

**A Photographic Survey at The Canal Basin, Derby Road/Bridge Street,
Loughborough, Leicestershire. NGR SK 5334 1996.**

Gerwyn Richards

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Summary

University of Leicester Archaeological Services were commissioned by Metz Architects Ltd & William Davies Ltd to undertake a photographic survey at Loughborough Wharf, Bridge Street/Derby Road, Loughborough, Leicestershire. The photographic survey recorded the 19th and 20th century industrial and canal side buildings prior to their demolition.

There has been extensive 20th century redevelopment of the site. The survey indicated that none of the original 18th and 19th century wharf side buildings survive, nevertheless there a number of good examples of later 20th century prefabricated and mass produced architecture, architecture which is disappearing rapidly, often without any suitable record being made.

The survey also included 25 to 35 (odd) Derby Road, Loughborough a block of late Victorian terraced houses. Although now somewhat run down the survey suggests they were originally of a higher status.

1. Introduction

University of Leicester Archaeological Services were commissioned by Metz Architects Ltd & William Davies Ltd to undertake a photographic survey and archaeological watching brief at The Canal Basin, Derby Road/Bridge Street, Loughborough, Leicestershire (NGR SK 5334 1996). Outline planning permission has been granted to demolish the buildings and build 35 new residential units (Planning Application 05/2846/23). An archaeological desk-based assessment prepared by ULAS (ULAS Report 2003-117) and an historic building survey, carried out by Heritage Assessments Ltd identified the buildings as being of historical and architectural interest, including mid nineteenth century warehouses and early twentieth century industrial buildings. The Planning Archaeologist of Heritage Services Section of Leicestershire County Council as advisor to Charnwood Borough Council recommended that a photographic survey be undertaken prior to demolition being carried out.

Loughborough Navigation was first opened in 1778 with the intention of linking the town with the Derbyshire coal fields, one of the first phase of canal development in England. Loughborough remained the hub of water transport in Leicestershire until the opening of the Leicester Navigation and later became a link in the national canal system with the opening of the Grand Union connection to London. The navigation experienced the same decline as other canals by the arrival of the railways in the Nineteenth century but did survived into the twentieth century mainly due to it acting as a coal wharf for the adjacent power station which closed in the 1950s.

All work will follow the Institute of Field Archaeologists (IFA) Code of Conduct and adhere to their *Standard and Guidance for Archaeological Investigation and Recording of Standing buildings or Structures*. In addition, Leicestershire County Council's *Guidelines and Procedures for Archaeological Work in Leicestershire* will be adhered to. The Royal Commission on the Historical Monuments of England (RCHME) *Recording Historic Buildings: a Descriptive Specification* (3rd edition, 1996) has been used as a basis for defining levels of recording.

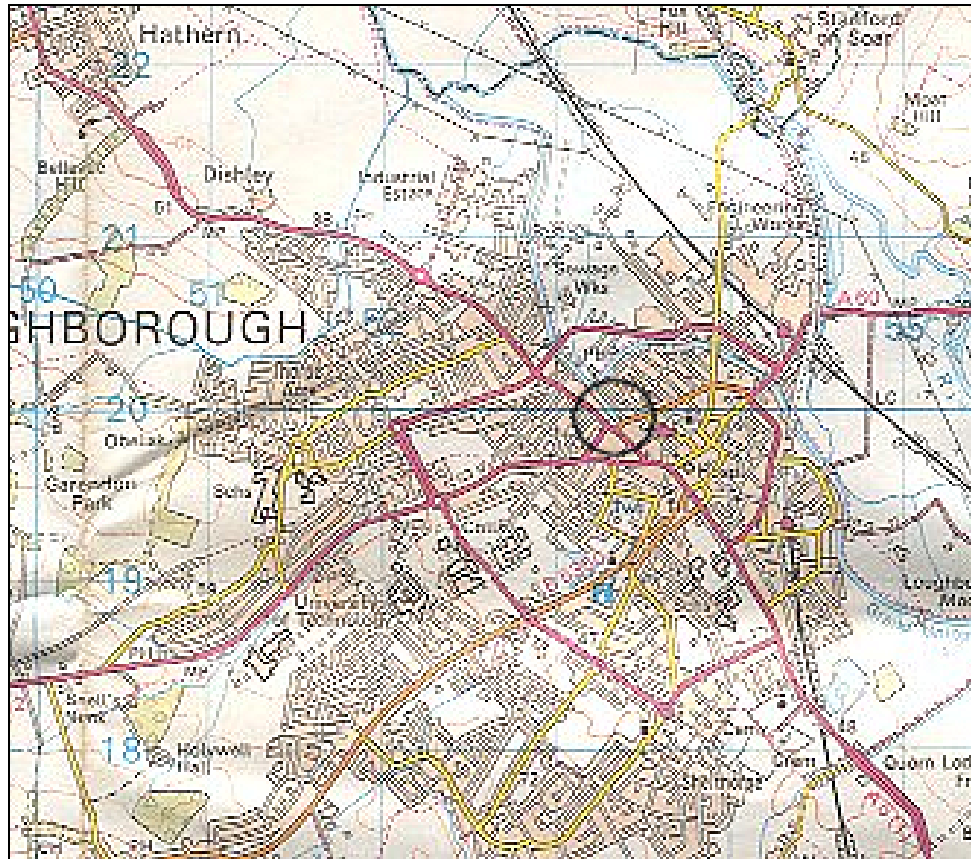


Figure 1. Site location Scale 1:50000

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2. Aims and Methodology

The aim of the photographic survey was to provide a permanent visual (photographic) record of the buildings in their current state, prior to alteration or demolition, to standards set down by English Heritage (2006).

The photographic survey was undertaken by Gerwyn Richards. Photographs, in 35mm monochrome negative and colour positive (slide) formats covered items 1-6 of the English Heritage guidelines (2006, 4; Appendix 4.1.2). The site visits were carried out on March 28th and April 3rd 2006.

The proposed development consists of three distinct areas of interest; these are Bridge Street Wharf towards the southern edge of the proposed development area, 25 to 35

(odd) Derby Road, a block of six brick built terraced houses and a number of buildings to the rear of Derby Road, fronting onto the canal. Each building has been allocated a number for identification purposes and a letter where internal sub-division is also required, in the following notes the terms 'left', 'right', 'rear' and 'back' are used in relation to the front elevation of each building.

3. Description of the Buildings

Buildings 1, 2, 3 & 7 are located within the Bridge Street Wharf area of the proposed development, until recently in use as a builders merchants. With the exception of building 7, the remaining buildings are of little architectural merit, they are, however, examples of late 20th century pre-fabricated buildings and have therefore, been included in this photographic survey.

3.1 Building 1

Building 1 is a pre-fabricated garage type building, measuring 0.9m by 0.35m. The structure itself is steel framed clad in concrete panels with a pink pebble dashed finish built on red brick plinth. The roof is corrugated asbestos cement sheets; there is vehicle access at the front of the building and pedestrian access to the rear. Internally, there is nothing of significance to record. This type of pre-fabricated garage has been common for the past thirty years, both for domestic and commercial use; therefore, dating the building more accurately is impossible.



Figure 2 Building 1.

3.2 Building 2

Building 2 is another pre-fabricated concrete building, although this time a larger workshop/commercial unit measuring 15.5m by 5m. Once again the structure is a steel frame, clad in concrete panels with a pink pebble dashed finish; the roof is corrugated asbestos cement sheets. There is vehicle access on the right hand gable end and two pedestrian entrances; one on the left hand gable end, towards the rear of the building and the second towards the left on the front wall. There are four steel framed windows, which had been over boarded at the time of the survey.



Internally the building has been divided into three rooms; the two rooms to the left of the building are currently in use as mess rooms, while the larger room to the right appears to be a workshop/ general store room.

Figure 3 Building 2.

As with building 1, this type of pre-fabricated building has been common for the past thirty years and more accurate dating is impossible. They are both; however, good examples of late 20th century mass produced architecture.

3.3 Building 3



Figure 4 Building 3.

Building 3 is a steel framed structure, approximately 8.5m by 6m in size. It is half height breeze block walls and corrugated galvanized sheets; the roof is also of corrugated galvanized sheets. This building is not recorded on the most recent Ordnance Survey map of the proposed development area and is therefore, likely to be very recent in date.

The building is of very little architectural significance but again it is a good example of late 20th century mass produced architecture.

3.4 Building 7

The final building within this part of the proposed development area is also the most significant. Building 7 was originally built as the pump house to supply water for the adjacent power station in 1904. The building itself is a single storey red brick building with a hipped roof of Welsh slate and red terracotta ridge tiles and a deep blue brick plinth, originally five courses deep, measuring 5m by 12.5m. The building is much altered both internally and externally; it appears to have been extended by approximately 4m to the left with, the blue brick plinth on this extension is 10 courses deep. Other than the extension, there has been little alteration to the exterior of the building, which still reflects its late Victorian utilitarian origins.



Figure 5 Building 7.

There are three timber framed windows and a pedestrian door on the front wall; the two windows to the left are likely to be original while the third and the door are later additions. There is another smaller timber framed window on the left hand gable and evidence of two bricked up windows on the rear wall. All the windows have blue splayed header brick sills.

There is a quaint jettied external chimney breast on the left gable over the canal basin; all internal evidence of the fireplace has been lost.

Internally the building is much altered and is currently being used as offices; there is nothing of the original form or function of the building visible and nothing of architectural significance remains.

3.5 Building 4

Buildings 4, 5 & 6 are the more significant buildings within the proposed development area representing the last vestiges of the sites canal heritage. Building 4 is the earliest building, however extensive fire damage and subsequent partial demolition means that by the time this survey was carried out, very little of the building remained. The only substantial remains are the front wall and part of the rear wall facing the canal basin; the remaining architectural details are most visible in the front wall. The construction is of 9 by 2 ¾ inch red brick in a Flemish Bond with a blue brick damp proof course. There is a single surviving sixteen pane cast iron windows, with a central four light opening, probably original, on the front wall; there is an identical surviving window on the rear wall also. Both windows have blue splayed stretcher brick sills and cambered arches above.

Access is via a central full height double door and there is a pedestrian door on the rear wall facing the canal. As a result of the fire there are no interior features remaining; there are however rails still visible in the floor and an unusual angled protrusion in the right hand gable wall containing a blocked up fireplace, providing a glimpse of the buildings past. What little remains of the roof is clad with concrete tiles, obviously modern replacements.



Figure 6 Two Views of Building 4.

3.6 Building 5

Building 5 is by far the largest of the buildings within the proposed development area, measuring 14m by 11m. The building is of Fletton brick in a Flemish Bond and corrugated asbestos cement sheets. Access is via a central full height double door, there two steel framed twelve pane windows immediately below eaves height. Being a warehouse, internally there is nothing of architectural significance. The roof is a soft wood Queen Post with Raking Struts construction.



Figure 7 Building 5.

The building has all the characteristics of a World War II era utilitarian building and undoubtedly dates from this era.

3.7 Building 6

The final building within this part of the proposed development area is building 6; it is located immediately to the rear gardens of 25 to 35 (odd) Derby Road. It is a single story brick built building, currently in use as Exile Ironworks. Structurally the building is of 9 by 3 inch red bricks in a Flemish Bond, although the northernmost bay is of a smaller 9 by 2 ¾ inch red bricks.



Figure 8 Building 6.

As with the other buildings the roof is of corrugated asbestos cement sheets. The building appears to have originally been an open fronted structure with the wall plate supported on bullnose brick piers; this has now been bricked up in the right hand bays and the left hand bays are clad in corrugated galvanised sheets. Vehicle access is via a double door on the left hand gable, this appears to be a recent insert, there is evidence of a blocked up window or door to the left of the double door. There is also a pedestrian door in the front wall into the right hand bay. Internally there are two partitions creating one large bay to the left and two smaller connected bays to the right. The roof construction is a softwood kingpost with a bolted connection to the cross beam.

Although much altered the building appears to mainly late 19th century in date.

3.8 25 to 35 (Odd) Derby Road

The final group of buildings within the proposed development is 25 to 35 (odd) Derby Road, a group of 6 brick built late Victorian terraced houses. The houses are all red brick in a Flemish Bond on the front walls and no identifiable bond on the rear wall, not an uncommon practice at this time as the rear of the property was not easily seen. The roofs all appear to be the original Welsh Slate. There is a covered cart entrance between numbers 27 and 29, providing access to the rear yard and buildings 4, 5 & 6 and a second covered pedestrian entrance between numbers 31 and 33.

All the houses have identical features such as the eaves, sandstone lintels and sills, chimneys capped with Crown Chimney pots and moulded bricks. This detail suggests that these houses were of a slightly higher status when new, a status since lost. There are a number of minor alterations and differences including the addition of UPVC windows and doors to a number of the properties, but on the whole the houses are in an as original condition.



Figure 9 General View & Detailed View of Derby Road Frontage.

Internally the houses are all much altered, although the basic lay out of two ground floor rooms, two first floor rooms and an attic room are the same and original. Most have had two storied rear extensions added housing kitchens and bathrooms at some stage. There are a number of original features surviving in a number of the houses including decorative plaster work, there was evidence that the original cast iron fireplaces had only recently been removed upstairs and a number of possibly original sash windows survived on the rear of the properties.

Numbers 25 and 27 have had their ground floors converted into shops, causing considerable change to the original floor plan. Both have also had much larger rear extensions added.

4. Conclusion

This photographic survey has produced a record of the buildings within proposed development area prior to their demolition. The area consisted of a number of light industrial buildings, warehouses and a group of terraced houses. The site was originally Loughborough Wharf, a late 18th century canal development. There has been extensive 20th century re-development and as a result none of the original wharf side buildings remain. The buildings that do remain, however, are typical examples of later 20th century pre-fabricated and mass produced architecture, architecture that is being removed at a dramatic rate from our townscapes, frequently with little or no record being made.

5. Photographic Index

Colour Slide	Black & White	Building No	Description
001	001	01	General View.
002	002	01	General View.
003	003	03	General View.
004	004	03	General View.
005	005	02	General View Front.
006	006	02	General View Front.
007	007		Brick Built Boundary Wall.
008	008		Brick Built Boundary Wall.
009	009		Remains of Possible Fireplace.
010	010		Remains of Possible Fireplace.
011	011	04	Remains of Fire Damaged Building.
012	012	04	Remains of Fire Damaged Building.
013	013	05	General View Front.
014	014	05	General View Front.
015	015	04/05	Interface of Different Brickwork.
016	016	04/05	Interface of Different Brickwork.
017	017	05	Detail of Window.
018	018	05	Detail of Window.
019	019		Cobbled Surface Outside Building 05.
020	020		Cobbled Surface Outside Building 05.
021	021	05	Detail of Door.
022	022	05	Detail of Door.
023	023	04	Exterior Window Detail.
024	024	04	Exterior Window Detail.
025	025	04	Detail of Ventilation Brick.
026	026	04	Detail of Ventilation Brick.
027	027	04	Interior Window Detail.
028	028	04	Interior Window Detail.
029	029	04	Detail of Brick Pier.
030	030	04	Detail of Brick Pier.
031	031	04	Possibly Original Door.
032	032	04	Possibly Original Door.
033	033	04	Detail of Remaining Roof Timbers.
034	034	04	Detail of Remaining Roof Timbers.
035	035		Possible Iron Rails.
036	036	04	Possible Iron Rails.
037	037	04	Blocked Fireplace.
038	038	04	Blocked Fireplace.
039	039	06	Front & Left General View.
040	040	06	Front & Left General View.
041	041	06	General View of Left Hand Gable.
042	042	06	General View of Left Hand Gable.
043	043	06	Detail of Blocked Opening & Door Hinge.
044	044	06	Detail of Blocked Opening & Door Hinge.
045	045	06	King Post Roof Construction.
046	046	06	King Post Roof Construction.
047	047	06	Unusual Marks on Interior Bricks.
048	048	06	Unusual Marks on Interior Bricks.
049	049	06	Front & Right General View.

050	050	06	Front & Right General View.
051	051	06	Interior, General View.
052	052	06	Interior, General View.
053	053	06	Interior, General View.
054	054	06	Interior, General View.
055	055		General View of Rear of 25, 27 & 29 Derby R.d.
056	056		General View of Rear of 25, 27 & 29 Derby R.d.
057	057		Detail of Chimney.
058	058		Detail of Chimney.
059	059	07	General View, Front.
060	060	07	General View, Front.
061	061	07	Window Detail.
062	062	07	Window Detail.
063	063	07	Rear & Left Hand Gable.
064	064	07	Rear & Left Hand Gable.
065	065		General View of Site From Canalside.
066	066		General View of Site From Canalside.
067	067	04/05	Rear of Buildings With Graffiti.
068	068	04/05	Rear of Buildings With Graffiti.
069	069		Plaster Corniche.
070	070		Plaster Corniche.
071	071		Ceiling Rose.
072	072		Ceiling Rose.
073	073		Possibly Original Panelled Door.
074	074		Possibly Original Panelled Door.
075	075		Plaster Detail.
076	076		Plaster Detail.
077	077		Hallway Arch.
078	078		Hallway Arch.
079	079		Later 20th Century Ceramic Tile Fire Place.
080	080		Later 20th Century Ceramic Tile Fire Place.
081	081		Detail of Rear Aspect of 31 Derby R.d.
082	082		Detail of Rear Aspect of 31 Derby R.d.
083	083		Detail of Rear Arched Window & Brickwork, 33, Derby R.d.
084	084		Detail of Rear Arched Window & Brickwork, 33, Derby R.d.
085	085		General View, Front of Derby R.d.
086	086		General View, Front of Derby R.d.
087	087		General View, Front 35, Derby R.d.
088	088		General View, Front 35, Derby R.d.
089	089		Detail of Corbelling & Lintel, 33, Derby R.d.
090	090		Detail of Corbelling & Lintel, 33, Derby R.d.
091	091	05	Queen Post Roof Construction.
092	092	05	Queen Post Roof Construction.
093	093	05	Queen Post Roof Construction.
094	094	05	Queen Post Roof Construction.
095	095		First Floor Rear Windows, 25, Derby R.d
096	096		First Floor Rear Windows, 25, Derby R.d
097	097		Possibly Original Sash Window, 25, Derby R.d.
098	098		Possibly Original Sash Window, 25, Derby R.d.
099	099		Large Rear Window, First Floor, 27, Derby R.d.
100	100		Large Rear Window, First Floor, 27, Derby R.d.

6. Archive and Publication

The site archive comprises:

- 100 colour slides
- 100 monochrome negative and contact prints
- photographic index
- field notes
- a copy of this report

This will be deposited with Leicestershire County Council's Historic and Natural Environment Team.

A summary of the results of this report will be submitted to the editor of Transactions of the Leicestershire Archaeological and Historical Society for inclusion in the annual summary of archaeology in Leicestershire and Rutland.

7. Bibliography

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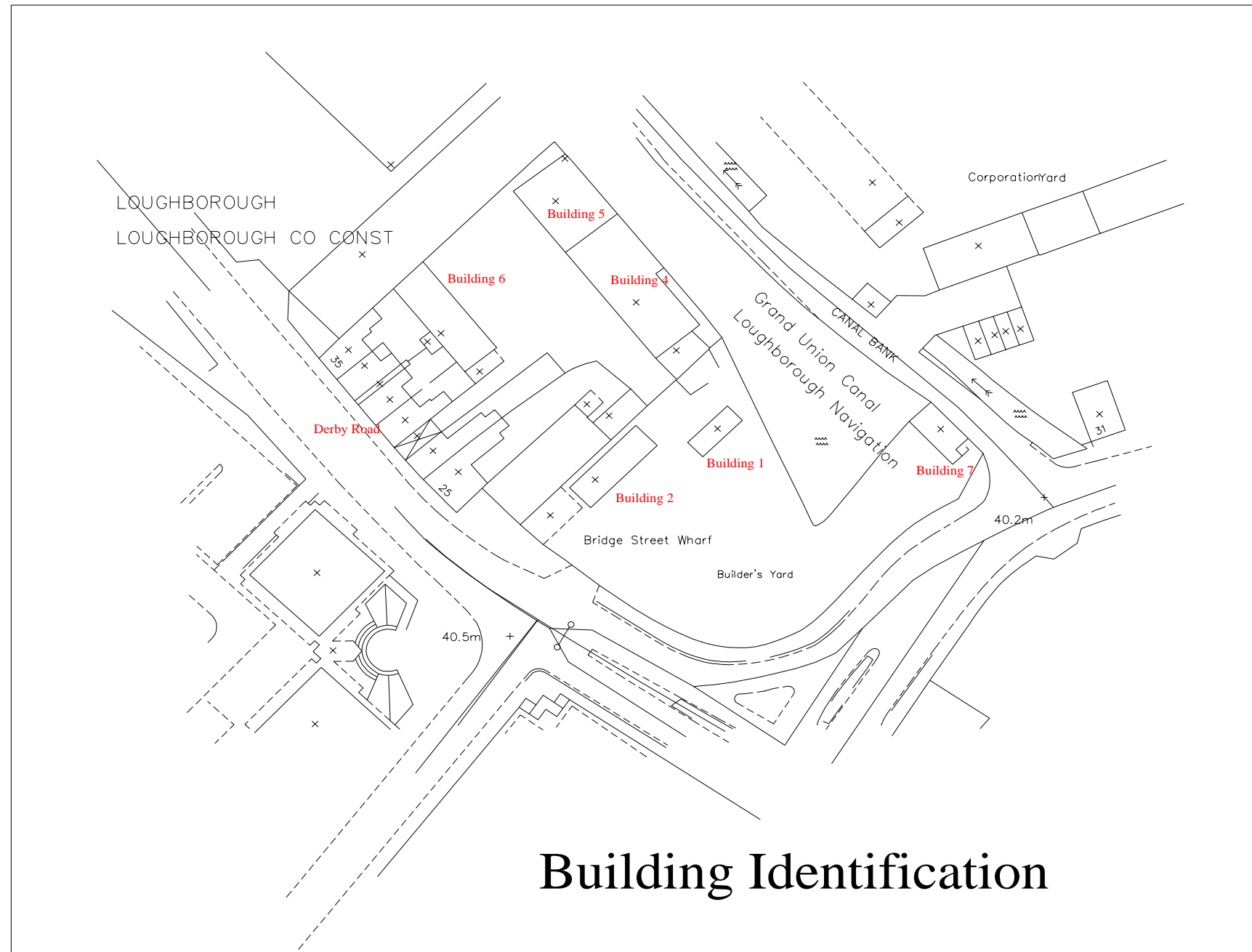


Figure 10. Building Identification. Scale 1:500.