
Figure 88 Parcels office Room G11.....	62
Figure 89 Parcels office Room G11 left luggage rack.....	63
Figure 90 Parcels office south and east-facing elevations	65
Figure 91 Parcels office east-facing elevation seen from parcels yard.....	66
Figure 92 Parcels office east-facing elevation first-floor window.....	66
Figure 93 Parcels office east-facing elevation first-floor	67
Figure 94 Parcels office south-facing elevation.....	67
Figure 95 Parcels office south-facing elevation gable detail	68
Figure 96 Parcels office west-facing elevation, south end	68
Figure 97 Parcels office west-facing elevation, north end.....	69
Figure 98 Platforms and parcels office in 1967	69
Figure 99 Parcels office west-facing elevation, south end	70
Figure 100 Parcels office west-facing elevation modified door and window	70
Figure 101 Parcels office west-facing elevation above skylight G10.....	71
Figure 102 Parcels office north-facing gable.....	71
Figure 103 Parcels office plan of first-floor	72
Figure 104 Parcels office Room F1	76

Figure 105 Parcels office Room F1 stairs.....	76
Figure 106 Parcels office Room F1 window and ceiling.....	77
Figure 107 Parcels office Room F2.....	77
Figure 108 Parcels office Room F2.....	78
Figure 109 Parcels office Room F2.....	78
Figure 110 Parcels office Room F2 east wall window.....	79
Figure 111 Parcels office Room F2 west wall window.....	79
Figure 112 Parcels office Room F2 west wall door.....	80
Figure 113 Parcels office Room F2 south wall.....	80
Figure 114 Parcels office Room F3.....	81
Figure 115 Parcels office Room F3 fireplace.....	81
Figure 116 Parcels office Room F3 modified door on west wall.....	82
Figure 117 Parcels office Room F4.....	82
Figure 118 Parcels office Room F4.....	83
Figure 119 Parcels office Room F4.....	83
Figure 120 Parcels office Room F4 door detail.....	84
Figure 121 Parcels office Room F5.....	84
Figure 122 Parcels office Room F6 window detail.....	85
Figure 123 Parcels office Room F6 east wall.....	85
Figure 124 Parcels office Room F7 outside of toilet cubicle.....	86
Figure 125 Parcels office Room F7 cubicle.....	86



*The 82nd Airborne returning to Leicester after the Normandy Landings, 1944
Standing in the portico in front of the booking hall entrance
From a newspaper cutting*



Leicester Central: early 1960s



Same location 2017

A Historic Building Survey at the Great Central Railway Station, Great Central Street, Leicester

Andrew Hyam

Summary

A historic building survey to Level 3 was undertaken by University of Leicester Archaeological Services (ULAS) at the former Great Central Railway Station, Great Central Street, Leicester on the 30th and 31st of October 2017. Proposals for the buildings on site include refurbishment, alteration and change of use of the former station. The surviving buildings include the large entrance portico, the booking hall, left luggage office and two-storey parcels office.

The railway station was built between 1897 and 1899 as part of the Great Central Railway's London Extension line between Sheffield and Marylebone Station in London. The line operated until it was closed in 1969 during the Beeching Cuts and reorganisation of the national rail network. Following closure, the track, platforms and platform buildings were demolished leaving only the parcels office, portico and former booking hall on site. The portico and the booking hall have, for many years, been used as a car repair yard leaving a dirty but reasonably intact structure. The upper floor of the parcels office has been used for a variety of light industrial and commercial uses. Whilst none of these uses have been particularly sympathetic to the buildings they have at least ensured the survival of this significant building over the 49 years since closure. Very few original fixtures and fittings relating to its use as a railway station have survived but most of the structural components of the buildings remain. The buildings however are now in need of careful attention and repair to ensure their future survival.

The report will be archived under accession number Y.A18.2017

Introduction

In accordance with National Planning Policy Framework (NPPF) Section 12 *Conserving and Enhancing the Historic Environment* this document forms the report for a Historic England Level 3 historic building survey at the former Great Central Railway station, Great Central Street, Leicester, NGR SK58196 04723. Level 3 historic building surveys are defined in the Historic England guidance document – *Understanding Historic Buildings: A guide to good recording practice* (2016). The report was commissioned by Charles Street Properties from University of Leicester Archaeological Services (ULAS) in advance of a proposed redevelopment of the site which involves the refurbishment, alteration and change of use for the former railway station from its present general industrial use (class B2).

Due to the historic nature of the former station and its historic significance to the City of Leicester, a request was made by the Leicester City Planning Authority for a programme of historic building recording of the buildings prior to the commencement of refurbishment work.

The former station lies to the north-east of the city centre and is located on a long rectangular plot of land with Great Central Street forming its eastern boundary (Figs 1 and 2). Most of the platforms and all of the track and platform buildings were removed in the 1970s following closure of the line leaving only the booking hall, a two-storey parcels office and the portico which faces onto Great Central Street (Figs 3, 4, 5 and 6). The surviving buildings are not nationally listed but are on the local heritage register compiled by Leicester City Council.

Most of the former platform area was constructed on an artificial viaduct but the surviving buildings are at street level. The geology of the site comprises superficial deposits of alluvium (clay, silt, sand and gravel) overlying bedrock deposits of late Triassic mudstone of the Branscombe Mudstone Formation. Along the site's south-eastern edge are superficial deposits of Head (comprising clay, silt, sand and gravel).

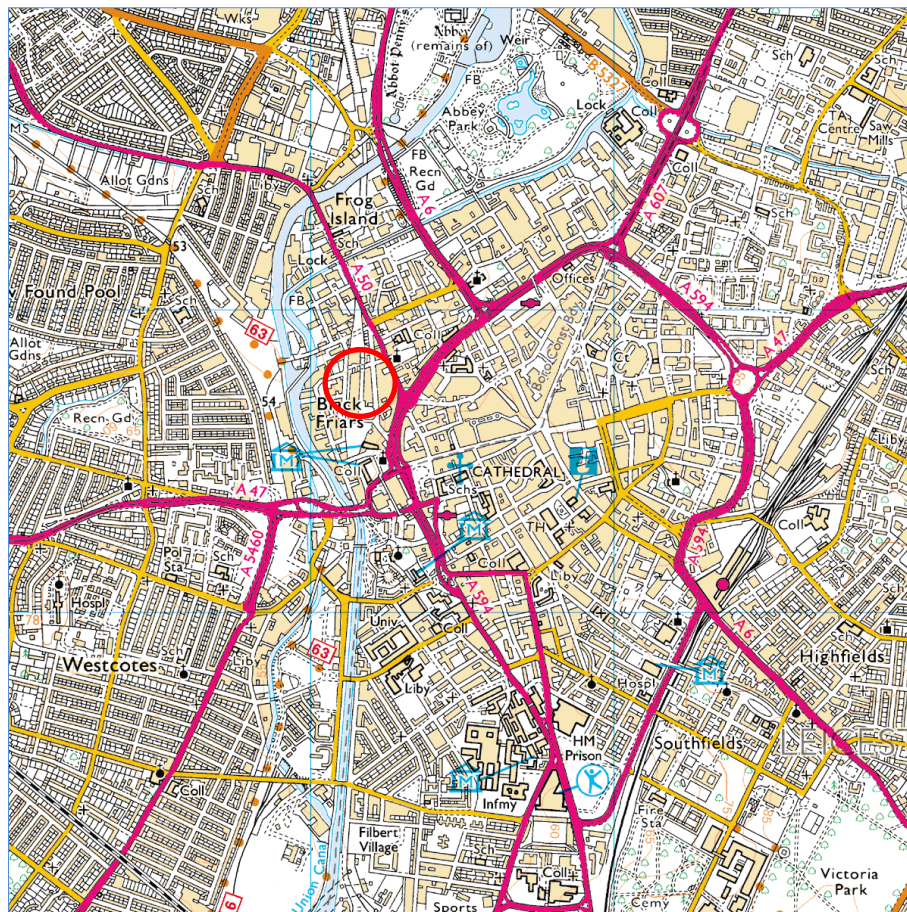


Figure 1 Site location
Site highlighted

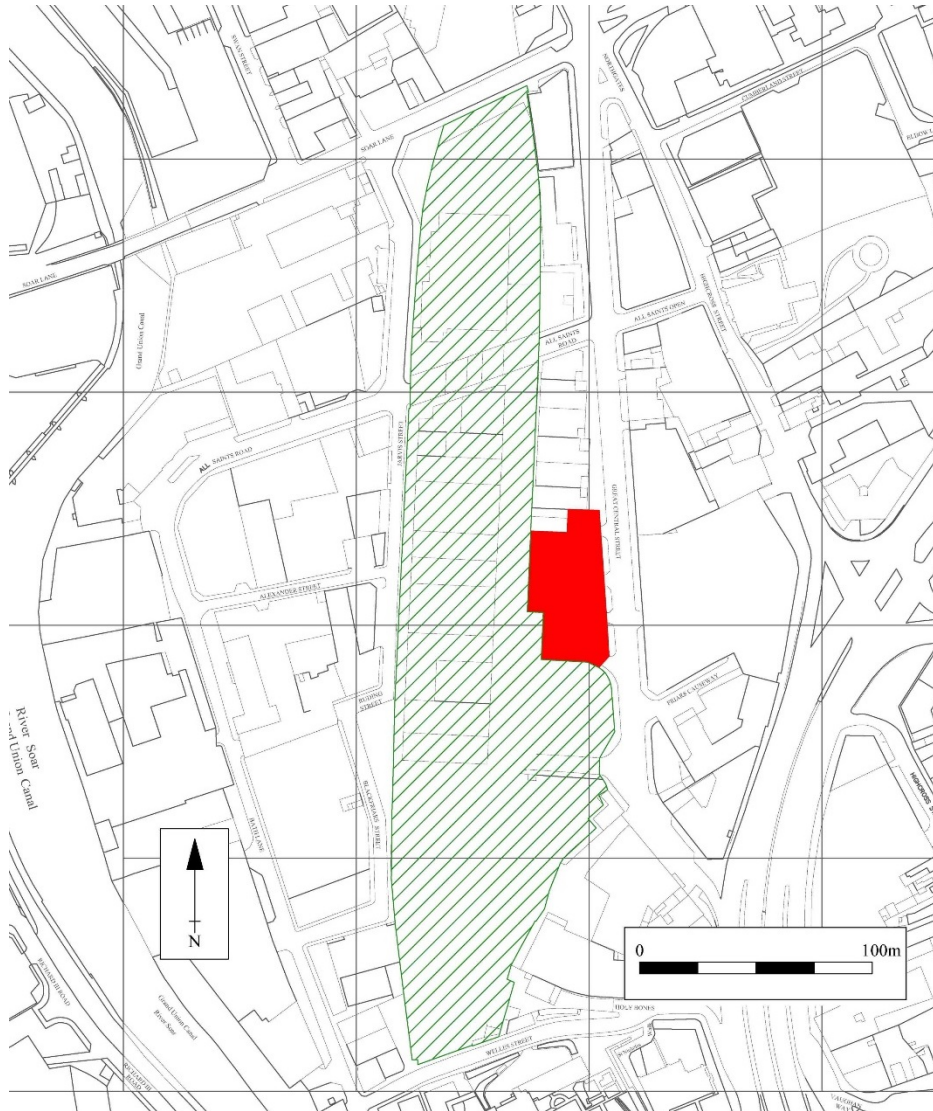


Figure 2 Site layout
Red outline shows the surveyed station buildings, green hatching shows outline of former station boundaries



Figure 3 Great Central Street looking north
Portico and surviving two storey parcels office on right behind the excavator.



Figure 4 Great Central Street looking south
Station portico on right



Figure 5 Looking northwards along former track bed
Parcels office on right (arrowed)



Figure 6 Looking southwards along former track bed
Parcels office in centre of picture. The modern buildings on the right are on the
location of the former platforms and buildings

Background

The history of the Great Central Railway is well-documented and will not be repeated at length in this report. In brief, the Great Central Railway began life in 1846 as the Manchester, Sheffield and Lincolnshire Railway (MS&L) which had as its centre of operations, as its name suggests, in the northern half of England spreading down to the Midlands and the east. The MS&L also had running rights over rival railway companies' tracks but, as with other rivals, it wanted its own line to London and its own station in the capital. As part of the scheme known as the London Extension, the MS&L changed its name in 1892 to the more grandiose title of the Great Central Railway (GCR). Unfortunately the late date of the London Extension effectively repeated the existing southbound courses of its competitors which by the 1890s were already well-established. The key difference with the proposed Great Central line was that plans were also presented which took the line through its new London terminus at Marylebone, to the coast, through a channel tunnel and on to Paris. These plans never made it beyond Marylebone.

The London Extension was proposed to run southwards from the Sheffield area, through Nottingham, Leicester, Rugby and on to London. As part of the scheme, the station on Great Central Street in Leicester was built. One of the features of the proposed new line was that it often had to force its way through the growing suburbs and over roads of the towns and cities it was to serve. It also had hopes of non-stop running unimpeded by level crossings and other hindrances. Because of these factors many parts of the line were built on raised embankments or on long viaducts built using blue Staffordshire engineering bricks with the route through Leicester being no exception.

The new line to London was just over 90 miles in length and was divided into seven sections with different contractors tendering to build each section. For the 16 mile section between East Leake in Nottinghamshire and Aylestone to the south of Leicester, Henry Lovatt was selected to be the contractor to build the line and all of its buildings. Lovatt was a builder originating from the Wolverhampton area but by this time was operating out of Northampton. Lovatt's company specialised in government building projects, reservoir construction along with churches and banks. A large temporary depot was constructed in 1897 at Loughborough from which Lovatt operated. Although different contractors were used they all followed the same GCR architectural style and civil engineering methods with the station at Leicester being recognisably from the Great Central stable. The MS&L's chief engineer Alexander Ross is recognised as being the overseeing architect of the London Extension's buildings. However, it is likely that no one person was fully responsible for all of the design details and that he simply maintained an overall influence. The Leicester City local heritage asset list states that Ross was the architect but an article in *Back Track* magazine indicates that Edward Parry, the Great Central Line Superintendent, was the architect. The route of the line to the new Leicester station required the construction of many brick viaducts, girder bridges and bowstring bridges, the last bowstring bridge in Leicester being removed only a few years ago (Richards 2009). On the ground, Lovatt's work was monitored by Edward Parry who in turn appointed a deputy, George Chalcraft, to work on a day to day basis with Lovatt's on-site staff.

The construction of Leicester Station required the reworking of a number of streets within the locality along with the imposition some entirely new streets. Chief among these new streets was Great Central Street which followed the alignment of the railway track as it passed through the city. The new street layout is discussed in the cartographic evidence section of this report below. The station eventually opened to passengers on the 15th March 1899 and ran from Welles Street in the south, over All Saints Road and as far north as Soar Lane. The GCR had an unusual approach to its smaller station buildings and favoured island platforms which were surrounded by track. Leicester Station, although quite a large station, had a severely limited amount of available space so had two 1,300 feet long island platforms for up and down trains with two bays for local traffic which created an H-shape (Figure 7). The waiting rooms, restaurant, refreshment room and offices were located on the platform between the two bays.

Because of the island design passengers could only reach the platforms by a pair of subway tunnels leading from the booking hall to a set of stairs up to the platform (Figure 8). A third tunnel led to a goods hydraulic lift. The tunnels continued all the way under the platforms to emerge on Jarvis Street on the west side of the brick viaduct. Most of the arches beneath the viaduct are plain brick arches but the subway entrance (opposite Alexander Street) is slightly more decorated and has two pilasters supporting the dentil detailed brick arch. The subway tunnels have since been infilled. None of the platform buildings survive and most of the platforms have been removed. Only two short lengths of platform remain at the north end of the site where they are part of the bridge structure crossing over All Saints Road (Figure 9). At the southern end of the station the construction of the viaduct revealed a Roman mosaic pavement. Rather unusually for the time this was preserved in-situ for the public to visit. The entrance was located on Blackfriars Street on the western side of the viaduct. Because the mosaic pavement was directly below the platform, the roof of the viewing chamber was made of glass allowing passengers to look down onto the surface. A short length of platform around this viewing chamber still survives although the glass has been covered or replaced with a timber and roofing felt cover (Figure 10).

The Great Central Railway always struggled against its competitors and was incorporated into the London and North Eastern Railway in 1923 when all of the existing railway companies were amalgamated into four large companies. This continued up to 1948 when the railways were nationalised to become British Railways. Leicester Station became Leicester Central and initially fell under the control of the Eastern Region but soon changed to the Midland Region in 1950. This appears to have marked the beginning of the line's decline which, for a number of reasons, continued up to the wholesale line closures brought about following Dr Beeching's controversial report. The final train ran on the 5th of May 1969.

Following closure, as soon as the track had been lifted, the station area appears to have been used for car parking and work quickly began to demolish the platforms and platform buildings. The area occupied by the platforms was eventually replaced by a row of industrial units which presently house a number of small businesses. For some reason the large portico fronting onto Great Central Street and the two storey parcels office escaped demolition. The portico and ground floor rooms including the former booking hall have been used for many years as a car breakers yard. The cars and their associated debris had been cleared only a few days before this survey took place. The first floor of the parcels office, which is at ground level on its western side, has been

used for a number of different commercial enterprises. The southern end of the platforms has remained open and has been used for car parking since the mid-1970s. Immediately to the south of the parcels office a locomotive turntable has left a large area of disturbance since its removal in the early 1970s.

At the time of this survey the later occupiers of the portico and parcels office had departed and the building was unused. The use as a car breakers has resulted in thick deposits of oil and other contaminants covering the original floor surfaces. Some internal walls have been added to ground-floor rooms and the portico has been subdivided by an east to west wall into two large spaces. The first-floor rooms have been partially gutted by removing a number of original internal walls. Despite nearly 40 years of use as a non-railway building the masonry structures remain in a reasonably good state of repair although there is evidence of significant corrosion damage to many of the steel trusses and roof supports.

The buildings are not nationally listed but have been deemed by Leicester City Council as being worthy of inclusion on their local heritage asset register as Asset Number LL/025.

The City Council entry is as follows, although the name of the architect is probably wrong:

No. 52-54, Former Great Central Station, Great Central Street

Construction Date: 1897-1899

Architect: Alexander Ross

Original Use: Railway Station

Current Use: Light Industrial

Condition: Poor

Occupancy: Occupied

Ward: Abbey

NGR: SK 58200 04719

Criteria:

Historic interest, architectural interest, age, rarity / representativeness & group value

Reason for Designation:

A late-19th century former railway station, including parcel building, constructed as part of the Great Central Railway: London Extension and designed by engineer-in-chief to the railway company, Alexander Ross. The railway cuts through the city on a number of raised viaducts and these substantial engineering works and the associated railway buildings cumulatively have a very prominent visual impact upon the city.

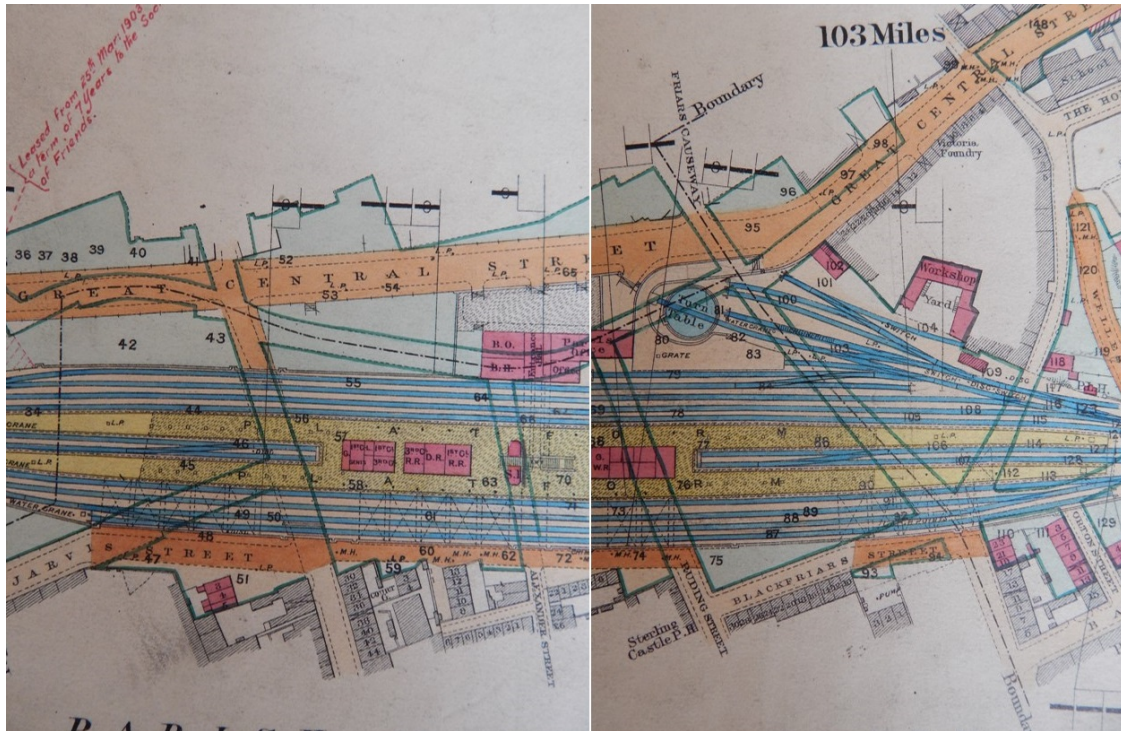


Figure 7 Leicester Station platform and building layout
North to left of picture. Detail from ROLLR DE3672

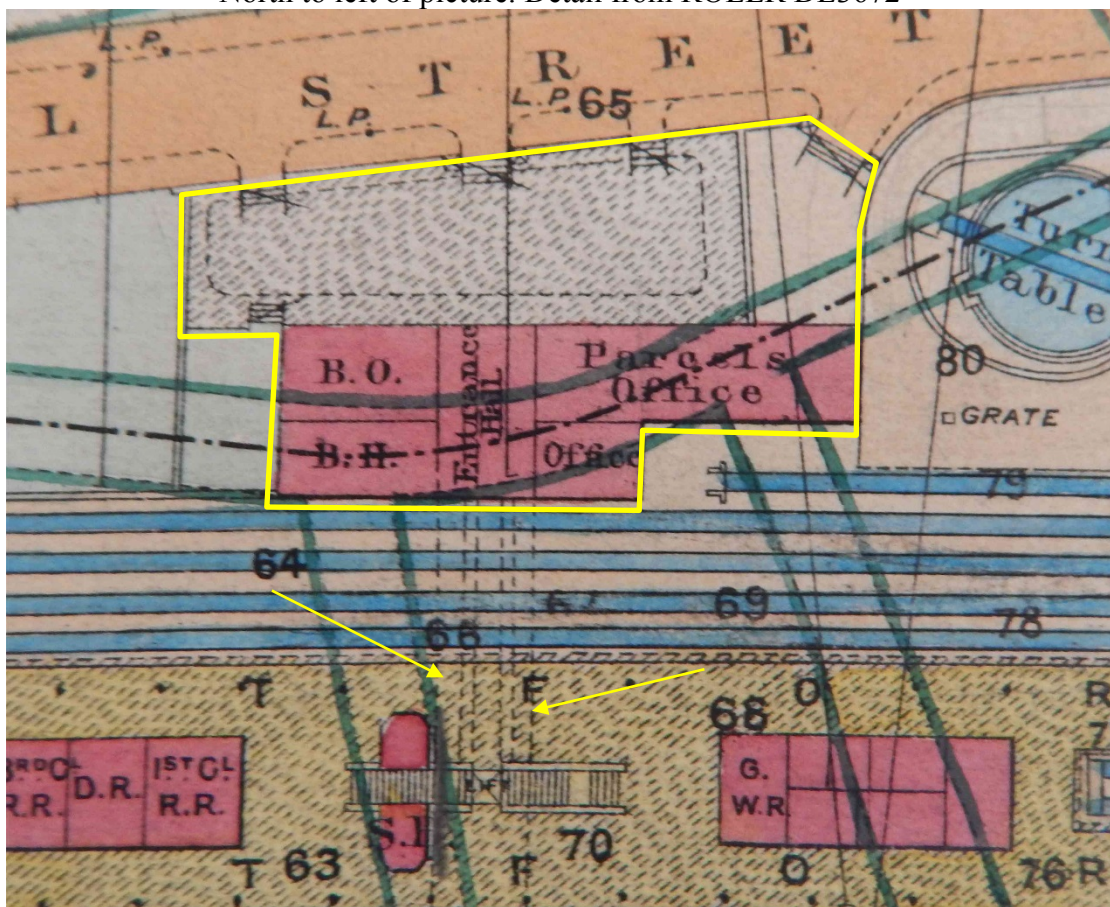


Figure 8 Close up of surviving buildings
North to left of plan. Surviving buildings outlined. Arrow shows position of subway
from booking hall to platforms. Detail from ROLLR DE3672



Figure 9 Surviving platforms at northern end of the site
Looking south-east. The grey car is parked in the local train bay



Figure 10 Platform and former roof over tessellated pavement
Looking north-east. Parcels office centre background

Objectives

Within the stated objectives of the ULAS Written Scheme of Investigation *for a Historic Building Survey at the Great Central Railway Station, Great Central Street, Leicester* (hereafter the WSI) the purpose of the work is to record and advance understanding of the significance of the affected heritage asset:

The objectives of the historic building survey were:

- To provide a written, drawn and photographic record of all the buildings on site prior to the commencement of works with specific attention given to those elements proposed for demolition, conversion and/or alteration. This work to be undertaken to a standard that will allow the future interpretation of the building within the context for which it was originally designed and into which subsequently evolved.
- To assess the impact of the proposals on fabric of architectural or historic importance.
- To ensure the long-term preservation of the information through deposition of the record and a summary written report with an appropriate depository.

Methodology

Digital colour photographs were taken throughout the survey. Notes and sketches were also made and scale site plans and elevations supplied by the client were used and modified to suit the purposes of this survey. The specific levels of detail used in the Level 3 survey followed the ULAS WSI and the guidelines laid down in the RCHME (1996) and Historic England (2016) specification.

Results

Cartographic and photographic evidence

The nature of the construction of the station in what was virtually a single phase over the years 1897 to 1899 means that the Ordnance Survey maps are of limited use for this survey. However, the first edition which was published in 1888 does show the original late 19th-century street layout immediately prior to the coming of the railway. The second edition published in 1904 shows the station buildings, platforms and track much as they would remain for the next 60 years (Figure 11). This confirms the details shown in the plan produced by the GCR shown in Figure 7 above. The 1930 edition shows the same details but the station is no longer identified as belonging to the Great Central Railway following its grouping into the LNER seven years earlier. This continues up to the 1971 edition which shows the site in a state of transition (Figure 12). The platform, buildings and turntable have been removed but some track still appears to be present. This may be an error as most photographs around this date seem to show that the track was the first thing to be removed. Probably because it was most easily reclaimed.

During the construction of the railway a local Leicester-based photographer, Mr S. W. A. Newton, took it upon himself to create a photographic record of the project. The result was an unparalleled set of photographs showing all stages of construction and of the people carrying out the work. Most of the photographs are held at the Record Office in Wigston. His work included the construction of Leicester Station and some of his photographs are reproduced later on in this report.

An aerial photograph taken in the 1930s shows the station as most of the pre-1971 Ordnance Survey maps depict (Figure 13). This photograph along with the evidence from the maps indicates that the whole station site underwent very few changes from the beginning to end of its life. The only major difference which can just be seen is that the Great Central Street portico façade had a gabled parapet and a clock tower which are discussed in more detail below. This is supported by another aerial photograph taken in the mid-1960s which shows the site in a very similar state despite the fact that train services had already begun to be run down by this date (Figure 14). This photograph shows the altered portico façade. The latest available aerial photograph was taken in the early 2010s which shows the site virtually as it survives today (Figure 15). The only significance in this photograph is that the area formerly occupied by the turntable has been concreted over and is now used as a car park. At the time of the survey the turntable area had had its concrete surface removed and had been partially excavated.

A number of websites are dedicated to the growth and demise of the Great Central Station with many also showing Newton's photographs and the station as it was being demolished following closure. Other photographs quite understandably tend to focus on the locomotives in and around the station rather than on the buildings.

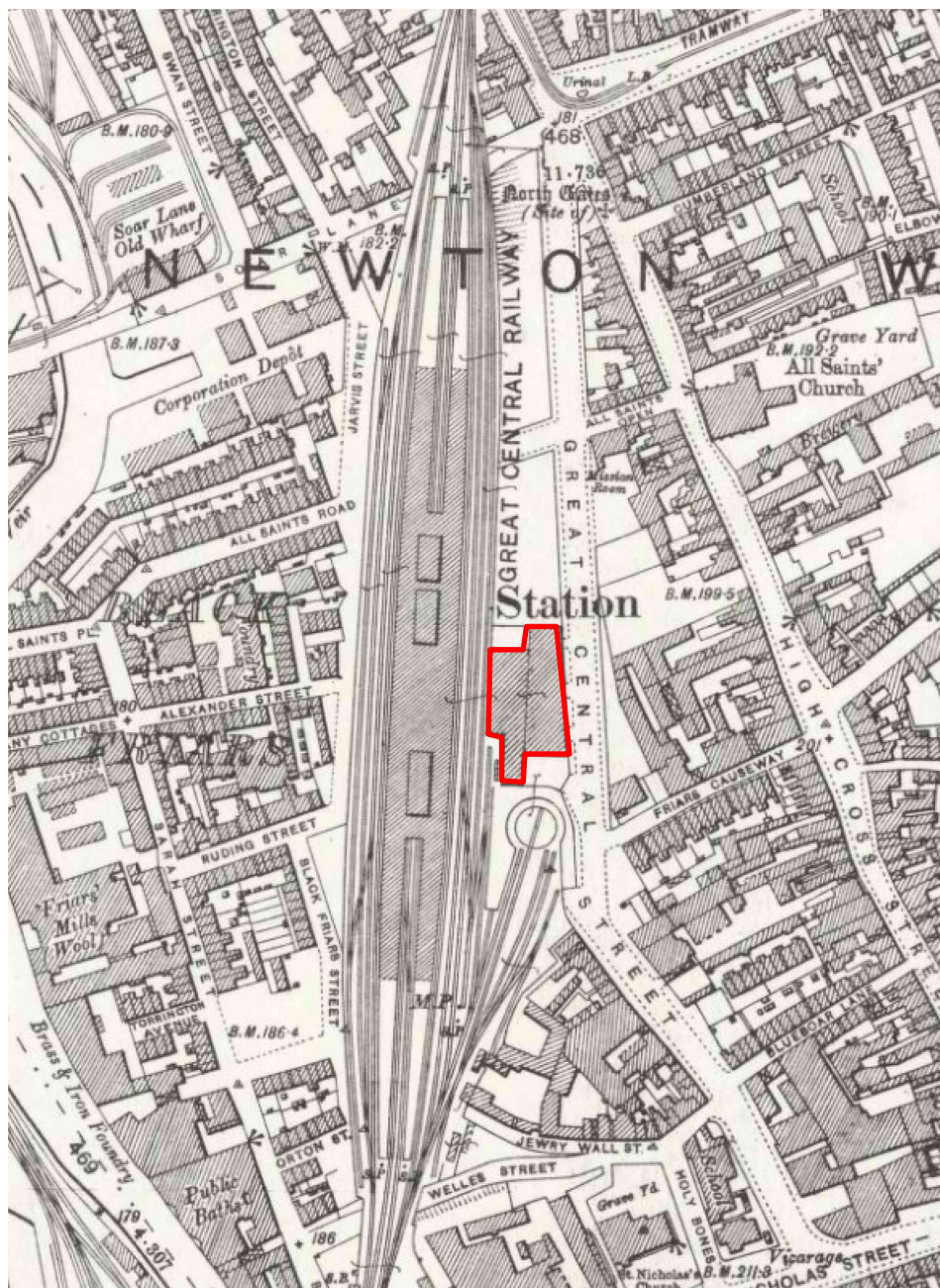


Figure 11 Detail from 1904 second edition Ordnance Survey Sheet XXXI.10 Surveyed buildings outlined

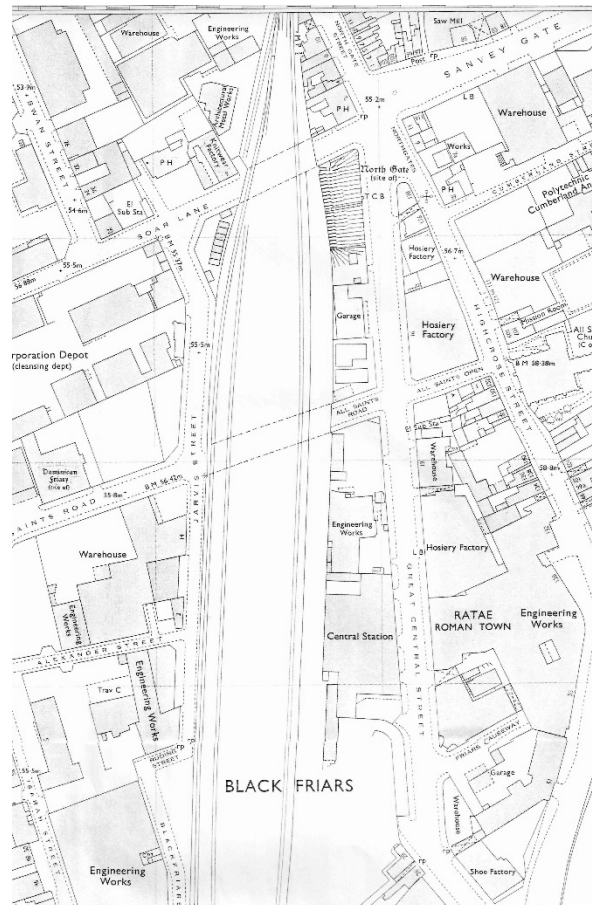


Figure 12 Detail from the 1971 edition Ordnance Survey map Sheet SK5804NW

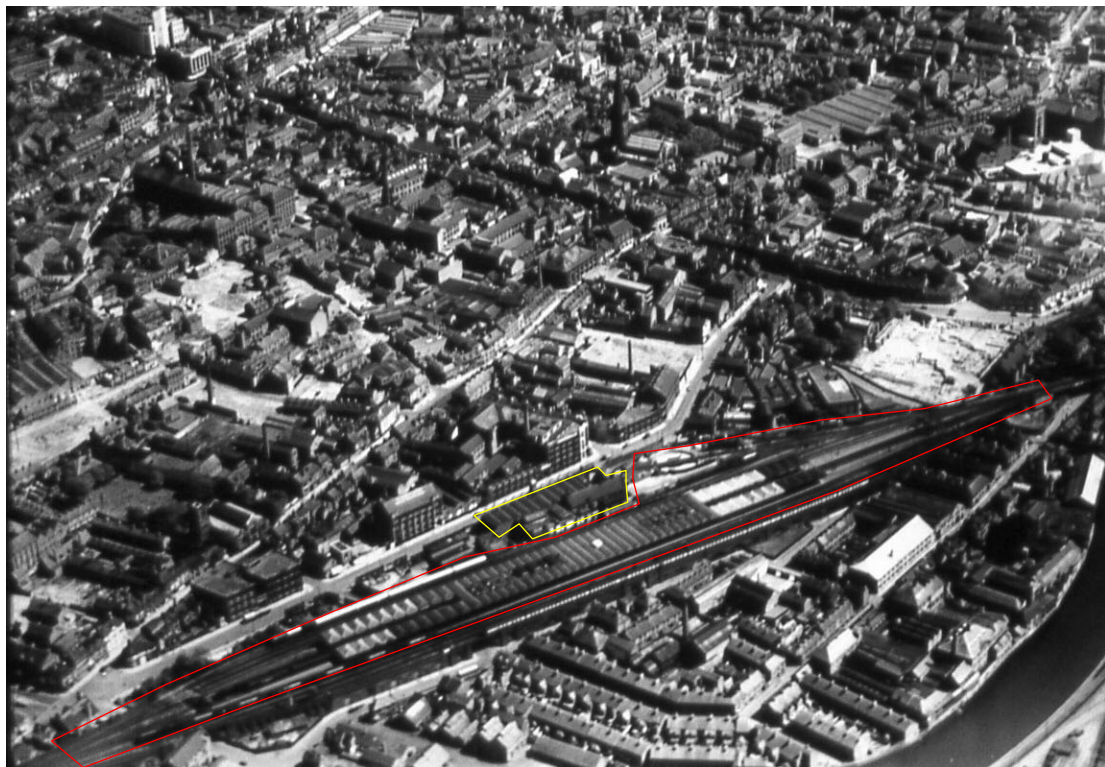


Figure 13 Aerial view of station taken in the mid-1930s Looking south-east. Red outline shows the track and platforms, yellow outline shows the buildings discussed in this report

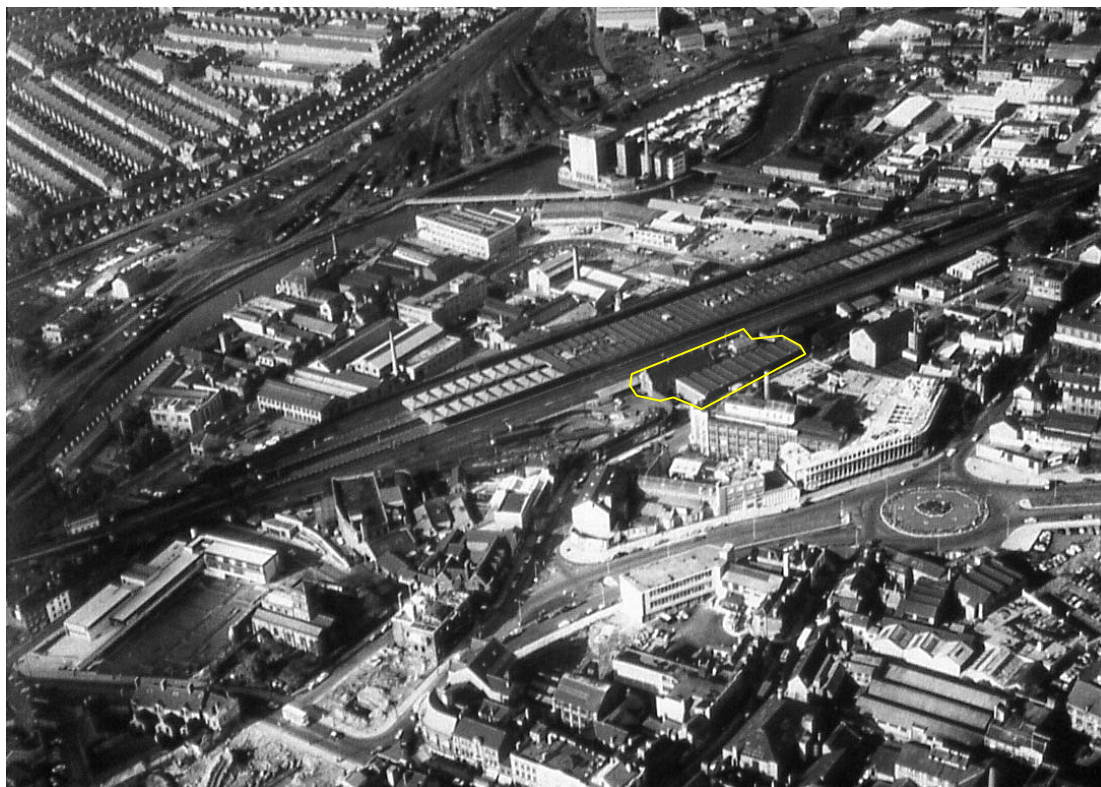


Figure 14 Aerial view in the mid-1960s
Looking north-west. Yellow outline shows the portico and parcels office discussed in
this report



Figure 15 Aerial view of station site early 2010s
Looking north-east. Yellow outline shows the portico and parcels office discussed in
this report. Red arrow indicates the line of the brick viaduct

The building survey

For the purposes of this survey the building has been divided into three main components as shown in Figure 16 below. The large open portico area fronting onto Great Central Street was the first part of the station seen by passengers and was designed for both pedestrian and wheeled transport. Passengers would then pass, on foot, through the booking hall area to a set of three subway tunnels leading to stairs and a goods lift up to the platforms which were nearly five metres above street level. Most of the parcels office on both floors appears to have been off-limits for the general public. The ground floor of the parcels office was at street level whilst the first floor was at platform level.

In addition to the three main areas there are two open yards which serve the parcels office and the back of the booking hall. Another area behind the parcels office leads to an area beneath the former platform which appears to have been used for left luggage.

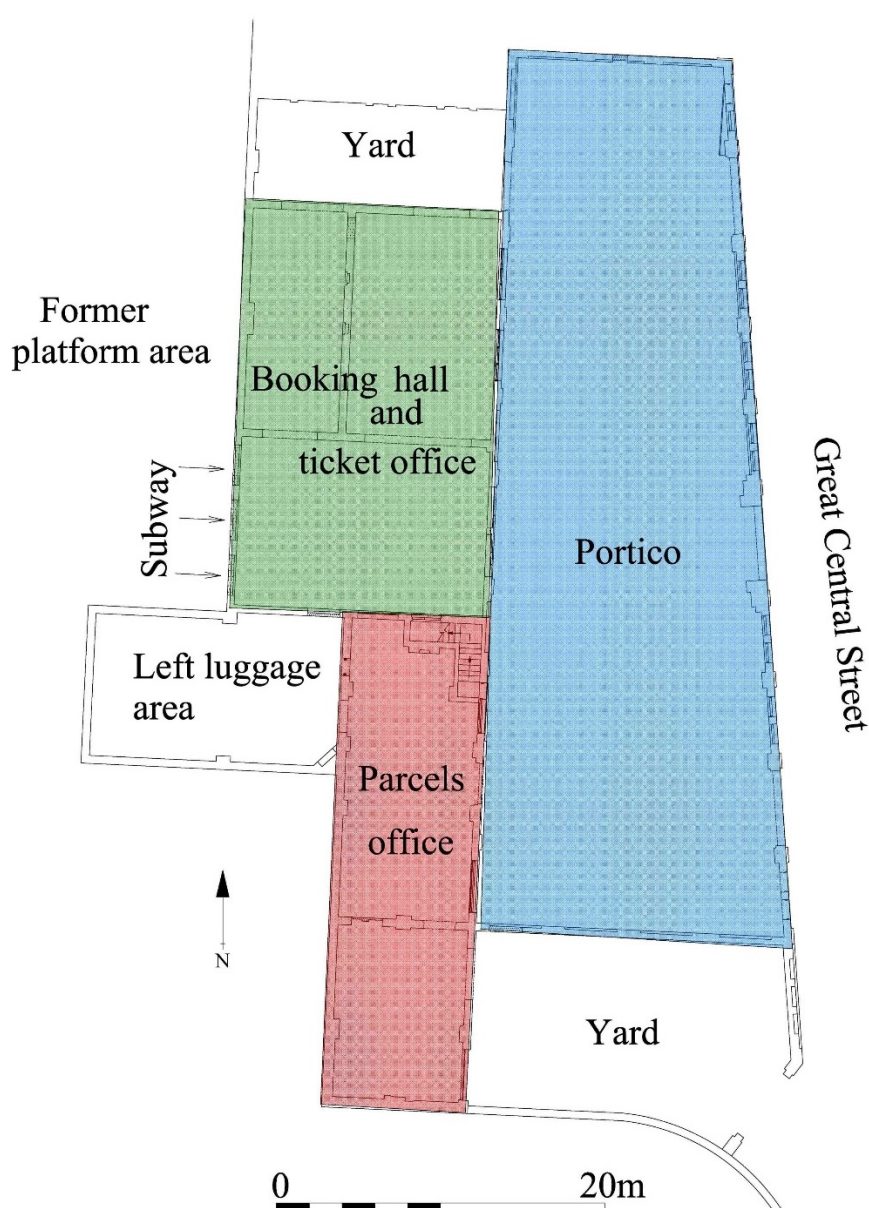


Figure 16 Surveyed areas of the former station

As noted, at the time of the survey the former car breakers yard from the portico and ground-floor rooms had recently been cleared leaving a large but very dirty open space. The first-floor rooms of the parcels office had been empty for some time and contained the detritus left by its former occupants. For this survey each area or room was allocated a reference number from G1 to G11 on the ground-floor and F1 to F6 on the first-floor (Figure 17). These numbers do not relate to any previous uses and are for reference only. Drawings of the principal elevations are shown in Appendix 1 at the end of this report.

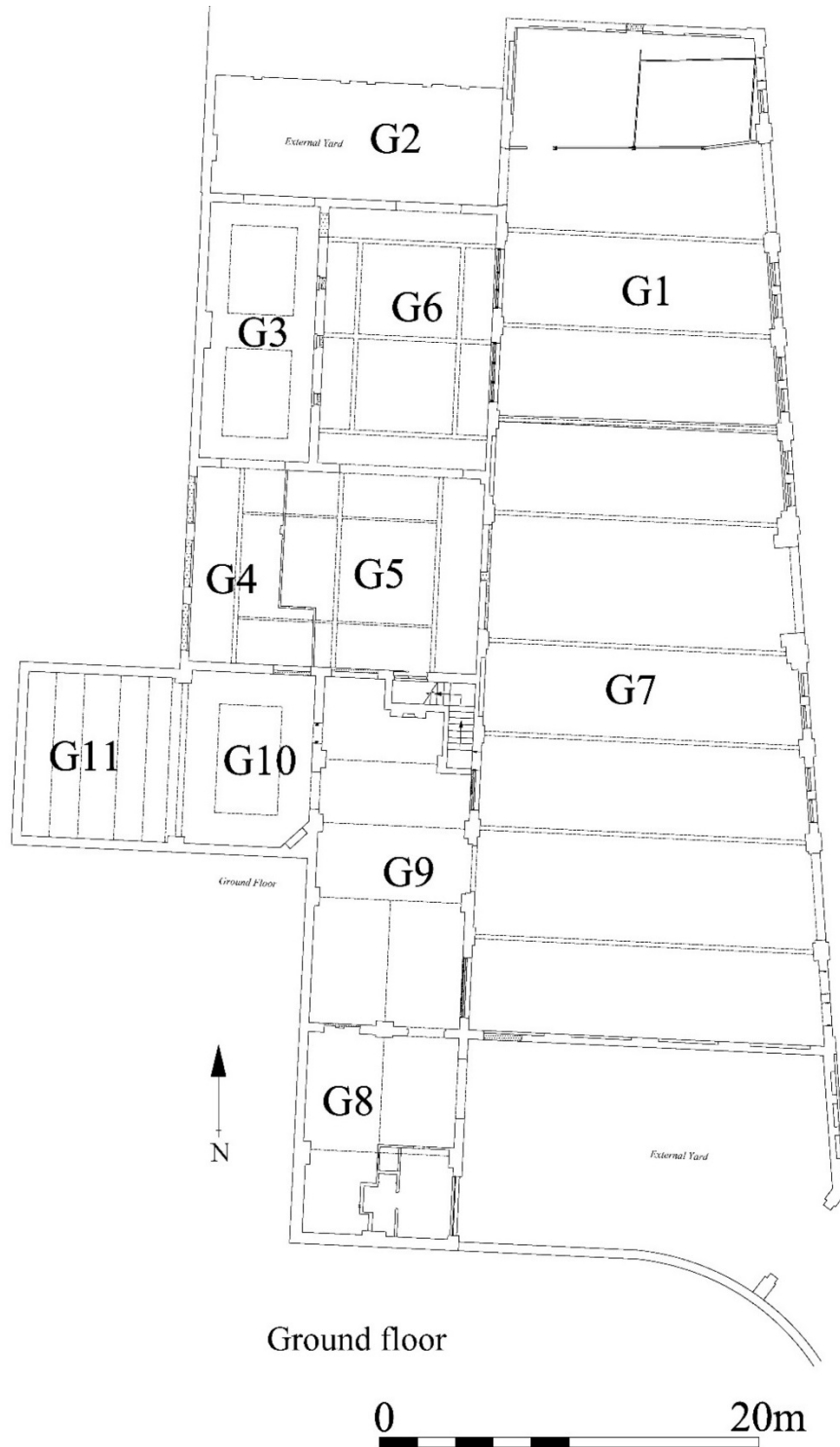


Figure 17 Ground-floor plan of surveyed buildings
Modified from plan supplied by client

The Portico

East-facing elevation onto Great Central Street

The east-facing elevation dominates the western side of Great Central Street and is characterised by its brick and terracotta frontage which forms a screen wall to both the portico and the small yard serving the parcels office (Figs 18 and 19). The bricks are laid in courses of alternating header/stretcher bond. At the southern end of the elevation is a tall curving wall which originally wrapped around the turntable located close to the southern end of the parcels office (see Figure 17 above). This wall has a terracotta coping and blind recesses but is a relatively simple structure when compared to the rest of this elevation. Set at an angle to give easier vehicle access from Great Central Street is a tall gateway with moulded terracotta tiles announcing it to be the entrance to the Great Central Railway parcels office (Figure 20). The frieze is generally in good condition although the copings show signs of disturbance by self-setting vegetation. The gateway has also been hit a number of times by vehicles. A steel box-beam supports the top of the gateway which appears to be part of the original structure. A photograph taken in 1925 lacks some detail but seems to show this beam being present at this date. The wrought iron gates are hidden on the outside by modern wooden sheeting but from the inside they can be seen to be original. They are quite plain in design but have a scroll pattern running across the centre (Figure 22). This scroll pattern is repeated on other ironwork in the building and can also be seen on other GCR stations especially at Marylebone, the London terminus. At present the gates are painted in British Railways' 1960s Midland Region red or maroon.

To the north of the parcels office gateway the elevation changes alignment and runs parallel to Great Central Street. The façade is made up of a repetitive series of open and blind arcades with terracotta embellishments in the form of arches, string coursing, cornices and pilasters with pendant decoration (Figure 23). At the north and south ends of the façade are three open narrow arches (two at the south end, one at the north end) which were used for pedestrian access. As with the parcels yard these entrances retain their wrought iron gates behind modern wooden sheeting. However in this case, as well as having scroll detailing they also have GCR worked into the pattern above the opening part of the gate (Figure 24). The pedestrian gates have a little more detail than the parcels gate (Figure 25). A maker's plate is attached to the frame of the southern gate but the thickness of multiple layers of paint has obscured the name. This may be revealed during the proposed refurbishment. Three wide entrances with flat heads supported by horizontal beams form the entrances for wheeled vehicle access. The centre entrance appears to have modern concrete lintel supporting it (Figure 26). The entrances all retain their wrought iron gates which are visible from the inside (Figure 27).

When first built the east-facing elevation had a series of Dutch gables above each arch and a large clock tower over the middle vehicle entrance (Figure 28). The gables had variety of pediments and urns giving the façade a rather unbalanced impression. The clock tower sat above a broad arch. In 1957 British Railways demolished the gables and clock tower along the façade as it was thought that the roof portico was unsafe. They were replaced by the much plainer red brick parapet which exists today. Despite its relative plainness some care has been taken over the brickwork which has been laid in header/stretcher bond to match the original brick courses. The arch below the tower was also replaced with the concrete lintel mentioned earlier. Two sets of brackets with

poles are attached to the front of the rebuilt parapet which held two British Railways signs which are reported to have survived until the late 1970s (Figure 29).

The Portico, north and south-facing elevations

Much of the north-facing elevation is obscured by a range of modern buildings used as car workshops and other light industries (Figure 30). These buildings appear to date to the late 1970s or 1980s. When the station was first built the area to the north of the portico appears to have been empty as indicated in the plan in Figure 7 above and on the 1904 Ordnance Survey map. The rebuilt parapet can also be seen wrapping around this elevation.

The south-facing elevation is only visible within the parcels yard (Figure 31). The small yard will be discussed later but the south wall of the portico is a plain brick wall laid in the same header/stretcher bond as used elsewhere on the portico. The rebuilt parapet wall continues across this elevation. The new 1950s parapet appears to have replaced a very similarly styled and sized original parapet. At ground floor level close to the entrance to the parcels office door is a rectangular opening into the portico. This has been blocked with modern breeze blocks but the remains of a sliding door and its frame are still attached to the wall. Presumably this doorway allowed easy access for passengers to deposit and pick up large parcels.

The south-facing elevation of the portico butts against the ground-floor of the parcels office and the single-storey booking hall (see Figure 16).

The internal descriptions of the portico are discussed after the illustrations for the outside elevations of the portico.



Figure 18 East-facing elevation of portico
Looking north-west. Curved wall on left of picture wrapped around the former
turntable



Figure 19 East-facing elevation of portico
Looking south-west



Figure 20 East-facing elevation, entrance to the parcels office yard
Looking north-west



Figure 21 Parcels office yard gates
Viewed from the inside looking south-east. 1m scale



Figure 22 Detail from the parcels office gates
Viewed from the inside



Figure 23 East-facing elevation of portico, blind and open arch detail
Looking west. The 4th and 5th arches are for pedestrian access. Note modern parapet



Figure 24 East-facing elevation of portico, pedestrian entrance gate detail
Looking west at north end of elevation



Figure 25 Pedestrian gateway on east-facing elevation of portico
Looking south-east from inside the portico. 1m scale



Figure 26 East-facing elevation of portico, centre vehicle entrance
Looking west. Note the concrete lintel which replaced a large archway beneath the
demolished clock tower



Figure 27 Vehicle entrance gates on east-facing elevation of portico
Looking east at northernmost gates. 1m scale



Figure 28 East-facing elevation in 1910
Looking north-west. Photo courtesy of Nigel Tout



Figure 29 East-facing elevation in October 1974
Looking north-west. Note 'British Railways' signs on brackets.
Photo courtesy of Nigel Tout



Figure 30 Portico north-facing elevation
Looking south along Great Central Street



Figure 31 South-facing elevation of the portico
Looking north-west from inside the parcels yard. Note blocked doorway into portico (arrowed) and rebuilt parapet. Arches lead into G8.

Inside the Portico

At the time of the survey a large breeze block wall had been built from east to west across the internal space of the portico creating two unequally sized areas (areas G1 and G7 on the plan shown in Figure 17 above). This is a recent insertion and is not linked to the railway. When first built, this was a single open space and continued to be so until closure in 1969 (Figure 32). The northernmost entrance on the east-facing elevation serves area G1 whilst the two southern entrances serve the larger G7 area. The single-storey booking hall area is at street level and is presently only accessed via area G1.

Portico Area G1

Area G1 is the smallest part of the subdivided portico which is made even smaller by the insertion of a wall which fills most of the north end of the area (Figs 33, 34 and 35). The floor surface has a tarmac roadway leading from the street outside which then swings southwards to run in front of the booking hall. On the east side of the roadway are granite setts, possibly intended for vehicle parking or waiting. On the western side of the roadway are flagstones which are more likely to have been intended for pedestrian use.

The internal wall of the east-facing elevation echoes the brick and terracotta decoration seen on the outside elevation (Figure 34). The glazed windows are non-opening metal-

framed with arched windows above (Figure 36). At the top of the original wall is the rebuilt portion of the parapet into which the steelwork of the roof is attached (Figure 37). The roof structure is quite lightweight in nature consisting of L-section metalwork in many parts (Figure 38). This is likely to have been substantially rebuilt in the 1950s when the steelwork of the original roof needed to be repaired. At the apex of each brick gable a hand-painted number identifies each bay from Number 1 at the south end to Number 10 at the north. Most of the glazed roof panels still survive.

The north wall of area G1, as mentioned, is partially obscured by a modern structure which appears to have been used as a small workshop. However it can be seen that the wall was built with three blind arches (Figure 39). This can be seen in better detail in the 1967 photograph in Figure 32 below. The centre arch on this wall has a single width pedestrian doorway which has been blocked, presumably when the modern buildings were constructed on the north side of the portico. At the top of the eastern arch is an electric lamp with an enamel shade and metal bracket (Figure 40). It seems likely that this lamp may well be an original fitting.

The west wall of area G1 has an open arch leading to the small yard at the side of the booking hall. To the south of the open arch are two glazed archways which were built with wooden-framed doors through which pedestrians gained access to the booking hall. At the time of the survey the doors had been removed, the openings bricked-in and wooden panelling attached to the east side (Figure 41).

Portico Area G7

Area G7 is the southern and largest area of the subdivided portico (Figs 42 and 43). The east wall onto Great Central Street is a continuation of that seen in area G1 to the north. There is little evidence of the demolished clock tower although the masonry gate posts of the entrance below the former tower are significantly larger than the other entrances (Figure 44). The extra thickness of the posts means that a boarded sloping structure has had to be constructed over the gates to make them weatherproof.

A row of cabins is presently obscuring much of the south wall of area G7 although the tops of four blind arches can be seen above them (see Figure 42). Set into the top of each arch is a wooden or metal panel with faint traces of advertisements just visible (Figure 45). The eastern arch reads: *LEICESTER PERMANENT BUILDING SOCIETY*. The two central arches have writing on but are too weathered to read. The western arch advertises *EXPRESS POWDERS FOR HEADACHE, CHILLS & FLU*. More signs may be revealed when the cabins are removed. The cabins also hide the blocked doorway seen outside in the parcels yard.

The west wall (east facing) of area G7 is a continuation of the nine bays seen in area G1 (see elevation drawing in Appendix 1). The first four bays have the standard terracotta embellished arches but the fifth bay has a broad horizontal box beam which was part of the original station design (Figure 46). The southernmost bay has been modified with masonry which partially blocks the former wooden door and window frame which now lies behind one of the cabins (Figure 47). The glazing in the head of the arch and one side window still survive within its red-painted wooden frame. The next arch also had a glazed arch with a doorway below and windows either side. However this has recently been removed to allow vehicles to be taken into the ground-

floor rooms of the former parcels office. When in use as a station both of the bays at the south end of area G7 appear to have served as entrances to various ground-floor rooms of the parcels office. The next bay (third from the south) has a pair of wooden red-painted doors still in-situ (Figure 48). The left hand door, although still present, has been blocked with masonry to prevent access into what was a small office but is now part of the larger opened up area of the ground floor parcels office. The right-hand door has a metal sheet over it but enough can be seen through the sheet to reveal a narrow staircase leading up to the first floor of the parcels office (Figure 49). The stairs have been blocked since the station closed and retain their brown and cream painted plaster walls and a wooden handrail. The worn stairs are too narrow for public use and seem likely to have been for staff only.

A blind arch is located to the north of the stair doors. To the north of the stair doors and the blind arch is the large entrance with a horizontal lintel leading into a large hall at the side of the booking hall (Figure 50). Passengers would have passed through this arch and proceeded to the subway tunnels and up to the platforms. At present modern breeze blocks completely block this entrance but the photograph in Figure 32 shows this entrance in use.

The booking hall areas G2 to G6 are discussed after the portico illustrations.



Figure 32 Portico in 1967

Looking north-west towards entrance to booking hall (G5). At the time of this survey a modern dividing wall had been built which runs eastwards across the portico from the right hand side of the centre blind arch

Photo courtesy of Nigel Tout



Figure 33 Portico, area G1

Looking south-west from Great Central Street entrance. Modern dividing wall on left of picture. Note curving granite sett surface. Doorway on right leads to an open yard to the north of the booking office (G6)



Figure 34 Portico area G1

Looking south-east towards Great Central Street



Figure 35 Portico area G1

Looking north-west. Note screened area on right (north of picture). Blocked doorways on left lead to G6. Compare this with Figure 32 above



Figure 36 Portico area G1 east wall window detail
Looking east



Figure 37 Portico area G1 east wall and roof structure
Looking east



Figure 38 Portico area G1 roof structure
Looking west



Figure 39 Portico area G1 north-west corner
Looking north-west. Arrow shows location of blocked pedestrian door



Figure 40 Portico area G1 light fitting on north wall
Looking east



Figure 41 Portico area G1 west wall entrance to booking hall (G6)
Looking west. 1m scale



Figure 42 Portico area G7
Looking south. Blocked entrance to booking hall (G5) on right



Figure 43 Portico area G7
Looking north-east



Figure 44 Portico area G7, street entrance below former clock tower
Looking east. 1m scale. Note truncated gate posts which supported the tower



Figure 45 Portico area G7 advertisement in blind arch
Looking south. Advertisement on the grey panel reads “LEICESTER PERMANENT
BUILDING SOCIETY”



Figure 46 West wall of portico under construction 1897
Looking north-west towards booking hall entrance (centre)
Newton collection. ROLLR



Figure 47 Portico area G7 west wall, southern end bays, entrances to G9. Looking west. 1m scale. Note partially smashed masonry at base of opening to right of scale



Figure 48 Portico area G7 centre bays
Looking west. 1m scale. Doorway to parcels office stairs on left. Entrance to booking hall (G5) on right



Figure 49 Portico area G7 parcels office stairs
Photos taken through doorway window.

Left: looking north-west at foot of stairs. Right: northwards up the stairs to the turn
Note wooden handrail on right. See also Figure 105

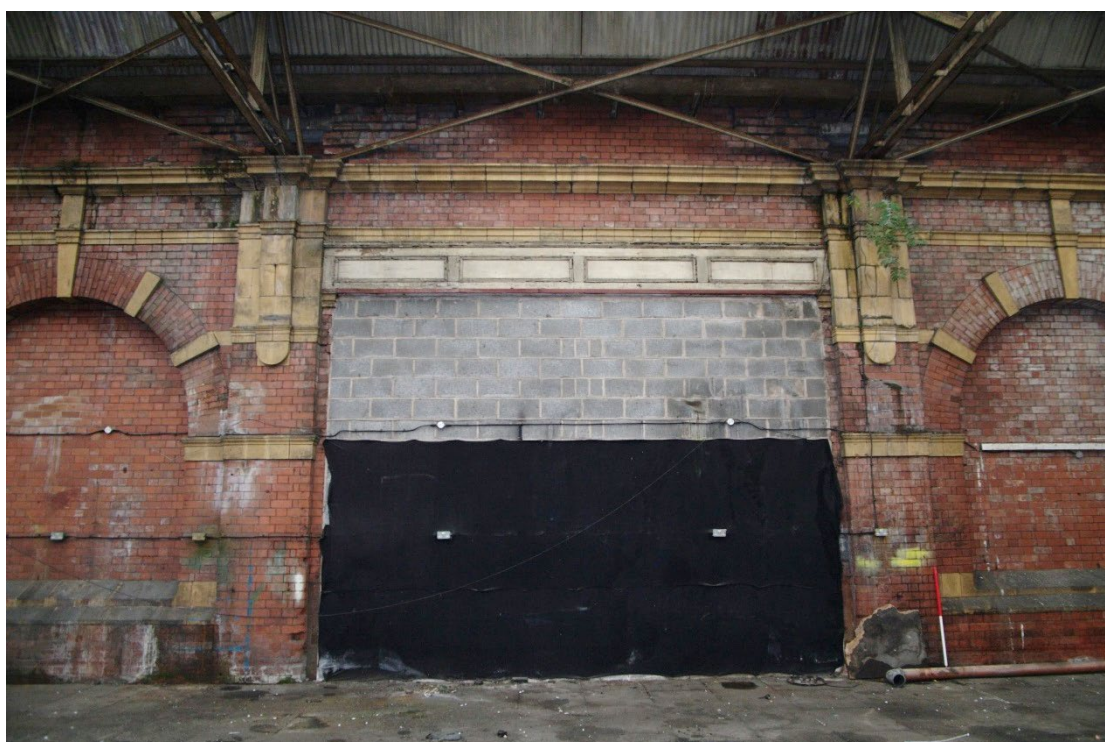


Figure 50 Portico area G7 former entrance leading to booking hall (G5) and the
subway tunnels (G4)
Looking west. 1m scale

Area G2: yard to the north of the Booking Hall

As noted this open yard is reached via the archway on the west wall close to the northern end of the portico (Figure 51). The general utilitarian nature of the yard with no decorative features shows that this area was off-limits to the general public. A modern gate currently covers the archway but it seems likely that a gate would have been installed by the GCR.

On the north side of the yard is a row of low lean-to open-fronted structures built against the tall north wall of the yard (Figure 52). The brickwork could be original but the corrugated roof is modern. The open fronts have been blocked and are now only accessible by the factory units on the north side of the wall. The structure might have been first used for barrow and trolley storage.

The western boundary of the yard is formed by the blue engineering-brick wall of the viaduct supporting the platforms and track. This is the most decorated part of the yard as it matches the design of the rest of the viaduct.

The south wall of the yard is the side wall of the booking hall and has a flat parapet roof with terracotta copings. It has two wide openings supported by steel girders which have been rather clumsily inserted (Figure 53). The crude nature of these openings suggests that they have been modified from the original smaller openings.

The ground-floor booking hall is discussed after the illustrations for yard area G2.



Figure 51 Booking hall yard G2
Looking east towards portico archway. 1m scale



Figure 52 Booking hall yard G2 lean-to structures
Looking north-west



Figure 53 Booking hall yard G2
Looking south-west. Viaduct for platform on right

The Booking Hall Rooms G3 to G6

When first built the booking hall area was divided into three main areas; the hall leading from the portico to the subway tunnels, the booking hall where passengers purchased tickets and, finally, the ticket office (Figure 54). This has since been subdivided according to the needs of the car-breaking firm which recently occupied the building. For the purposes of this report the spaces have been allocated reference numbers G3 to G6.

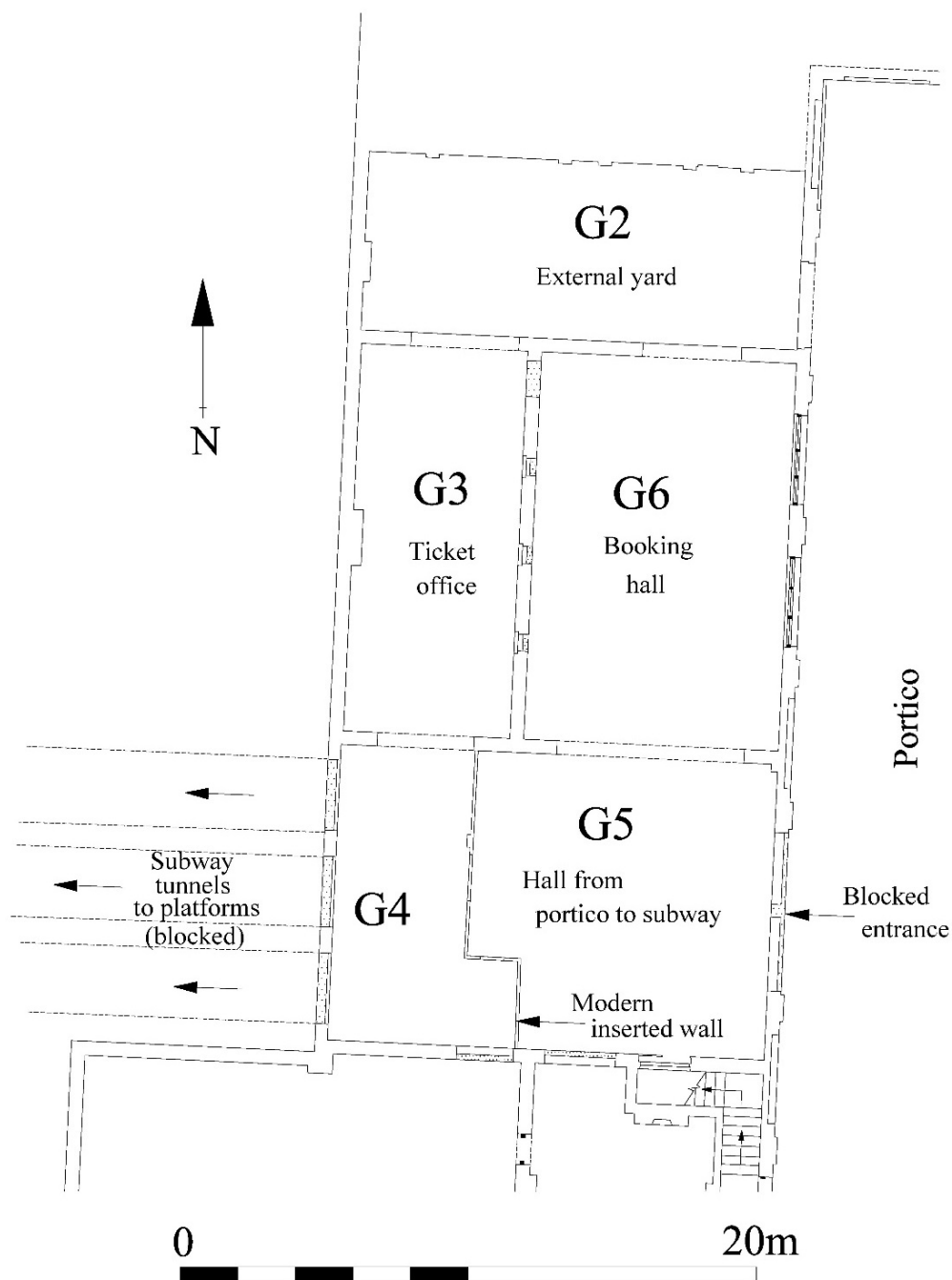


Figure 54 Plan of booking hall
Portico, parcels office areas and overhead beams omitted for clarity

Booking Hall area Room G3

This area appears to have been for the use of staff only and was where the ticket office was located. The room is in a poor state of repair with damp causing a problem on the west wall which backs against the raised track bed (Figure 55). The walls are mostly painted although traces of plaster still survive in some places. Most of the walls are laid in English bond i.e. a course of headers followed by a course of stretchers. A blocked fireplace and narrow chimney breast rise up the west wall and can be seen at platform level outside (see Figure 102 below). Along the east wall is a small blocked single-width door and three blocked hatches through which tickets were sold to passengers in the booking hall G6 (Figure 56). The hatches and doorway have been blocked with modern bricks. Figure 57 shows the new ticket office as photographed by Newton shortly after it opened. No trace of the shelves holding tickets and other equipment have survived. The south wall presently has a large, car width, opening supported by a large steel RSJ beam which has been knocked through to room G4. Newton's photograph indicates that there were at least two hatches on this wall for passengers passing from the portico towards the subway. Presently the main entrance to this room is on the north wall from the open yard G2 via the large modified doorway (Figure 58). As discussed, this is a modern opening although it seems likely that there would always have been some form of access from the ticket office to the yard.

The floor still retains its woodblock floor laid in a herringbone pattern although it is soaked in engine oil from the car repair depot. Water from the leaking roof has also caused significant damage (Figure 59). Because of its semi-basement location Room G3 has no windows but has two large skylights in the ceiling (see Figure 58). These have wooden panelled surrounds but the original glazing has been removed. This style of skylight is seen in the other rooms of the booking hall area. The main ceiling plasterboard has been removed, or has collapsed, leaving the exposed ceiling joists which appear to be in a poor state of repair.

Booking Hall area Room G4

Areas G4 and G5 were built by the GCR as a single space leading from the portico to the three subway tunnels. As noted this space would have taken the passengers past two hatches allowing them to purchase tickets without having to enter the booking hall (room G6). Recent occupants have inserted a breeze-block and timber partition wall from north to south across the space which roughly follows the line of the east wall of Room G3 (Figure 60). This area has a slabbed floor presumably to cope with the heavy volume of passengers entering and leaving the platforms. As noted, there is a large modern opening on the north wall which has been knocked through from Room G3 which replaces the ticket booths. The west wall has three large arches faced with glazed bricks but which are now blocked with modern brickwork (Figure 61). The arches were built with plaster relief decoration above them but only a part of the wooden framework survives. Presumably the subway tunnels behind the brick blocking have been infilled but there is the possibility that they may remain intact as far as the original platform stairs which may also survive.

The south wall of G4 has painted plaster walls and a bracket for a row of fire buckets (Figure 63). The plaster is painted in the usual Midland Region red or maroon colour but it can be seen that where poster boards were once fixed the walls were cream coloured. Remnants of a poster survive on this wall which dates to the closure of the

line in 1969 (Figure 64). This announces the withdrawal of railway passenger services between Nottingham Arkwright Street, Leicester Central and Rugby Central and as such is probably one of the most significant posters ever used on the former GCR line. To the east of the poster is a blocked arch which seems likely to have contained a doorway leading to Room G10 to the south (Figure 65).

As with Room G3 this room has a raised skylight with panelled detail around it. The skylight crosses the inserted wall and continues over Room G5. Corrugated clear plastic sheeting replaces the original glass glazing. The surrounding ceiling has been removed leaving only the joists which support the roof.

Booking Hall area Room G5

Room G5 is in fact the eastern part of the single space from the portico to the subway. The slabbed floor surface continues from G4 although it is heavily soiled with engine oil. The space is lit by a large panelled skylight continuing from Room G4 (Figure 66). The large entrance on the east wall from the portico has been completely blocked (Figure 67). This entrance still has cast iron panels around the jambs at their base to protect it from luggage trollies and barrows. To allow this space to be used for vehicle access the previous occupants have enlarged two former arched doorways on the north wall by truncating their base and supporting it with a large steel beam. The original two arches can just be seen in the 1967 photograph of the portico taken in 1967 (see Figure 32).

The south wall of G5 is actually the wall of the two storey parcels office and has a blocked arch which once led into the ground floor parcels office Room G9 (Figure 68). The arch stands adjacent to the blocked arch seen in Room G4 but has been separated by the insertion of the modern partition wall. This was clearly an opening of some importance as it has a moulded plaster bead running around the head of the arch. To the east is a small doorway leading to a storage space beneath the parcels office stairs.

Booking Hall area Room G6

Until recently, as with the rest of the ground floor and portico, Room G6 was used for car breaking and repairs and has suffered accordingly from oil contamination and entrance modification. The former arched doorways on the east wall from the portico have been blocked with masonry but still retain their glazed arched heads (Figure 69). The large modern doorway leading to yard G2 on the north wall is probably an enlargement of an existing smaller doorway. The truncated arched doorways on the south wall leading to G5 have already been discussed. The blocked ticket hatches on the west wall can only just be seen in the painted brickwork but it is assumed that this wall would have originally been plastered or even panelled (Figure 70).

Room G6 retains its herringbone pattern woodblock floor although it is thickly coated with oil. The large roof space has two panelled skylights with evidence of a coved ceiling running around it (Figure 71). Some of the steelwork supporting the roof appears to be quite rusty and in a poor state of repair.

The ground floor area of the parcels office, to the south of the booking hall is discussed after the booking hall area illustrations.



Figure 55 Room G3, ticket office
Looking south-west. Blocked fireplace arrowed



Figure 56 Room G3, ticket office
Looking south-east. Note blocked hatches (arrowed) on left-hand wall and modern opening on the end wall



Figure 57 Room G3, ticket office in use
Taken from same position as Figure 56. ROLLR Newton collection



Figure 58 Room G3, ticket office
Looking north towards modified doorway to yard G2



Figure 59 Room G3, woodblock floor
Looking west close to doorway to yard G2



Figure 60 Room G4
Looking north-east through modern opening into G3. 1m scale. Modern partition wall
on right. Brackets over arch to the subway entrance are just visible on the left

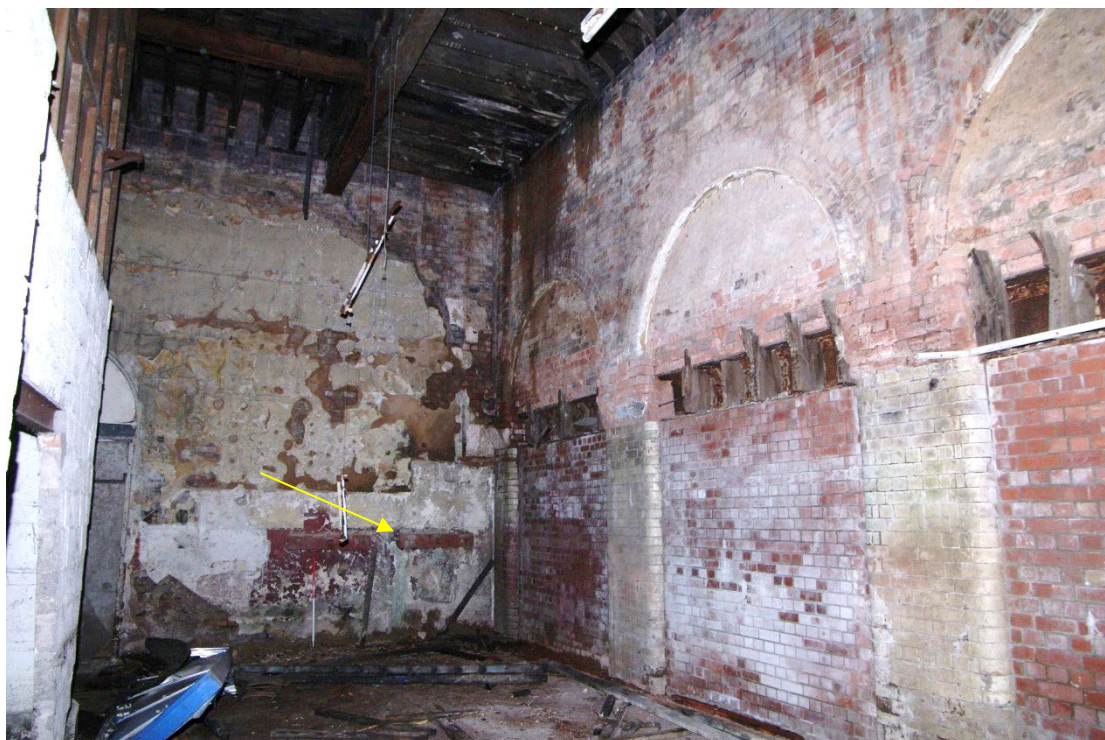


Figure 61 Room G4 blocked subway entrance arches
Looking south-west. 1m scale. Arrow points to fire bucket hooks (compare with
Figure 62 below)



Copyright © 2008 Nigel Tout

Figure 62 Room G4 subway entrance in 1967
Looking west. Note fire buckets on left of picture (compare with Figure 61 above)
Photo courtesy of Nigel Tout



Figure 63 Room G4, south wall
Looking south-west. 1m scale. Note red-painted plaster going around the spaces where posters were displayed



Figure 64 Room G4, remnants of 1969 closure poster
On south wall



Figure 65 Room G4, blocked archway on south wall
Looking south-east. 1m scale



Figure 66 Room G5
Looking north-west into booking hall G6. 1m scale. Modern inserted wall on left.
Compare the truncated arches with the 1967 view in Figure 32 above



Figure 67 Room G5, blocked entrance from the portico
Looking east. 1m scale



Figure 68 Room G5, blocked archway to G9 on south wall
Looking south. 1m scale. Door on left leads to a space beneath the parcels office
stairs. Modern inserted wall on right



Figure 69 Booking hall, Room G6; arches on right to portico G7
Looking north-east towards yard G2



Figure 70 Booking hall, Room G6
Looking south-west. Arrows show blocked ticket booth hatches



Figure 71 Room G6 ceiling detail
North-west corner of room

The Parcels Office ground-floor

The ground floor of the parcels office to the south of the booking hall and south-west of the portico currently consists of two large spaces although evidence suggest that there were once more internal rooms. On the north-western side of the hall are two further rooms which are partially built below the former platforms (Figure 72). The parcels office was clearly built in a single phase along with the portico and booking hall as the brickwork between the different elements is continuous and of the same style. However, this part of the station does not appear to have been intended for the general public as it is has a more functional style and lacks any embellishments.

The outside elevations of the parcels office will be dealt with after this section, followed by the internal descriptions of the first-floor.

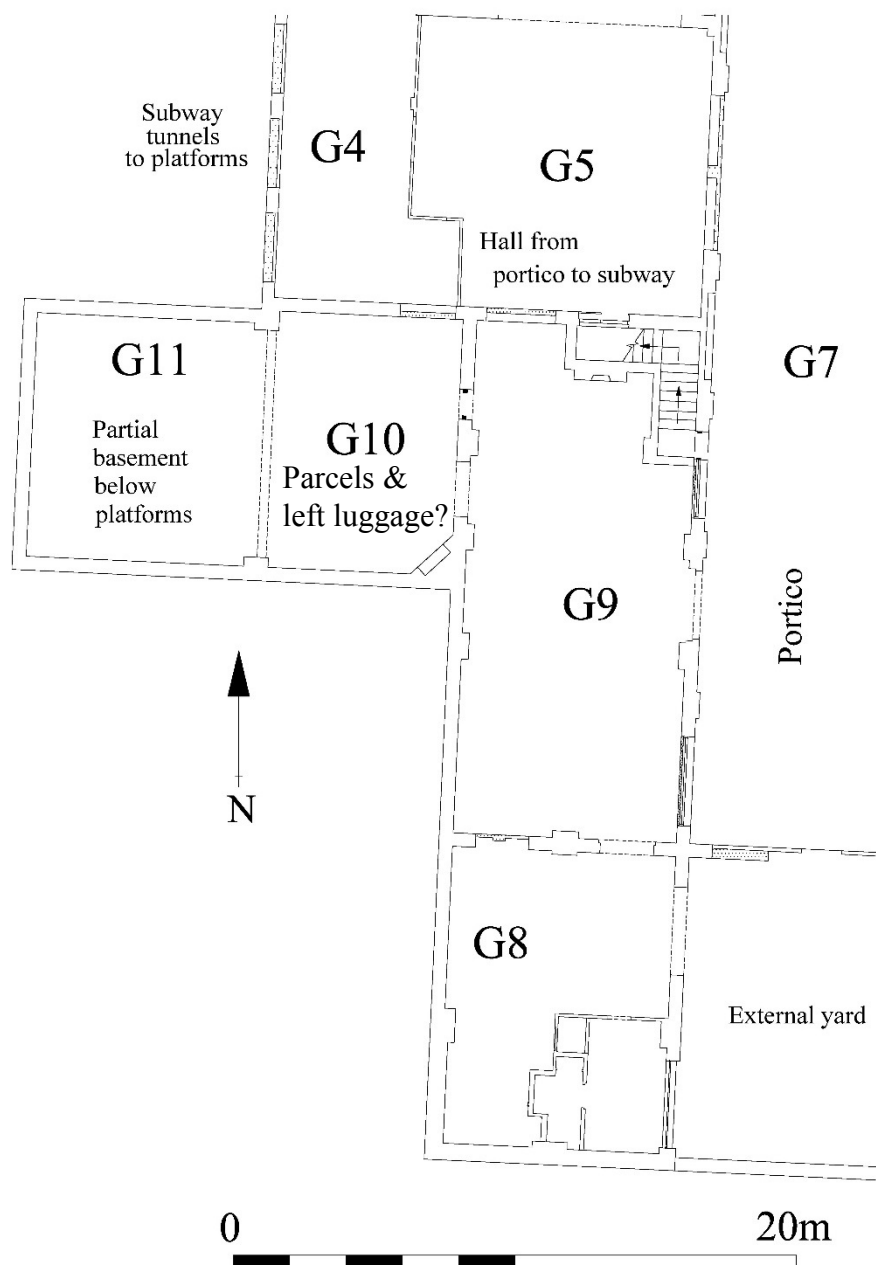


Figure 72 Ground-floor of parcels office, Rooms G8 to G11
Portico, booking hall and overhead beams omitted for clarity

The Parcels Office Room G8

Room G8 is the southernmost of the parcels office ground-floor rooms and contains the main entrance from the open parcels yard which leads out to the street (Figure 73). The metal-framed doors to the yard are modern replacements and are flat-topped. The entrance is arched which suggests that the original door may have been arched too. The north wall of this room has two smaller arched openings, one of which has been bricked up (Figure 74). The arches have plain brickwork with no decoration but do have metal buffers attached to their jambs to avoid damage by trollies. The west wall is plain brick

which backs against the raised track bed and is therefore below ground level. A wooden bench runs along the west wall but this appears to be quite modern.

The southern wall of Room G8 is partially obscured by the remains of a set of brick-built offices. These are in a partial state of disrepair apparently following a fire which has affected the roof and ceiling of this room. The offices appear to have been built into the available space at a later date than the main room and have false ceilings and are sat on a low plinth. The doors are quite utilitarian in style and may be from the late 1930s or possibly the late 1940s. A 1930s date might suggest a reorganisation following the takeover by the LNER whereas a late 1940s date might suggest British Railways. The western part of the offices, which housed a small toilet, have been demolished following the fire. The east side of the offices are built against an infilled arch of the same size as the existing outside doorway. The brickwork appears to be later than the rest of the building and so may be of the same date as the inserted offices. Small windows in the infilled archway are metal-framed Crittall windows.

In addition to damaging the offices the fire has burnt away some of the ceiling (Figure 75). Fortunately the fire does not appear to have caused any significant structural damage. The ceiling of this room is built in two parts; the northern part has timber joists with plaster and laths whereas the southern part is vaulted brick. A large steel beam, which appears to be part of the original design, separates the two components. The east to west beam is supported at each end on brick pilasters. The brick vaulting coincides with the toilet block on the first floor and which is discussed in the section below.

The Parcels Office Room G9

Room G9 is a long room extending to the north end of the parcels office ground floor (Figure 76). The room is very dirty having served as one of the main car parts storage and repair areas for many years. Many parts of the room appear to be smoke-blackened, possibly from welding activities. As noted two arches, one of which has been blocked, lead from Room G8. Two more arches, or bays, lead out eastwards to the portico area (Figure 77). One of these arches has been partially blocked with masonry following the insertion of the cabins seen outside in the portico. The glazed head of the arch however still remains. The other archway has no trace of any wooden frame and has been widened at its base to create a larger entrance to the room. Still on the east wall a third arch has been blocked with modern breeze blocks on the inside although from the portico it can still be seen that the wooden door and frame survive (Figure 78). Only part of this arch is visible as the rest is obscured by the base of the enclosed staircase leading up to the first floor (see Figure 49). The presence of a single doorway suggests that there was once a smaller room here, an idea which is further supported by a small fireplace built against the return of the staircase on the north wall (Figure 79). There are no traces of any internal walls although the layers of dirt and decay may well be hiding such details. Still on the north wall, beneath the return of the stairs is the blocked archway seen in Room G5 (Figure 80). This side of the archway does not have the plaster beading decoration as seen on the north side. It is not clear if this archway served the office with the fireplace or whether it led past it.

At the northern end of the west wall, close to the blocked arch on the north wall, is a small single width doorway which has been boarded over (Figure 81). The doorway leads into the semi-basement areas G10 and G11. Approximately 1m to the south of the

single doorway is a wider opening with a wooden lintel which also leads into G10. The sides of this opening are badly damaged close to ground level which might suggest that the original opening has been widened. However, the upper sides of the doorway are smooth and undamaged so it is possible that the damage has been caused by the more recent uses such as dragging cars in and out of the rooms.

At the time of this survey the floor of Room G9 was heavily coated in oil, grime and debris but appears to be of concrete. The ceiling is supported by steel beams which are part of the original design. Traces of ceiling plaster remain but most of the ceiling has been removed leaving the exposed joists. At the southern end of the room is a lamp with an enamel shade which is likely to date from the time when the building was in use as a station (Figure 82). Whether the lamp dates to the GCR, LNER or BR is not clear.

Parcels Office Room G10

It is not entirely clear what Room G10 was used for although it is possible that it was the left luggage office. The rectangular room has white-glazed brick walls and has a panelled skylight as seen in Rooms G4 to G6 (Figure 83). At the time of the survey the only entrance was through the wide entrance on the eastern wall from Room G9. On this side of the wall the lintel over the wide entrance to G9 is supported by lengths of rail which suggests that it may be a later modification. The north wall contains the infilled archway to G4 (Figure 84). On this side of the wall there is no beaded plaster decoration as there is on the north side. The south wall of G9 is dominated by a low girder which supports the weight of the platforms and track bed. The south wall is plain glazed brick but there is a corner fireplace set into the south-east corner of the room (Figure 85). The floor has traces of a woodblock floor beneath a modern concrete surface.

The presence of the woodblock floor and the corner fireplace suggests that this was either an office or a public space. To support the idea of a public space uses as the left luggage office are the remains of two posters pasted to the wall in the north-east corner close to the arch to G4. One shows the top of an old timetable which gives the times of the named train The South Yorkshireman (Figure 86). This well-known train ran from Bradford to London on the former GCR but was dropped by British Railways in 1960. It was often pulled by a Gresley A3. Next to this are fragments of a poster entitled "Left Luggage" and has a list of charges and conditions (Figure 87). Both posters are in a very poor condition and are almost unreadable.

Parcels Office Room G11

Room G11 is a low-ceilinged room with four steel girders forming the roof barely 2 metres above the sloping floor (Figure 88). The girders support the weight of the platform and track bed overhead. This is an enclosed space lined with glazed cream coloured bricks but is open to Room G10 along its eastern side. The concrete floor slopes down to the west. A substantial wooden rack painted in Midland Region red/maroon has been built against the north wall (Figure 89). The rack has been purpose-built as the legs follow the slope of the floor and was presumably one of a series of racks in this Room on which left luggage was stored.

The outside elevation and first floor descriptions follow the ground floor illustrations.



Figure 73 Parcels office ground-floor Room G8
Looking south-east. 1m scale. Parcels yard on left. Note vaulted brick ceiling on right



Figure 74 Parcels office ground-floor Room G8 north wall
Looking north-east towards doorway to G9. 1m scale



Figure 75 Parcels office ground-floor Room G8 fire damage
Looking towards south wall. Note vaulted ceiling on left



Figure 76 Parcels office ground-floor Room G9
Looking north. 1m scale. Doorway to portico on right, doorway to Room G10 far left



Figure 77 Parcels office ground-floor Room G9
Looking south-east. Arches to portico on left. Arches to Room G8 (including blocked arch arrowed) on right



Figure 78 Parcels office Room G9 east wall enclosed staircase
Looking east. Blocked door to left of 1m scale



Figure 79 Parcels office Room G9 fireplace
Looking north-east. 1m scale



Figure 80 Parcels office Room G9 blocked archway to G5
Looking north. 1m scale. Underside of stairs arrowed. The fireplace is on the far right
of the picture. Doorway to G10 on left



Figure 81 Parcels office Room G9 west wall
Looking west into Room G10. 1m scale



Figure 82 Parcels office Room G9, light fitting
Looking towards south-western corner of the room



Figure 83 Parcel's office Room G10
Looking north-east. 1m scale. Doorway to G9 on right



Figure 84 Parcel's office Room G10
Looking north-west. 1m scale. G11 on left below girder



Figure 85 Parcels office Room G10 fireplace
Looking south-east. 1m scale. Entrance to G9 on left



Figure 86 Parcels office Room G10 timetable remnant
Looking towards north-east corner.



Figure 87 Parcels office Room G10 posters
Timetable on left of picture, left luggage on right



Figure 88 Parcels office Room G11
Standing in Room G10 looking west. 1m scale



Figure 89 Parcels office Room G11 left luggage rack
Looking north. 1m scale

The Parcels Office Outside Elevations

See Appendix 1 for elevation drawings.

East-facing elevation

The east-facing elevation, despite facing onto Great Central Street, is for the most part obscured by the portico and the parcel yard gates (Figure 90). A terracotta cornice runs along the elevation at gutter level until it joins the decorated copings at each gable end. The roof appears to be covered with Welsh slate with ceramic ridge tiles. Two red brick chimney stacks with terracotta string courses and tops break the ridge line.

The southern end of the east-facing elevation is the only place where both floors are fully visible (Figure 91). At this point the red bricks are laid in courses of alternating headers and stretchers as seen on the portico walls. The ground floor, which is served by the parcels yard, has two large brick arches. The southern arch has a steel-framed Crittall window sat on a low wall laid in courses of alternating headers and stretchers. Above the window the arch has been infilled with cleaner-looking bricks laid in a continuous stretcher bond. This suggests that when first built the arch had a different window frame which may have extended up into the arch in a similar fashion to those seen within the portico. The northern arch is open and has a modern metal-framed door as discussed in Room G8 above.

At first floor level the three southernmost windows have stone sills and wood-framed six panes over six sash windows with brick lintels (Figure 92). Where the first floor windows face out over the roof of the portico they have had to be raised and have small gables built over them (Figure 93). The gables have small pediments over them despite being virtually invisible from the road. The sash windows are of the same design as at the southern end of this façade. The ground floor of this elevation is described in the portico section above.

South-facing elevation

The south-facing elevation is, and always has been, the most visible elevation of the parcels office. Its curving Dutch gables with pinnacle decoration echo that seen on the original portico elevation before it was rebuilt in the 1950s (Figure 94). This side of the building faces out onto the raised level of the former track bed and therefore does not have any ground floor windows. At first floor level are three equally sized arches all having stone sills and decorated segmented arches with terracotta detail which match the windows and arches in the portico (Figure 95). The outer two arches are blind and are part of the original design. The centre window is partially boarded over but the glazed arch head is still visible and has fine wooden glazing bars. A louvered vent set into the apex of the elevation has a highly decorated surround with stylised ionic capitals on top of small columns. The head of the vent is topped by a curved pediment. The Dutch style gable ends of the elevation have terracotta copings with terracotta pinnacles at each step. At the top of the ridge is another curved pediment with a pinnacle on top. As a further embellishment there are two terracotta string courses running across the elevation. A number of telephone insulators are attached at various points which hark back to the time of the railway.

West-facing elevation

At the time of the survey the west-facing elevation was partially obscured by a wooden hoarding separating the site from the industrial units which made taking oblique photographs difficult (Figure 96). The northern end of the elevation is also partially obscured by a high parapet wall running around the roof of Room G10 (the left luggage office) (Figure 97). When in use as a station the parcels office appears to have had a short length of covered platform built against its west wall (Figure 98). This structure is no longer present and was presumably demolished at the same time as the other platforms. As a consequence of the former platform level the doors on this elevation are raised above current ground level.

The southern end of the elevation has two narrow wood-framed sash windows which light the toilets at this end of the building (Figure 99). Three six-over-six sash windows with chamfered stone sills and brick lintels continue northwards along the elevation to an area of modification where a small doorway appears to have been inserted and another window widened to create a large doorway (Figure 100). Both doors have fresh brickwork repairs around them indicating that they are most likely to be post-station era modifications. An original single-width doorway is located close to the parapet wall around the roof of G10.

Two sash windows of the same style as the other unmodified windows on this elevation look out westwards over the raised skylight above Room G10 (Figure 101). The roof is

flat around the raised skylight which has a modern corrugated sheet covering. Originally this would probably have been glass with a timber or steel frame.

North-facing elevation

The north-facing gable-end elevation is a mirror image of the south-facing elevation (Figure 102). Most of the upper half is obscured from view by the parapet wall around the ground floor ticket office G3 and by the blue brick viaduct wall running alongside the former track bed. The ground-floor wall of the parcels office can be seen inside the booking hall area as the southern wall of Room G5 with the infilled archway (see Figure 68 above).

The internal description of the first-floor parcels office rooms follow the external elevation illustrations.



Figure 90 Parcels office south and east-facing elevations
Looking north-west over former turntable location. The parcels yard is behind the curved blue-brick wall



Figure 91 Parcels office east-facing elevation seen from parcels yard
Looking west towards entrance to G8. 1m scale



Figure 92 Parcels office east-facing elevation first-floor window
Looking west



Figure 93 Parcels office east-facing elevation first-floor
Looking north-west at gabled windows over portico



Figure 94 Parcels office south-facing elevation
Looking north. 1m scale. Former platform area to left



Figure 95 Parcels office south-facing elevation gable detail
Looking north



Figure 96 Parcels office west-facing elevation, south end
Looking east. The top of the wooden hoarding is approximately the height of the
former platform level



Figure 97 Parcels office west-facing elevation, north end
Looking north-east with parapet around Room G10



Figure 98 Platforms and parcels office in 1967
Looking north with parcels office on right. Note the covered platform against the parcels office. Photo: courtesy of Nigel Tout



Figure 99 Parcels office west-facing elevation, south end
Looking north-east. The cement line beneath the painted numbers represents the
former platform level



Figure 100 Parcels office west-facing elevation modified door and window
Looking east



Figure 101 Parcels office west-facing elevation above skylight G10
Looking north



Figure 102 Parcels office north-facing gable
Looking south-east over parapet around the external yard and booking hall area. The chimney in the foreground serves the fireplace in G3 ticket office

The Parcels Office First-Floor

At the time of the survey the first-floor rooms appeared to have been recently vacated leaving behind a large amount of debris and detritus. This floor contains three main rooms with smaller spaces at either end housing a toilet block and the stairs down to the ground-floor. The rooms were given the identification numbers F1 to F7 which were for the survey purposes and do not relate to any previous uses (Figure 103).

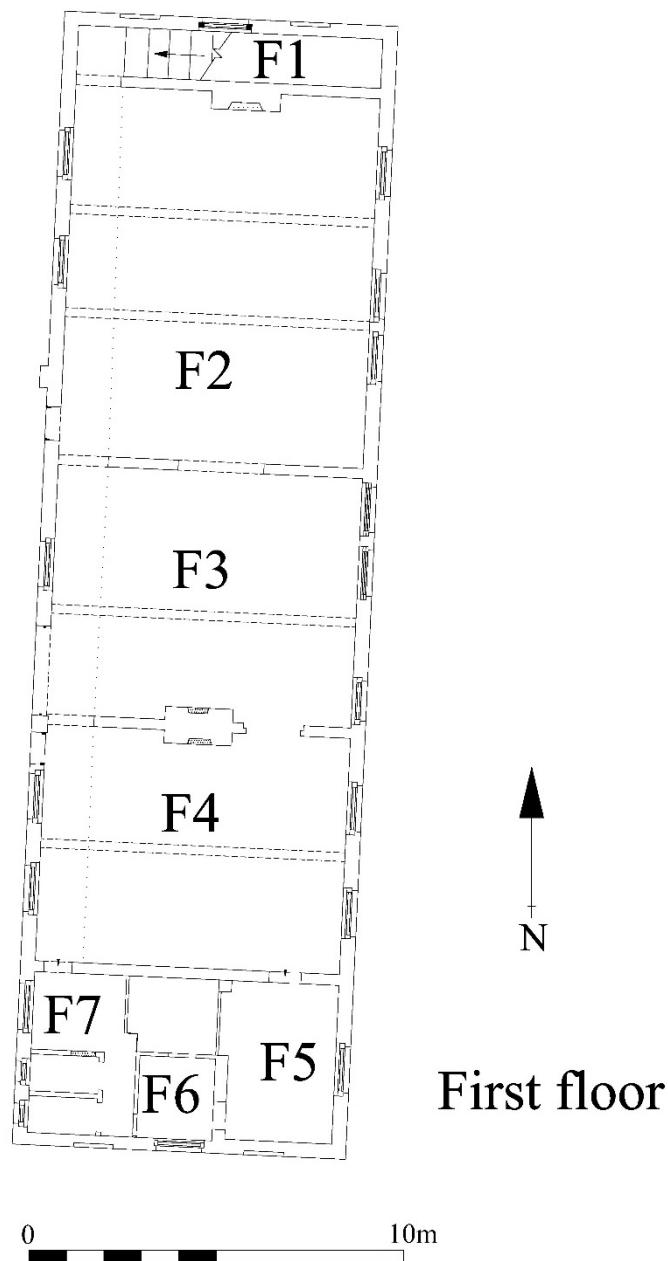


Figure 103 Parcels office plan of first-floor
Dotted line down left-hand side of the rooms shows the position of a former corridor partition wall. Modified from plan supplied by client

Parcels Office Room F1

Room F1 is a long narrow space running along the north wall of the building (Figure 104). The room has an inserted wooden floor which hides the staircase leading down to the west wall of the portico. Some floor boards have been removed to show the stone stairs leading down with a sawn-off wooden handrail still in place (Figure 105). Presumably when the parcels office and portico area were divided up between tenants the stairs were no longer needed and were covered over to create an extra room. The plastered walls are painted brown at lower levels and cream above dado height. This pattern flows the angle of the stairs as they go down to the ground floor. The west wall of the room has a tall arched sash window which has its head above ceiling height (Figure 106). In order to accommodate the height of the window the ceiling has a small barrel-vaulted section over the arch. Moulded cornice detail survives around the edges of the room and around the vaulted part of the ceiling.

The room is entered through an archway in the south-west corner. The arch does not appear to have contained a door or door frame but has a moulded plaster bead detail around the head of the arch very similar in style to that seen in the blocked arches in the booking hall.

Parcels Office Room F2

At present Room F2 is a single large room but there is clear evidence that a north to south corridor once ran along the western side of the entire building as a scar can be seen in the plasterwork on the wall and ceiling (Figure 107). The wooden floor boards continue across the room and are unaffected by the former partition wall. The plastered corridor walls appear to continue the brown and cream painted colour scheme seen in Room F1. The rest of the room is mostly painted in brown and cream but also has traces of blue paint in places. It is not clear which paint scheme is the earliest. The north wall has a large chimney breast with a blocked fireplace with no trace of the surround surviving. At the western side of the north wall is the archway leading to F1 staircase area. The scar left by the removed corridor partition runs up the north wall to the east of the archway and continues across the ceiling where a moulded plaster cornice butted against it (Figure 108). The moulded cornice detail is present both in the main room and in the former corridor and also continues around two large east to west beams which support the ceiling (Figure 109). The northern beam has a modern RSJ supporting it which indicates some form of structural problem. The sash windows on the east wall are set high up on the wall with their tops higher than the ceiling height (Figure 110). In order to accommodate this extra height the ceiling forms a small dormer around the top half of the windows. This dormer style window has had to be built to create enough space above the portico roof as discussed in the parcels office east-facing elevation section above. On the opposite side of the room, the west wall, the sash windows are lower and do not rise above ceiling height (Figure 111). Modern bars are screwed on the inside of the frames but the windows appear to be original. The single-width doorway on the west wall once led out to the platform and has a moulded door frame (Figure 112). The door is plank-built and is reasonably old although it appears to be too crudely finished to suit the moulded door surround. It may therefore be a later replacement.

On the south wall of Room 2 is a single doorway where the partition wall and corridor used to be. The scar left by the removed partition continues down this wall. A small plasterboard surround has been added to this doorway. In the middle of the room is another wider doorway which appears to have been created quite recently and has an RSJ supporting it (Figure 113). It is possible that this was always a doorway but has been modified and widened.

Parcels Office Room F3

Despite being slightly smaller Room F3 is very similar in layout to F2 with high windows on the east wall and lower windows on the former corridor west wall (Figure 114). The former corridor area is painted with a dark blue lower half and white upper half, possibly the corporate blue from LNER days. The rest of the room is painted white with a cream, or dirty white, ceiling. The ceiling still retains its moulded plaster cornices. A chimney breast and fireplace are located on the south wall of the room. A small opening for the fire is still in place although it can be seen that the arch over the fireplace was built for a much larger hearth (Figure 115). The stone hearth set into the boarded floor is also present. The south wall has doorways either side of the chimney breast which both lead into Room F4. The eastern doorway has broken brickwork around it indicating that it is a modern opening but which may have begun as a smaller doorway. The southern doorway originally served the corridor and has a moulded plaster bead around it. As in Room F3 the corridor archway does not appear to have contained a frame or door and has always been open. On the west wall one of the sash windows has been enlarged to create a wide doorway with a steel door (Figure 116). Above the doorway the head of the former window has been infilled with breeze blocks.

Parcels Office Room F4

Room F4 has also had its corridor partition removed leaving a scar in the wall and the ceiling plaster. The former corridor area is painted in dark blue and white but the main room has been painted in a battleship grey colour (Figure 117). The north wall has a chimney breast and fireplace. Although the fireplace has been blocked the gap between the moulded skirting board shows where the fireplace surround once was. The doors to Room F3 on this wall have already been discussed. The east wall looks out over the parcels office yard and so does not have the raised dormer windows that the other windows on this elevation have (Figure 118). The sash windows are the same as used elsewhere on this floor. The west wall has a single doorway in the north-west corner which is surrounded by fresh brickwork. It is not clear if this is a new doorway or one which has been rebuilt following the modifications to the window in Room F3. The north wall of the room is plain plaster with the corridor doorway in the south-west corner (Figure 119). This doorway has been rebuilt with a steel lintel but is presumably the same width and in the same location as the original doorway. Close to the south-east corner on the south wall is another single-width doorway which has a moulded wooden frame and a five-panelled door (Figure 120). The door appears to be rather too crisp and clean to be original.

Parcels Office Rooms F5, F6 and F7

The floor level at the south end of the parcels office is raised slightly higher than the rest of this floor and is tiled rather than boarded. This raised area corresponds with the

brick vaulted ceiling seen below in Room G8. This end of the building was built as a toilet and washroom and has glazed cream-coloured bricks on the walls. Modern partition walls have been inserted creating three smaller rooms.

Room F5 is in the south-east corner and is reached from the panelled doorway in Room F4 (Figure 121). An attempt has been made to modernise this room by adding modern panelling to the walls and a low false ceiling has been inserted. The false ceiling cuts across the sash window on the east wall and hides the blue-painted woodchip wallpaper-covered walls which hides the glazed bricks. The woodchip paper probably post-dates the railway period. A thick stub of wall projecting from the south wall is likely to be part of the original toilet block dividing wall but presently contains a narrow doorway into Room F6.

Room F6 is fitted between F5 and F7 creating a very small awkward storage space. A tall arched window is located on the south wall (Figure 122). The window has a wooden frame but the lower half has been replaced by a single pane of reinforced glass and security bars attached to the inside. Presumably, when first built this was a sash window matching that seen on the north gable-end wall. The east wall of this room was covered with glazed cream-coloured bricks (Figure 123).

Room F7 is reached from the former corridor and also through a narrow door from Room F6. This room has two toilet cubicles built from brick with a low ceiling. The outside wall of the cubicles has a wooden moulding running around it added as a decorative feature (Figure 124). The northernmost toilet cubicle has had its door relocated from the north wall to the east wall (Figure 125). The narrow width of the cubicles means that two narrow windows have been built on the west wall. These can be seen from the outside in Figure 99 above.



Figure 104 Parcels office Room F1
Looking east across inserted floor over stairs



Figure 105 Parcels office Room F1 stairs
Looking east (see also Figure 49)



Figure 106 Parcels office Room F1 window and ceiling
Looking north-east. Note moulded cornice details



Figure 107 Parcels office Room F2
Looking north-west. Archway to F1 in corner. Note scar left by removed partition



Figure 108 Parcels office Room F2
Looking north at scar left by corridor partition. 1m scale



Figure 109 Parcels office Room F2
Looking south-east



Figure 110 Parcels office Room F2 east wall window
Looking north-east. Note new steel support



Figure 111 Parcels office Room F2 west wall window
Looking west. 1m scale



Figure 112 Parcels office Room F2 west wall door
Looking south-west. 1m scale



Figure 113 Parcels office Room F2 south wall
Looking south at modern doorway to F3. 1m scale. Note modern surround to doorway
on right of picture



Figure 114 Parcels office Room F3
Looking north-east towards doorway to F2. 1m scale



Figure 115 Parcels office Room F3 fireplace
Looking south-east. 1m scale



Figure 116 Parcels office Room F3 modified door on west wall
Looking west. 1m scale. Note breeze block infill of former window



Figure 117 Parcels office Room F4
Looking north-west towards doorway to F3. 1m scale



Figure 118 Parcel's office Room F4
Looking north-east. 1m scale



Figure 119 Parcel's office Room F4
Looking south-east. 1m scale



Figure 120 Parcels office Room F4 door detail
Looking south. 1m scale



Figure 121 Parcels office Room F5
Looking north-east. 1m scale. Note false ceiling cutting sash window



Figure 122 Parcels office Room F6 window detail
Looking south-east. Note glazed bricks



Figure 123 Parcels office Room F6 east wall
Looking east



Figure 124 Parcels office Room F7 outside of toilet cubicle
Looking south



Figure 125 Parcels office Room F7 cubicle
Looking west. 1m scale. Note blocked doorway on right

Discussion

Together the surviving buildings at the former Great Central Railway station form an interesting and socially important group which are a rare survival in most other major cities. The Great Central Railway has gained fame as being the last main line to be built in this country and marked the end of an era which saw the country's transport system revolutionised. Somewhat unfortunately the line was then part of another transport revolution when the travelling public turned away from the railways and adopted the private car in place of public transport. The major 1960s reorganisation and modernisation of the railways marked the end of most of the Great Central line as it did for many other lines and stations across the country.

In most cases the rapidly expanding cities saw the demise of their stations as a chance to take over some large and valuable free spaces. Nottingham station, for instance, soon became a shopping centre. It is fortunate therefore that in Leicester so much of the former station has managed to survive for so long. Although the platforms and platform buildings were rapidly removed, the most visual parts of the station still remain nearly 50 years later.

The surviving buildings appear to have been quite well designed as they do not seem to have been modified throughout their 70 years as a station. The inserted offices at the south end of the parcels office on the ground floor probably date to LNER or British Railways ownership and are one of the few examples of alteration. The most visible alteration is the loss of the gabled portico parapet facing out onto Great Central Street. This appears to have been carried out in order to repair the portico roof. The first impression of the rebuilt parapet is of a rather plain frontage. However, care has been taken to build this and it does form part of the station's history and as such any intentions to replace this should be carefully thought through.

The change of use to a car yard has meant that some internal walls have been inserted and removal of these would significantly benefit the building. The repair of some of the damaged doorways and arches could probably be rectified relatively easily. A bigger problem may be the corrosion problems around the steelwork in the roof structure. Although this is not a structural survey superficial inspection suggests that corrosion may be quite extensive. Contamination with oil will also mean the probable loss of the original woodblock floor in the booking hall. Only a small number of doors or windows have been modified and these are limited to the modified window and door on the west side of the parcels office.

Very few movable fixtures and fittings have survived within the buildings. Interestingly the fragments of surviving poster advertise one of the most important named trains on the line and also the momentous decision to close the line. The advertisements on the south wall of the portico are also an example of 1960s life in Leicester. Removal of the temporary cabins may reveal more adverts or posters. Of greatest importance are the gates along the east side of the portico. These are part of the original fabric and, apart from the parcels yard gateway, are the only place where the initials GCR can be seen. The decorative plasterwork on the first-floor of the parcels office has suffered, especially by the removal of the corridor partition, but enough has survived to give an indication of how well-decorated the rooms were. It would also be interesting during any refurbishment work to see if anything remains behind the blocked subway arches.

Archive

The archive consists of:

This report,

11 A4 contact sheets of 362 digital photographs,

6 A4 photo record sheets,

5 DVDs containing a copy of this report and the digital photographs in jpeg and tiff format.

Publication

A summary of the work will be submitted for publication in the *Transactions of the Leicestershire Archaeological and Historical Society* in due course. A record of the project will also be submitted to the OASIS project. OASIS is an online index to archaeological grey literature.

Acknowledgements

The fieldwork was carried out by the author of this report and the project managed by R Buckley. Access and logistics were organised by Mick Murphy of Charles Street Properties. A lot of useful background information and suggestions of sources was given by Bob Gellatly of the GCRS. Thanks are due to Nigel Tout for his very useful and informative website 'Great Central Through Leicester'. Some of his photographs have been used in this report. Vince Holyoak provided the photograph of the 82nd Airborne passing through the station following their actions at D-Day.

Bibliography

Brown, D. 2008. *Standard and Guidance for the Preparation of Archaeological Archives*. Chartered Institute for Archaeologists.

Chartered Institute for Archaeologists 2014. *Standard and Guidance for Archaeological Investigation and Recording of Standing Buildings or Structures*.

Chartered Institute for Archaeologists 2014. *Code of Conduct*.

DCLG 2012. National Planning Policy Framework (NPPF): Section 12 Conserving and Enhancing the Historic Environment.

Dow, G. 1962. *Great Central: Volume II Dominion of Watkin*. London: Locomotive Publishing Limited.

Emblin, R. 2012. *Putting on the Style: The Station Facades at Nottingham Victoria, Leicester Central and London Marylebone*. Back Track Magazine Volume 26 Number 9 Sept 2012. pp534-538

Walker, C. 1986. *Great Central Twilight*. Llangollen: Pendyke Publications.

Healy, J.M.C. 1987. *Echoes of the Great Central*. London: Greenwich Editions.

Historic England, 2016. *Understanding Historic Buildings: A guide to Good Recording Practice*.

Leicester City Council. 2016. Local Heritage Asset Register.

Richards, G., 2009 *A Photographic Survey of "Bowstring Bridge", the former Great Central Railway Bridge, Braunstone Gate, Leicester, (NGR SK 580 041)*. ULAS Report 2009-181

Rolt, L.T.C. 1971. *The Making of a Railway*. London: Hugh Evelyn Limited.

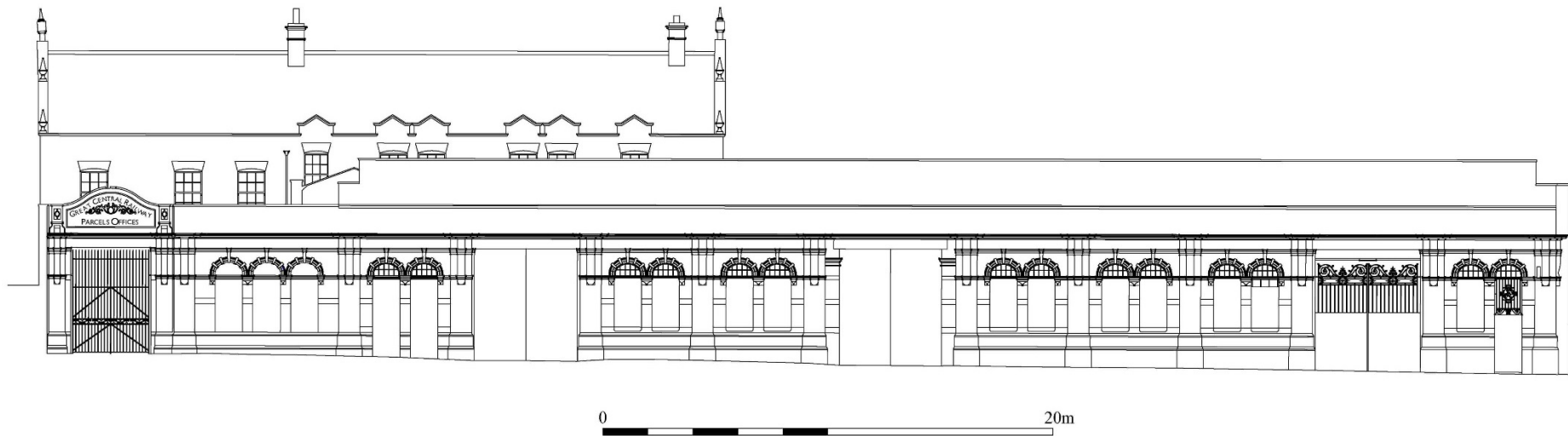
ULAS, 2017. *Written Scheme of Investigation for a Historic Building Survey at the Great Central Station, Great Central Street, Leicester*.

Website

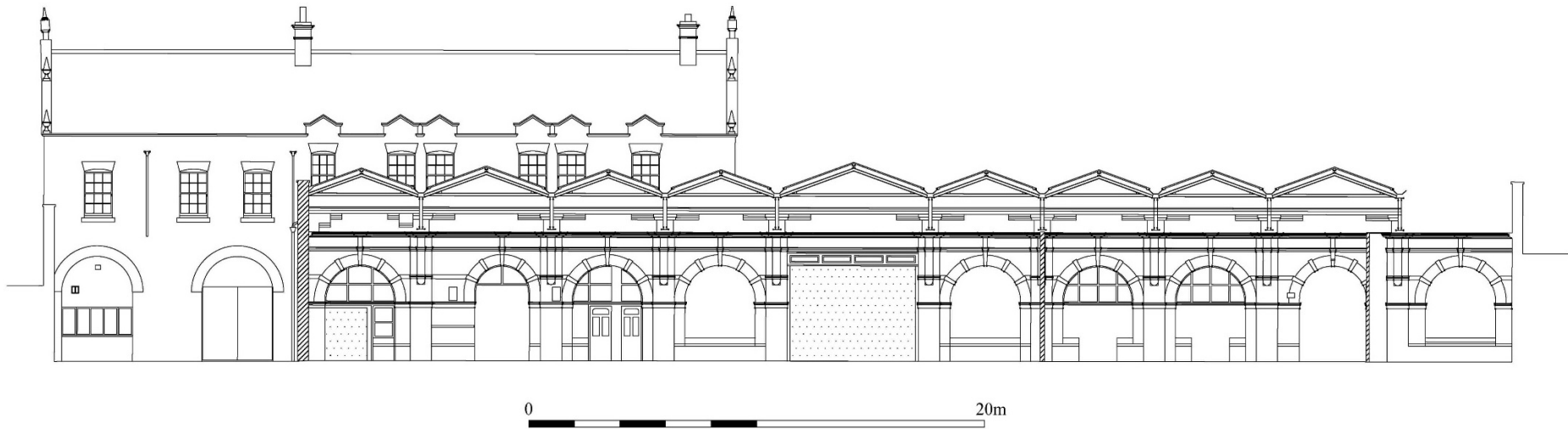
Nigel Tout: Great Central Through Leicester.
http://www.gcrleicester.info/html/leicester_central1.html

Andrew Hyam
ULAS
University of Leicester.
26.02.18

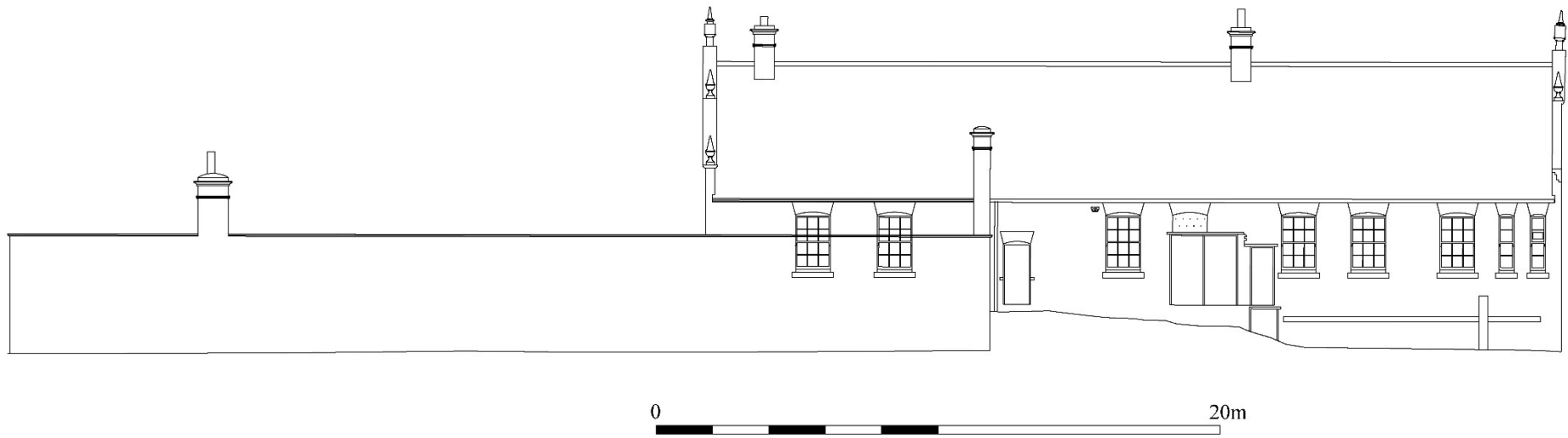
Appendix 1 Principal elevation drawings



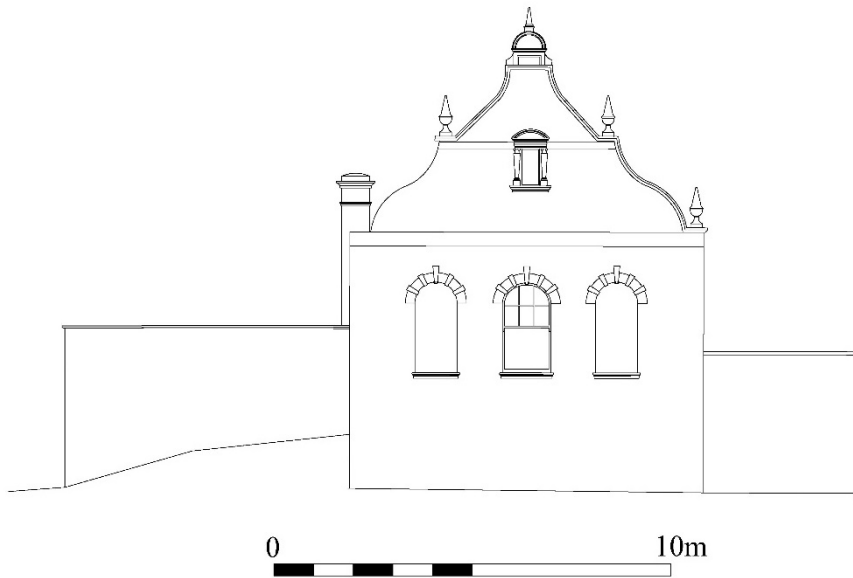
East-facing elevation facing onto Great Central Street
Modified from a drawing supplied by the client



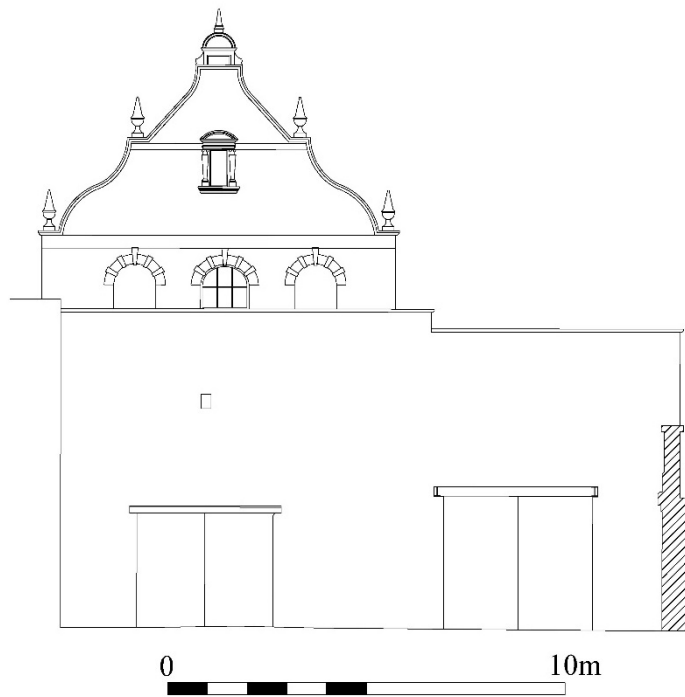
East-facing elevation facing onto Great Central Street with the portico frontage omitted
Modified from a drawing supplied by the client



West-facing elevation of parcels office and booking hall parapet
Modified from a drawing supplied by the client

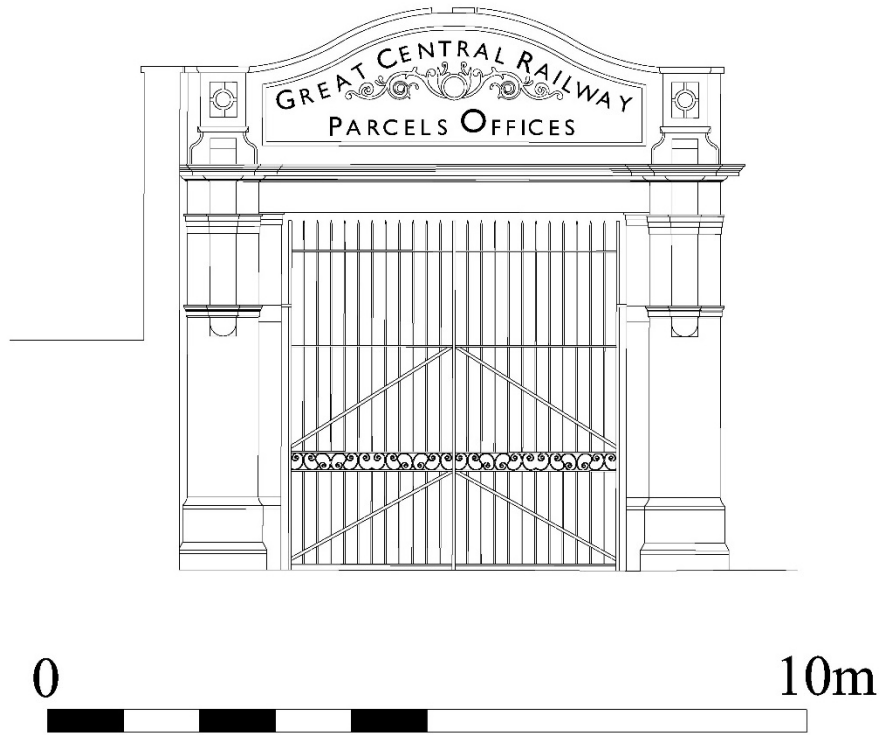


South facing elevation



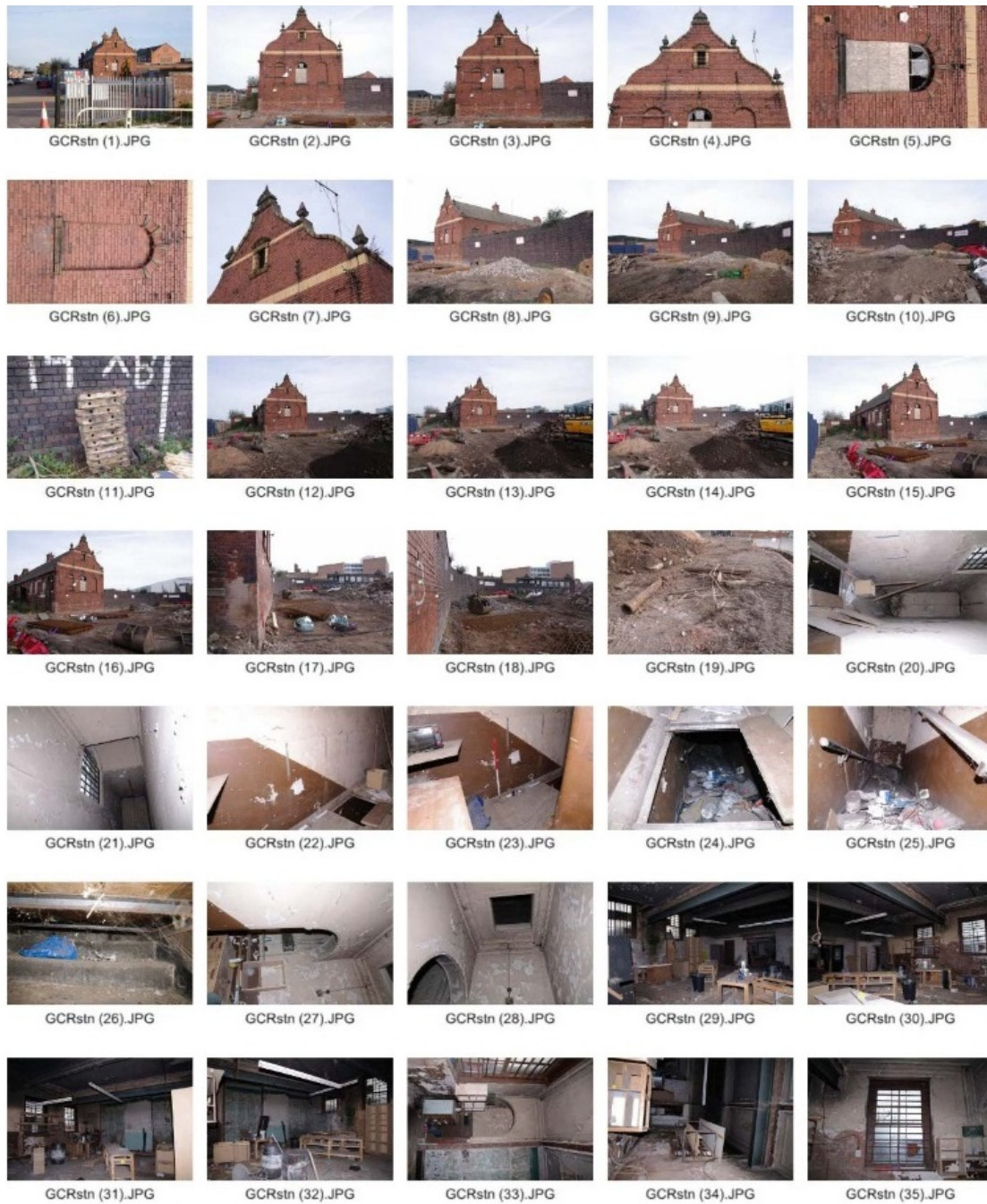
North facing elevation

Modified from a drawings supplied by the client



South-east facing parcels office gateway

Appendix 2 Digital photographs





GCRstn (36).JPG



GCRstn (37).JPG



GCRstn (38).JPG



GCRstn (39).JPG



GCRstn (40).JPG



GCRstn (41).JPG



GCRstn (42).JPG



GCRstn (43).JPG



GCRstn (44).JPG



GCRstn (45).JPG



GCRstn (46).JPG



GCRstn (47).JPG



GCRstn (48).JPG



GCRstn (49).JPG



GCRstn (50).JPG



GCRstn (51).JPG



GCRstn (52).JPG



GCRstn (53).JPG



GCRstn (54).JPG



GCRstn (55).JPG



GCRstn (56).JPG



GCRstn (57).JPG



GCRstn (58).JPG



GCRstn (59).JPG



GCRstn (60).JPG



GCRstn (61).JPG



GCRstn (62).JPG



GCRstn (63).JPG



GCRstn (64).JPG



GCRstn (65).JPG



GCRstn (66).JPG



GCRstn (67).JPG



GCRstn (68).JPG



GCRstn (69).JPG



GCRstn (70).JPG



GCRstn (71).JPG



GCRstn (72).JPG



GCRstn (73).JPG



GCRstn (74).JPG



GCRstn (75).JPG



GCRstn (76).JPG



GCRstn (77).JPG



GCRstn (78).JPG



GCRstn (79).JPG



GCRstn (80).JPG



GCRstn (81).JPG



GCRstn (82).JPG



GCRstn (83).JPG



GCRstn (84).JPG



GCRstn (85).JPG



GCRstn (86).JPG



GCRstn (87).JPG



GCRstn (88).JPG



GCRstn (89).JPG



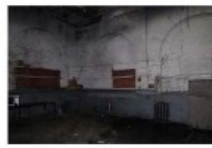
GCRstn (90).JPG



GCRstn (91).JPG



GCRstn (92).JPG



GCRstn (93).JPG



GCRstn (94).JPG



GCRstn (95).JPG



GCRstn (96).JPG



GCRstn (97).JPG



GCRstn (98).JPG



GCRstn (99).JPG



GCRstn (100).JPG



GCRstn (101).JPG



GCRstn (102).JPG



GCRstn (103).JPG



GCRstn (104).JPG



GCRstn (105).JPG



GCRstn (106).JPG



GCRstn (107).JPG



GCRstn (108).JPG



GCRstn (109).JPG



GCRstn (110).JPG



GCRstn (111).JPG



GCRstn (112).JPG



GCRstn (113).JPG



GCRstn (114).JPG



GCRstn (115).JPG



GCRstn (116).JPG



GCRstn (117).JPG



GCRstn (118).JPG



GCRstn (119).JPG



GCRstn (120).JPG



GCRstn (121).JPG



GCRstn (122).JPG



GCRstn (123).JPG



GCRstn (124).JPG



GCRstn (125).JPG



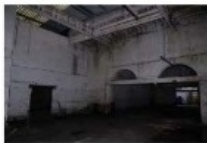
GCRstn (126).JPG



GCRstn (127).JPG



GCRstn (128).JPG



GCRstn (129).JPG



GCRstn (130).JPG



GCRstn (131).JPG



GCRstn (132).JPG



GCRstn (133).JPG



GCRstn (134).JPG



GCRstn (135).JPG



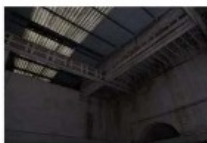
GCRstn (136).JPG



GCRstn (137).JPG



GCRstn (138).JPG



GCRstn (139).JPG



GCRstn (140).JPG



GCRstn (141).JPG



GCRstn (142).JPG



GCRstn (143).JPG



GCRstn (144).JPG



GCRstn (145).JPG



GCRstn (146).JPG



GCRstn (147).JPG



GCRstn (148).JPG



GCRstn (149).JPG



GCRstn (150).JPG



GCRstn (151).JPG



GCRstn (152).JPG



GCRstn (153).JPG



GCRstn (154).JPG



GCRstn (155).JPG



GCRstn (156).JPG



GCRstn (157).JPG



GCRstn (158).JPG



GCRstn (159).JPG



GCRstn (160).JPG



GCRstn (161).JPG



GCRstn (162).JPG



GCRstn (163).JPG



GCRstn (164).JPG



GCRstn (165).JPG



GCRstn (166).JPG



GCRstn (167).JPG



GCRstn (168).JPG



GCRstn (169).JPG



GCRstn (170).JPG



GCRstn (171).JPG



GCRstn (172).JPG



GCRstn (173).JPG



GCRstn (174).JPG



GCRstn (175).JPG



GCRstn (176).JPG



GCRstn (177).JPG



GCRstn (178).JPG



GCRstn (179).JPG



GCRstn (180).JPG



GCRstn (181).JPG



GCRstn (182).JPG



GCRstn (183).JPG



GCRstn (184).JPG



GCRstn (185).JPG



GCRstn (186).JPG



GCRstn (187).JPG



GCRstn (188).JPG



GCRstn (189).JPG



GCRstn (190).JPG



GCRstn (191).JPG



GCRstn (192).JPG



GCRstn (193).JPG



GCRstn (194).JPG



GCRstn (195).JPG



GCRstn (196).JPG



GCRstn (197).JPG



GCRstn (198).JPG



GCRstn (199).JPG



GCRstn (200).JPG



GCRstn (201).JPG



GCRstn (202).JPG



GCRstn (203).JPG



GCRstn (204).JPG



GCRstn (205).JPG



GCRstn (206).JPG



GCRstn (207).JPG



GCRstn (208).JPG



GCRstn (209).JPG



GCRstn (210).JPG



GCRstn (211).JPG



GCRstn (212).JPG



GCRstn (213).JPG



GCRstn (214).JPG



GCRstn (215).JPG



GCRstn (216).JPG



GCRstn (217).JPG



GCRstn (218).JPG



GCRstn (219).JPG



GCRstn (220).JPG



GCRstn (221).JPG



GCRstn (222).JPG



GCRstn (223).JPG



GCRstn (224).JPG



GCRstn (225).JPG



GCRstn (226).JPG



GCRstn (227).JPG



GCRstn (228).JPG



GCRstn (229).JPG



GCRstn (230).JPG



GCRstn (231).JPG



GCRstn (232).JPG



GCRstn (233).JPG



GCRstn (234).JPG



GCRstn (235).JPG



GCRstn (236).JPG



GCRstn (237).JPG



GCRstn (238).JPG



GCRstn (239).JPG



GCRstn (240).JPG



GCRstn (241).JPG



GCRstn (242).JPG



GCRstn (243).JPG



GCRstn (244).JPG



GCRstn (245).JPG



GCRstn (246).JPG



GCRstn (247).JPG



GCRstn (248).JPG



GCRstn (249).JPG



GCRstn (250).JPG



GCRstn (251).JPG



GCRstn (252).JPG



GCRstn (253).JPG



GCRstn (254).JPG



GCRstn (255).JPG



GCRstn (256).JPG



GCRstn (257).JPG



GCRstn (258).JPG



GCRstn (259).JPG



GCRstn (260).JPG



GCRstn (261).JPG



GCRstn (262).JPG



GCRstn (263).JPG



GCRstn (264).JPG



GCRstn (265).JPG



GCRstn (266).JPG



GCRstn (267).JPG



GCRstn (268).JPG



GCRstn (269).JPG



GCRstn (270).JPG



GCRstn (271).JPG



GCRstn (272).JPG



GCRstn (273).JPG



GCRstn (274).JPG



GCRstn (275).JPG



GCRstn (276).JPG



GCRstn (277).JPG



GCRstn (278).JPG



GCRstn (279).JPG



GCRstn (280).JPG



GCRstn (281).JPG



GCRstn (282).JPG



GCRstn (283).JPG



GCRstn (284).JPG



GCRstn (285).JPG



GCRstn (286).JPG



GCRstn (287).JPG



GCRstn (288).JPG



GCRstn (289).JPG



GCRstn (290).JPG



GCRstn (291).JPG



GCRstn (292).JPG



GCRstn (293).JPG



GCRstn (294).JPG



GCRstn (295).JPG



GCRstn (296).JPG



GCRstn (297).JPG



GCRstn (298).JPG



GCRstn (299).JPG



GCRstn (300).JPG



GCRstn (301).JPG



GCRstn (302).JPG



GCRstn (303).JPG



GCRstn (304).JPG



GCRstn (305).JPG



GCRstn (306).JPG



GCRstn (307).JPG



GCRstn (308).JPG



GCRstn (309).JPG



GCRstn (310).JPG



GCRstn (311).JPG



GCRstn (312).JPG



GCRstn (313).JPG



GCRstn (314).JPG



GCRstn (315).JPG



GCRstn (316).JPG



GCRstn (317).JPG



GCRstn (318).JPG



GCRstn (319).JPG



GCRstn (320).JPG



GCRstn (321).JPG



GCRstn (322).JPG



GCRstn (323).JPG



GCRstn (324).JPG



GCRstn (325).JPG



GCRstn (326).JPG



GCRstn (327).JPG



GCRstn (328).JPG



GCRstn (329).JPG



GCRstn (330).JPG



GCRstn (331).JPG



GCRstn (332).JPG



GCRstn (333).JPG



GCRstn (334).JPG



GCRstn (335).JPG



GCRstn (336).JPG



GCRstn (337).JPG



GCRstn (338).JPG



GCRstn (339).JPG



GCRstn (340).JPG



GCRstn (341).JPG



GCRstn (342).JPG



GCRstn (343).JPG



GCRstn (344).JPG



GCRstn (345).JPG



GCRstn (346).JPG



GCRstn (347).JPG



GCRstn (348).JPG



GCRstn (349).JPG



GCRstn (350).JPG



GCRstn (351).JPG



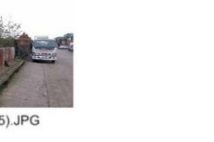
GCRstn (352).JPG



GCRstn (353).JPG



GCRstn (354).JPG



GCRstn (355).JPG



GCRstn (356).JPG



GCRstn (357).JPG



GCRstn (358).JPG



GCRstn (359).JPG



GCRstn (360).JPG



GCRstn (361).JPG



GCRstn (362).JPG

Appendix 3 OASIS information

PROJECT DETAILS	Oasis No	universi1-310332		
	Project Name	Historic Building Survey at the Great Central Railway Station, Great Central Street, Leicester		
	Start/end dates of field work	30-10-2017 - 31-10-2017		
	Previous/Future Work	None / Not known		
	Project Type	Level 3 building survey		
	Site Status	Local heritage registered		
	Current Land Use	Former railway station		
	Monument Type/Period	Station/modern		
	Significant Finds/Period	None		
	Development Type	Change of use from light industrial		
	Reason for Investigation	NPPF		
	Position in the Planning Process	Planning condition		
	Planning Ref.	2017/1085		
PROJECT LOCATION	Site Address/Postcode	Former Great Central Station, Great Central Street, Leicester		
	Study Area	1828m ²		
	Site Coordinates	SK 58196 04723		
	Height OD	55m OD		
PROJECT CREATORS	Organisation	ULAS		
	Project Brief Originator	Local Planning Authority (LCC)		
	Project Design Originator	ULAS		
	Project Manager	R Buckley		
	Project Director/Supervisor	A Hyam		
	Sponsor/Funding Body	Developer / Charles Street Properties		
PROJECT ARCHIVE		Physical	Digital	Paper
	Recipient	NA	LCC MusService	LCCMusService
	ID (Acc. No.)		Y.A18.2017	Y.A18.2017
	Contents		Photos Survey data	Field Notes
PROJECT BIBLIOGRAPHY	Type	Grey Literature (unpublished)		
	Title	A Historic Building Survey at the Former Great Central Railway Station, Great Central Street, Leicester		
	Author	A Hyam		
	Other bibliographic details	ULAS Report No		
	Date	2018		
	Publisher/Place	University of Leicester Archaeological Services / University of Leicester		
	Description	Developer Report A4 pdf		



UNIVERSITY OF
LEICESTER

Archaeological Services

ULAS Contact Details

Richard Buckley or Vicki Score
University of Leicester Archaeological
Services (ULAS)
University of Leicester,
University Road, Leicester LE1 7RH

T: +44 (0)116 252 2848

F: +44 (0)116 252 2614

E: ulas@le.ac.uk

W: www.le.ac.uk/ulas



INVESTOR IN PEOPLE



THE QUEEN'S
ANNIVERSARY PRIZES
FOR HIGHER AND FURTHER EDUCATION
2013

