An Archaeological Standing Building Survey of the 1926 Extension to the Former Atkins Works, Lower Bond Street, Hinckley, Leicestershire (NGR SP 4270 9415)

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Summary

University of Leicester Archaeological Services was commissioned by Hinckley & Bosworth Borough Council to undertake an archaeological standing building survey of factory 2 at the former Atkins Brothers Hosiery Works, Hinckley. The building had been identified as being of historic architectural significance and as such an Historic Building Survey was carried out.

Atkins Brothers were one of the oldest hosiery manufacturers in Hinckley, the company had occupied premises on Bond Street since the early Eighteenth Century and had a purpose built factory constructed in the late Nineteenth Century. Factory 2 was built in 1926, replacing an earlier factory building on the same site. The building survey indicates that some parts of this earlier building were retained and incorporated into this new build, especially the southern parts of the building.

Internally the factory had already been stripped out prior to demolition, leaving only limited traces of the manufacturing processes. A detailed examination of the internal processes was carried out by TR Services. Some interesting structural features were also recorded, most notably the use of steel from different sources in the steel frame, suggesting there had been a delay during construction work.

The building was very modern in appearance for 1926 and unlike any of the other Victorian era buildings both within the proposed development area and Hinckley as a whole. The choice to build this design could be seen as a bold one by a confident company.

The archive will be held by Leicestershire County Council, under the accession number X.A47.2008.

1. Introduction

University of Leicester Archaeological Services were commissioned by Hinckley & Bosworth Borough Council to undertake an historic building survey of factory 2, the 1926 build at the Former Atkins Brothers Hosiery Works, Lower Bond Street, Hinckley, Leicestershire (SP 4270 9415). Outline planning permission has been granted for the demolition of this and other buildings within the factory complex and the redevelopment of the Listed Lower Bond Street frontage (Planning Application 07/01218/LBC).

A Historic Building Assessment of the entire complex has been undertaken by T.R Projects in accordance with a brief issued by Leicestershire County Council's Historic and Natural Environment Team. This part of the complex has been identified as being of historic architectural significance and the conservation officer at Hinckley & Bosworth Borough Council has requested the completion of an Historic Building Survey of the structure, prior to demolition to English Heritage Level 3 standard.

The Atkins family are one of the oldest hosiery manufacturers in Hinckley, their origins can be traced as far back as 1722, the company had occupied numerous sites throughout the town and it is thought the family home was originally on Lower Bond Street and that the factory grew up alongside. The earliest buildings within the proposed development area is the L shaped range fronting Lower Bond Street and Baines Lane, which is Grade II listed and is and the subject of separate recording strategy.

Factory 2 is located to the rear of the listed building overlooking the courtyard. The building itself was built in 1926 from a H.L Goddard design, apparently replacing another building with an almost identical footprint which can be seen on earlier cartographic sources and was later extended to the north in (this extension was not included in this survey). The original architects drawings were retained by Hinckley & Bosworth Borough Council Planning Archive and copied and reproduced for this report.

This standing building survey only covers the structure of the building, while the manufacturing processes are covered by a separate report produced by TR Services. There is however, likely to be some overlap where the manufacturing processes are identifiable within the fabric of the building.

All work followed 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* and Rutland was be adhered to while the English Heritage guidelines (2006) have been used as a basis for defining levels of recording.

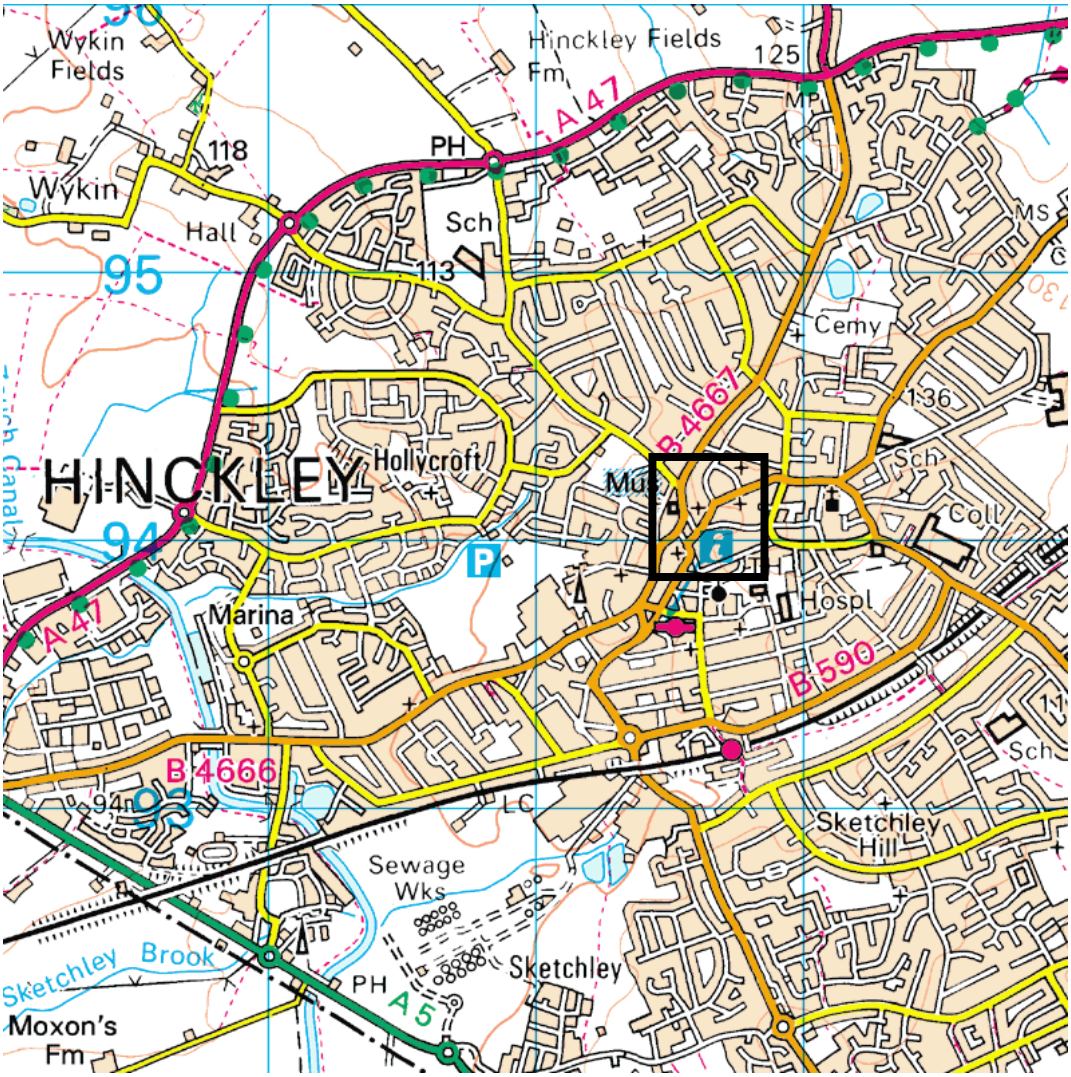

Figure 1. Site location Scale 1:50000

2. Aims and Methodology

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

- To produce a measured survey of the *c.* 1926 building, utilising existing drawings and additional drawings where appropriate.
- To produce a detailed photographic record of the structure in monochrome film and digital format.
- To produce a written account of the building detailing its form, function, age and development based on the collected information.

The standing building survey was undertaken by Gerwyn Richards and Neil Finn. Photographs, in 35mm monochrome negative and digital format taken as raw image files and converted to TIFFs (Tagged Image File Format) covered items 1-6 of the English Heritage guidelines (2006, 4; Appendix 4.1.2). The site visits were carried out between January 31st and February 7th 2008.

Orientation: The building is orientated north-north west to south-south east, for ease of description this taken hereafter to be north to south. The principal elevation faces west-south west (identified as west for this report) and overlooks the internal courtyard. Where the terms 'left', 'right', 'rear' and 'back' are used, it is in relation to this principal west facing elevation. There is only one building covered by this survey and a letter suffix is used where internal sub-division is indicated.

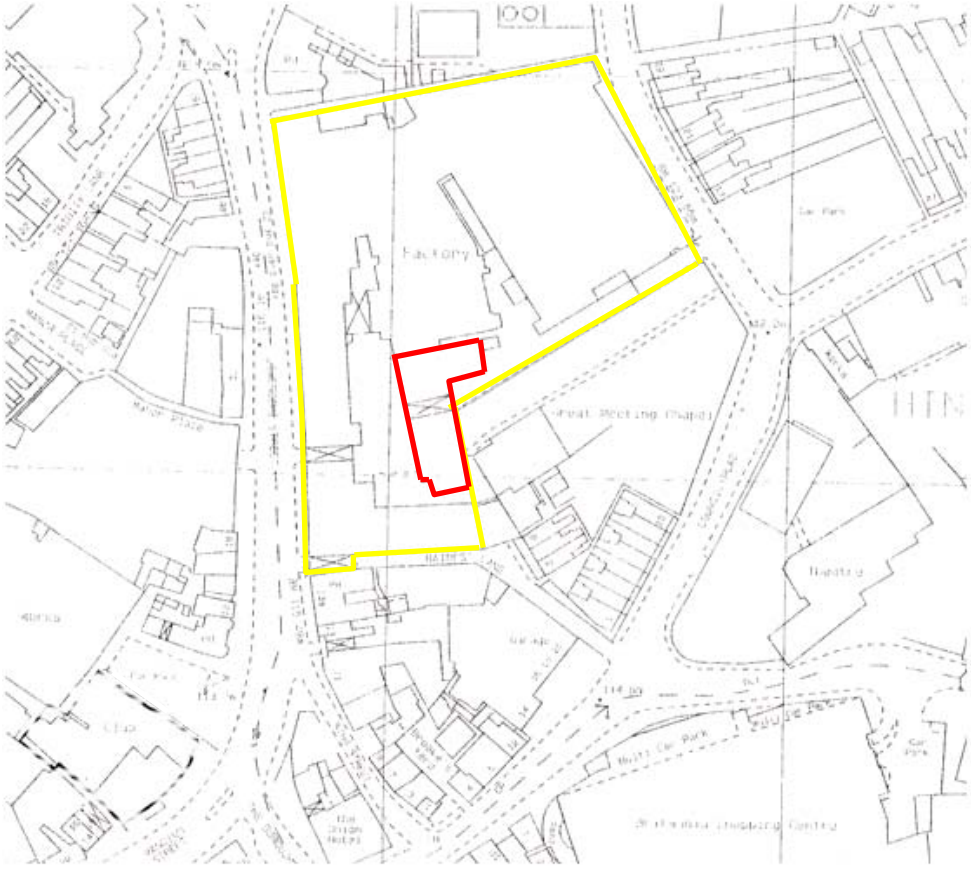

Figure 2
Proposed Development Area (outlined in yellow) & Factory 2 (outlined in red)
Overlaid 1993 Ordnance Survey Map (Leicestershire Sheet No. SP 4294 SE)
(Original scale 1:1250)

3. Standing Building Survey

Factory 2 occupies the centre of the proposed development area and is a four storied building of red brick and reinforced concrete frame of five bays with a stairwell to the right (south) and a north light roof. The central bay is open at ground level providing vehicular access through the site. The later extension follows almost exactly the design of the earlier building but is identifiable by the more obvious concrete frame used on the front elevation. The windows are large steel framed Crittal style with 39 panes, the top centre panel is on a central pivot opening and the bottom centre panel hinges at the bottom. Some of the opening lights have been replaced by fixed vents. At second floor level of the northern most bay there is a horizontal shuttered timber door, it is possible that his replaced a window, or may be an original feature. The concrete beam at first floor level has lead flashing on its upper surface, it is more than

likely that this is a later addition to protect the concrete from the elements as it does detract somewhat from the aesthetic of the building.

The most significant aspect of the front elevation is the apparent use of parts of an earlier building towards the southern end of the factory. This is most apparent at ground floor level on the three southern bays; this part of the building is clearly earlier 9inch by 3inch red bricks in an English Bond. There are two original windows and an original door surviving, all with flat cambered arches above and concrete sills, the timber windows appear to be original as well. Above the central window there is an original circular opening, probably a vent. The walls are extremely wide; 670mm (2' 3") at floor level, suggesting the original building stood several stories high.

An external examination of the stairwell on the southern gable of factory 2 suggests that it too is from an earlier building, both the bricks and the bond match that of the other early structure. It is possible, therefore, that these two parts of the factory are the remnants of the earlier building which stood on this part of the site and could be seen on the earlier edition Ordnance Survey (*Figure 3*).

Figure 3 1887 Ordnance Survey Showing Previous Building
(Leicestershire Sheet No. XLII.8)

Internally, there is little of architectural or historical interest remaining within the building; the manufacturing equipment was removed soon after the sites closure. The ground floor appears to have been used for maintenance and storage, the northern most bay has been extended to the rear, approximately doubling the floor size, the wall is carried on double riveted RSJ, unfortunately no makers stamp could be seen to identify this steel work. As well as this structural steel work there are two possibly later inserted RSJ's below, the purpose of which is unclear, being 15inch by 6inch they were intended to carry a substantial load; both are stamped LANARKSHIRE STEEL COY LTD SCOTLAND, a company known for having rolled the largest

girder in the United Kingdom (24" by 7.5') for the Empire Exhibition Glasgow in 1938.

There is evidence of blocked doorways on the right hand wall as well as blocked windows on the left hand wall, evidence of the building pre extension. One of which is a double door with reveals of bull nosed bricks. Interestingly the central door appears to have been narrowed and then blocked, suggesting a change in use of this part of the building.

The rear extension is only single storey and an examination of the exterior indicates that there is a large steel storage tank standing on the flat roof space. No doubt because of this tank the RSJ' here are doubled up and supported on bull nosed brick piers. There are also a number of blocked windows within this part of the building, three at height on the left hand wall. On the rear wall, there is a low brick arched headed blocked opening approximately 1.18m above the internal floor level, the exact purpose of which is unclear.

To the left of this first bay there is a small bay, approximately half the width of the first bay, since the doorways in the partition wall have been blocked the only access is via a double door on the front elevation, there was originally a doorway towards the rear of the room on the right hand wall, this too has been blocked. Once again there is no indication of the room's original function, there is an original partition wall towards the rear of the room with an unusual central opening approximately 2metres above the internal floor level. There is no evidence that this was originally an external wall and the opening was a window, the exact purpose of this opening, therefore, is unclear. There is no access to the space created by the partition wall from this larger room, the only access is via a wire meshed door on the right hand wall, there was no access to this space at the time of the survey but the limited view indicated that there were two blocked windows in the rear wall.

Back within the main room, there is evidence of blocked joist holes towards the rear in the right hand wall, there were none towards the front of the room. These indicate that there was at least a mezzanine floor level within rear of this room. There was no further evidence indicating the original use of this floor level, the joist holes appear to be original and not a later insertion, therefore, it is almost certain that this floor was an original feature.

An examination of copies of the original architects plans, supplied by Hinckley & Bosworth Borough Council Planning Archive (*Figure 17*) records the larger of the two rooms as the Future Boiler House and the smaller as the Future Fuel Store. It appears, therefore that these two rooms were to be used for that purpose. It appears that this never happened.

The interior of the southern most bays provide the clearest evidence of the retention of elements of the earlier building. The interior of the central bay (C) is clad in white glazed bricks with a two course decorative motif in brown glaze in an English Bond. A style and design which is clearly nineteenth century in date. These glazed bricks were commonly used in the engine house of nineteenth century factories, it is possible, therefore, that this was the earlier buildings engine house and that is why it

was retained within the new building, possibly under steam during the building work powering the remainder of the factory.

Figure 4
*c.*mid twentieth century aerial view of the Atkins works (Factory 2 centre right).

There are two high level windows, again blocked on the rear wall and a double door in the left hand wall towards the front of the room providing access to the open bay. Immediately next to this door within the open bay there is the scar of a projecting wall, supporting the assumption that this wall is also a remnant of the earlier factory. There is a second double door on the right hand wall.

The floor is plain un-glazed quarry tiles, possibly original. Interestingly there is a pair of parallel channels in the floor below the modern machinery, the exact purpose of which is unclear. It is possible that these channels are for the belt drive which would have run off the original engine.

An aerial view of the factory (above) from *c.*1939 indicates there was a substantial chimney to the rear of the building, the perspective makes identifying the exact location difficult. An examination of the 1961 Ordnance Survey indicates that it was located behind the northern most bays; underground flues may have carried the exhaust from the boiler to this chimney or the boiler was located here and steam piped to the engine house. An interesting indication of continuity this room now houses the site's electricity substation, steam power replaced by electrical power.

Once again the original architect's drawings identify these bays; the northernmost bay is identified as Existing Power House. Evidence recorded during this survey suggests that the northernmost bay remained as the power house up until the factory's closure.

The final bay, (D) on the ground floor is to the right; there is access by an apparently original large timber door on the front elevation. To the right of this door in the angle between the gable and front elevation there is a lift shaft, the lift doors open into the court yard, there is no internal access from the ground floor. The layout appears largely unaltered, although, unlike the other rooms there is a central column of apparently re-enforced concrete, making the space rather difficult to use. The column

is identified on the 1926 architects drawing as an RSJ, it is likely that this column is not part of the original building and has been added, probably to strengthen the floors above and appears to have been encased in concrete for additional strengthening. The 1926 drawing, once again identifies this bay as the Engineers Store.

As with Bay (C) there is a pair of high level windows on the rear wall, again blocked.

Both the evidence recorded by this survey and the original drawings confirm that the southernmost bays of the earlier building were retained within the 1926 building. It also appears that despite plans to move it, the power house remained in its original location.

Despite all of the machinery having been stripped out it is clear that the upper floors of the building are where the factory floor is located. There are central 10”x6” RSJ columns supporting a 14”x5” RSJ principal beam. The columns have re-enforcing plates bolted near the base, these plates for some reason are not uniform, some columns have plates on both faces while others only have a plate on a single face while the fourth column from the right has no plate at all. These plates, more than likely are a structural support between the column and the principal beam below. Unfortunately, there was no clear view of the structure due to the floor. The steel work itself appears to be from two sources, the steel work on the right hand side of the building is stamped BS while to the left it is stamped CF. It is unusual for the structural steel work within a building, with the exception of roof frames to come from separate suppliers.

Evidence of the factory in use could be seen throughout the room, including the outline of stripped out machines on the floor towards the front of the room. Unusually there is a bank of 240volt sockets along the front wall immediately below the widows; it would be assume that a factory of this size would use three phase electricity. These sockets may, therefore, suggest owners ceased to up grade and maintain the factory to the highest standards, possibly reflecting the harsh economic conditions the hosiery industry experienced in United Kingdom during the later part of the twentieth century.

There is an inserted room against the right hand wall, constructed with a timber frame clad with Royal Swedish Fibre board, suggesting a date of *c.*1950s. Inside there is a large amount of ducting and the extensive thermal insulation indicates there was some sort of heating appliance originally located here, but was not part of the original factory plan.

The floor throughout is likely to be original, the boards themselves are Canadian Maple. During demolition work it was possible to recover one of the boards for closer examination. The underside of each board was marked with makers’ mark of MUSKOKA RED DEER BRAND MADE IN CANADA, a rapid search of internet sites revealed Muskoka Prefinished Hardwood Floors located in Ontario, the company has been trading for over “100 years” and confirmed that they did indeed, produce the Red Deer brand during the 1920s.

There is internal access to the lift on this floor via a concertina door. Access to the lift doors has been seriously restricted by the later inserted room discussed previously. Further evidence that this room is not original.

The second floor is almost identical in lay out to the first floor, with only a few minor differences; most notably no inserted partitions. The floor has had a vinyl cover laid, probably over the original maple. Despite being empty there is more visual evidence of the working factory on this floor than on the first floor; the windows in the rear wall are uncovered, filling the space with light, suggesting this remained a manufacturing space up until the factory's closure. There are changes in the flooring, no doubt denoting pedestrian routes between machinery, there is a guard rail maintaining a clear route to the lift indicating that it too remained in use until the factory's closure. There is also an array of electrical fuse boxes and trip switches mounted on the wall of the lift shaft, surrounded by a safety rail, again evidence of the factory at work. Further evidence of the factory at work can be seen with a small screen near the door to the stairwell and a in the fact that the first two centre columns from the right are painted a different colour and may represent a division of labour or processes.

The steel work on this floor mirrors that of the first floor, the basic frame is the same, central columns supporting principal beams. The steelwork is again from a different source to the steel work on the first floor and the frame has the same differentiation in steel between the left and right of the building. The four columns on the right hand side are stamped BS 10"x6"∴ while the other four columns are stamped CF, like those on the first floor. The principal beams also come from two different sources and are again divided between the left and right of the building, the beams to the right are stamped ∴ 3.8N, while those to the left are stamped CARGO FLEET ENGLAND, which may explain the CF observed on the other beams, it may be an abbreviation. The company was established in 1883 on the south bank of the Tees in Middlesbrough and this steel work must be some of the last it produced as the company was swallowed up by Dorman Long Ltd in the final years of the 1920s.

An internal examination of this floor also indicated that the loading door observed from the outside of the building was indeed a later insertion. Perhaps used for loads heavier than permitted in the lift. There was no visible evidence for a hoist, either internally or externally serving this door.

The third floor appears to have been the least modernised of all the floors and bears all the signs of a hard life. The original maple floor is still in place but buckled in places by water saturation and completely in grained with grease. This grease also covers every surface within the room. Suggesting this where raw materials were processed prior to joining the production line on the lower floors. Where the floor has started to lift the lower concrete floor can be seen below, between this and the maple flooring there appeared to be another timber layer, it is unclear whether this is an earlier floor or a surface onto which the maple boards were laid. As with the first floor there were the outlines of removed machinery visible on the floor near the front wall.

On the whole the layout is identical to that of the other floors, the only significant difference is the reduced number of columns, and there are now only four columns.

In all likelihood the roof structure requires less support therefore the number of central columns is reduced. Once again the steel work is from different sources; working right to left there is no information visible on the first column, the second column is stamped only with its dimensions, 10"x5", the third column is stamped FRODINGHAM IRON & STEEL C^{o} LTD ENGLAND and the final column is stamped BOLCKOW VAUGHAN & C^{o} LTD ENGLAND. There is not a great deal of readily available information relating to the Frodingham Company, the company was founded in 1865 in the village of Frodingham (which is now part of Scunthorpe) and the ironworks first successfully smelted steel in 1890 and remained as a small scale producer until becoming part of British Steel in 1967.

Bolckow Vaughan established a foundry and rolling mills as early as 1850 and by 1851/52 began building the first blast furnace in Middlesbrough, on Vulcan Street. The company, along with Cargo Fleet (mentioned above) and Bell Brothers were all bought out by Dorman Long Ltd in the final years of the 1920s.

As with most factory buildings of this era the roof is a north light structure with trusses constructed in a combination of flat bar and angle bar for the web members, built up sections of double angle bar for the chord sections and built up hollow channels (or C sections) for the beam. These built up sections are extremely strong and durable and normally reserved for bridge construction. As expected the steel work comes from a number of sources, the flat bar is stamped LILLESHALL while the angle is stamped CARGO FLEET ENGLAND. Lilleshall was the last iron and steel producer in Shropshire, who by about 1925 were only rolling steel, and firing only one furnace to produce it.

This is an unusual roof construction, the use of these built up sections and heavy sections are normally reserved for roofs with a long span or bridges, not for a relatively small, common north light roof like the one recorded. Using the double angle for the chord sections and hollow channel for the beam allows the gusset plates onto which the webs are bolted to be held on both sides with a bolt through, causing less stress on the plate resulting in a very strong joint. The shorter of the flat bar web members is attached to the beam without the use of a gusset plate, being nearly vertical this bar is likely to be under compression and the designer decided there was no need for a gusset plate. The other, more diagonal members would experience tension, therefore angle bar is used and a gusset plate and as mentioned above supported from both sides by the built up sections of the chord above and beam below resulting in a very strong roof.

The design not doubt is very effective in transferring the weight of the roof to the column supports which then disperses to the frame as a whole. It is perhaps because of this efficiency that the number of columns supporting the roof is less than the number supporting the lower floors. The material cost of the roof was less but still covered a relatively large area and the reduced number of columns increased the floor space.

Another unusual aspect of the roof construction is that the north light construction does not extent to the full width of the building. Without access to the roof and only a limited view from one of the adjacent buildings understanding exactly this aspect of the roof design is difficult. What is certain is that there appears to be an area of flat

roof between the north light roof and the parapet. The exact reason for which is unclear but would almost certainly facilitated easier maintenance, allowing access to the roof without the need to scaffold the whole building, this is, however, unlikely to be the sole reason. Another and possibly more plausible explanation is the aesthetic; stepping back the roof structure and building parapets creates a modern looking building with clean lines, it is possible, therefore, that this is an architectural flourish.

Originally there were four pane steel framed windows in the gables of the north light roof; some remain while others have been replaced with extractor fans. Closer examination also indicates that the gap between the roof construction and the parapet is unequal, the gap at the rear is less than that at the front, the front of the right hand bay is stepped back even further to allow for the lift shaft. Stepping the roof structure further back at the front of the building can be seen again as an architectural flourish, by doing so the clutter of the roof structure cannot be seen from the front and below of the building.

The recorded roof was not the same as the proposed roof seen on the 1926 architects drawings (*Figure 16*). The proposed roof trusses were much simpler design, which were abandoned in favour of the much stronger, more complicated trusses recorded.

There is a labyrinth of ducting, no doubt relating to the processes carried out on this floor attached to the roof trusses. Some of the ducting ends in what appears to be large sacks suggesting it acted as an extraction devise collecting waste material from the factory. There is also a large diameter chute on the front wall through a partially blocked window adjacent to the lift shaft; it is unclear whether this is a waste chute or part of the manufacturing process, but the fact that it re-enters the building on the floor below suggests it is part of the manufacturing process. Further evidence of the factory at work can be seen by way of a bench fixed to the rear wall; it is far too low to be a work bench and must have served some other purpose. Interestingly the windows on the front of the building on this floor have been completely covered by fibreboard while the windows on the rear wall have simply had the glass painted over; the reason for this is unclear.

As well as the factory floors discussed in detail above, there is a stairwell and sanitary block above a semi basement abutting the right hand gable of the building. As is usual for factory buildings the men's and women's toilets are on alternating floors. The exterior brickwork matches that of the retained earlier brickwork of the southern bays (above), it appears, therefore, that this is also part of the earlier building and has been retained as part of the new building. The exterior of the gable end has been clad in white glazed bricks in an English bond; the glazed bricks were used not doubt, to increase the light into the well created by building this new building so close to the earlier building. The corridor joining the new build to the early building is also clad in glazed bricks, suggesting it too is retained from the earlier building. Interestingly, the 1926 drawings detail the footing for the stair block, suggesting it was to be part of the new build, evidence on the ground, however indicates it was retained from the earlier building.

The semi basement area provided no real indication of this earlier building. There is a large amount of structural steel work, no doubt, to support the weight of the precast concrete stairs. There are three 10"x10" RSJs and a paired 8"x5"; the 10" RSJ are

1500mm (5') centre, as is the paired 8" RSJs. This suggests the paired 8" RSJs are original, it is unclear, therefore, why they were used instead of 10" RSJ. There are two blocked windows on the right hand wall, but nothing to indicate the room's original function. The 1926 drawing show the semi basement originally intended to house the sprinkler pressure tank, which if the drawings are accurate virtually filled the available space. There was no evidence of this tank visible during this survey, so it is possible, therefore, that if, as suspected the stair tower was retained from the earlier building that the tank was never installed.

Worthy of note is the Saltaire cast on the gatepost on the railings which guard the drop of the stairs down to the semi basement level. Although not common this was seen as a sign of good luck and sometimes incorporated into gateways or doorways.

On all the floors and no doubt watched closely by the employees, there is a slave clock located about the door to the stairs.

4. Conclusion

Despite its uniform appearance and having been stripped out, the building contained a considerable amount of information relating to both the structure and fabric, its use, its history and the wider history of the proposed development area. Most interestingly it was built in 1926, a period of severe economic uncertainty, especially for the British textile and hosiery industries. By making such a large capital investment as a new building Atkins Brothers were confident in their firm's future and ability to continue trading. Nevertheless, it could be argued that by retaining elements of the earlier building observed during this building survey one eye was being kept on balance sheet.

Further evidence of the economic uncertainty of the times could also be seen in the buildings steel frame. More often than not the steel within a building, with the exception the roof structure is from the same source, this building, however has steel from a number of different sources. There is a clear longitudinal divide visible within the steel frame, the steel on the southern end of the building being different to that on the northern end of the building. 1926 was a year of economic uncertainty and industrial unrest, including the General Strike in May of that year and the longer running miners strike. It is possible that there was a pause in the building work resulting in the builder having to go to another supplier. This could also be the reason for the unusual roof design, the trusses may have been fabricated for another building which may not have been built because of outside events and these trusses were bought "off the shelf" so to speak.

The building itself is very modern in appearance and markedly different to other buildings within the proposed development area and indeed this part of Hinckley. While other companies were either making do with their Victorian era buildings or commissioning buildings which were architecturally twenty years out of date Atkins Brothers chose a modernist design. When the building was extended some twenty years later this design was followed so to a casual glance the extension cannot be seen. The company were known for commissioning landmark buildings having already done so with the listed Goddard & Pagett and later Goddard buildings on the Lower Bond Street frontage in the later years of the nineteenth century, the building

reflects the confidence the company no doubt had being one of the oldest hosiery manufacturers in the town and their determination to continue into the twentieth century.

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065	065		Front Elevation, Left Oblique View.
066	066		Front Elevation, Left Oblique View.
067	067		Front Elevation, Left Oblique View @ 2nd Floor Level.
068	068		Front Elevation, Left Oblique View @ 2nd Floor Level.
069	069		Front Elevation, Right Oblique View.
070	070		Front Elevation, Right Oblique View.
071	071		Front Elevation, Earlier Building Incorporated Into Existing Building.
072	072		Front Elevation, Earlier Building Incorporated Into Existing Building.
073	073		Front Elevation, Perpendicular View of Earlier Building.
074	074		Front Elevation, Perpendicular View of Earlier Building.
075	075		Rear Elevation, Partial View.
076	076		Rear Elevation, Partial View.
077	077		Rear Elevation, Partial View.
078	078		Rear Elevation, Partial View.
079	079		Rear Elevation, Left Oblique View.
080	080		Rear Elevation, Left Oblique View.
081	081		Rear Elevation, Right.
082	082		Rear Elevation, Right.
083	083		Rear Elevation, Left.
084	084		Rear Elevation, Left.
085	085		Rear Elevation, Interface Between 1926 Building & Later Build.
086	086		Rear Elevation, Interface Between 1926 Building & Later Build.
087			Stairwell, External Groundfloor View.
088			Stairwell, External Groundfloor View.
089			Stairwell, External Detail.
090			Stairwell, External Detail.
091			Stairwell, Brickwork Detail.
092			Stairwell, Brickwork Detail.
093			Saltaire on Railings.
094			Saltaire on Railings.
095			Saltaire on Railings.
096			Saltaire on Railings.
097			Tiled Gable End.
098			Tiled Gable End.
099		1st	Right to Left, General.
100		1st	Right to Left, General.

101	1st	Left to Right, General.
102	1st	Left to Right, General.
103	3rd	Dog Leg in Roof Trusses.
104	3rd	Dog Leg in Roof Trusses.
105	3rd	Dog Leg in Roof Trusses Perpendicular View.
106	3rd	Dog Leg in Roof Trusses Perpendicular View.
107	Groundfloor	Room C, Front to Back, General.
108	Groundfloor	Room C, Front to Back, General.
109	Groundfloor	Room C, Back to Front, General.
110	Groundfloor	Room C, Back to Front, General.
111	Groundfloor	Room C, Steel Work, Detail.
112	Groundfloor	Room C, Steel Work, Detail.
113	Groundfloor	Room B, Front to Back, Left.
114	Groundfloor	Room B, Front to Back, Left.
115	Groundfloor	Room B, Back to Front, Right.
116	Groundfloor	Room B, Back to Front, Right.
117	Groundfloor	Room A, Front to Back, General.
118	Groundfloor	Room A, Front to Back, General.
119	Groundfloor	Room A, Back to Front, General.
120	Groundfloor	Room A, Back to Front, General.
121		Lift Shaft, Groundfloor View.
122		Lift Shaft, Groundfloor View.
123		Sandstone Pad and Step Down.
124		Sandstone Pad and Step Down.

6. Archive and Publication

The site archive consists of

3 A2 permatrace sheets containing building plan & site notes
86 Black & White negatives and contact prints
DVD containing 124 digital images
4 A4 contact sheet
4 A4 photo index sheets
4 A3 paper copies of original architects plans
Unbound Copy of This Report (ULAS Report Number 2008-163)

The archive will be held at Leicestershire County Council under the Accession Number X.A47.2008

A version of the summary (above) will be published in *Transactions of Leicestershire Archaeological and Historical Society* in due course.

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Figure 5 Front Elevation (Looking North-Northeast).

Figure 6 Detailed View of Retained Brickwork within southern end of Front Elevation.

Figure 7 Change in Concrete Frame Near Retained Bays.

Figure 8 Southern Gable of Retained Stair Tower.

Figure 9 Third Floor, General View.

Figure 10 Detail of Roof Construction.

Figure 11 Second Floor, General View.

Figure 12 First Floor, General View.

Figure 13 Ground Floor, Room C.

Figure 14 Ground Floor, Room C.

Figure 15 Ground Floor, Room A.

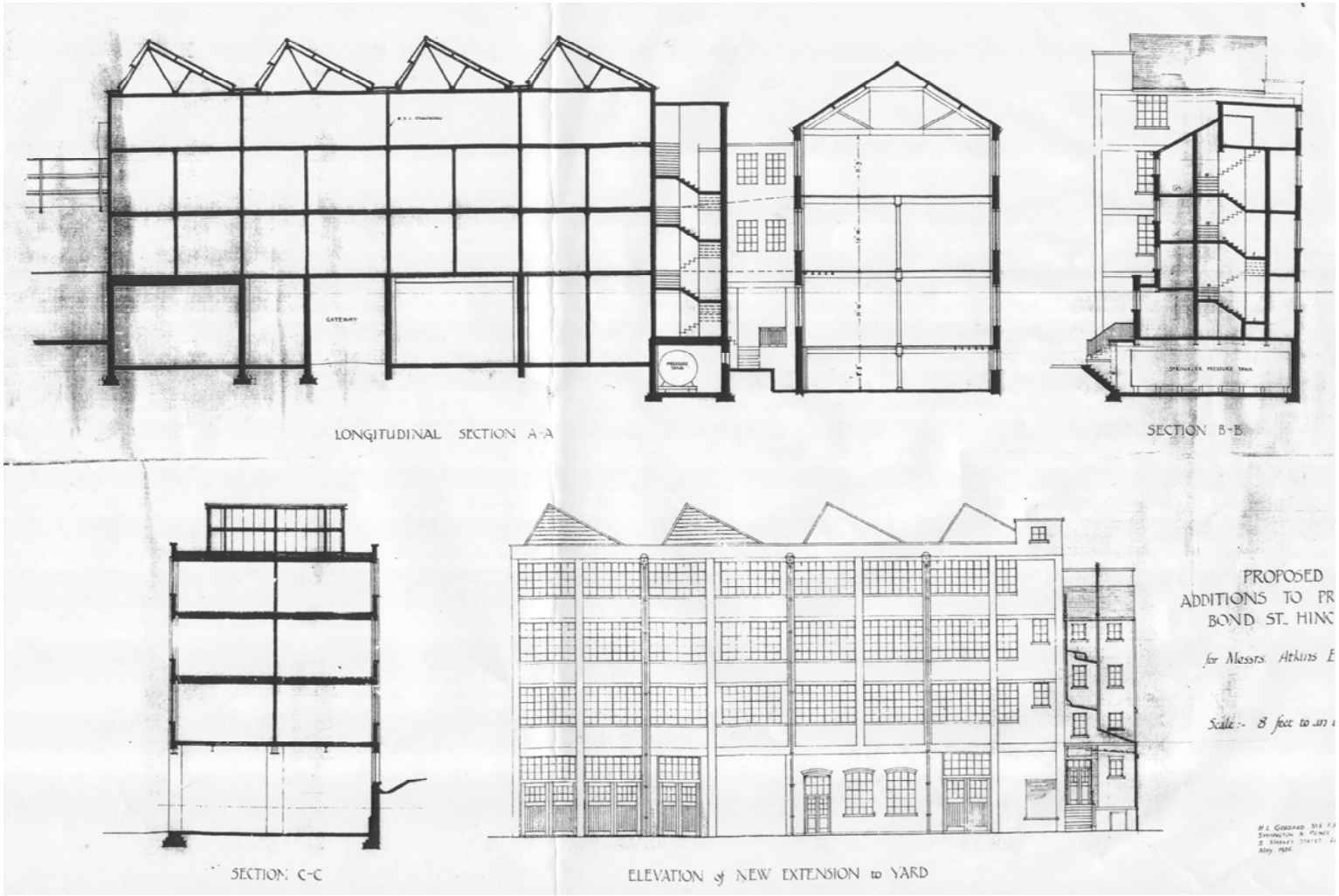

Figure 16 1926 Architects Drawing Showing Elevation & Sections.

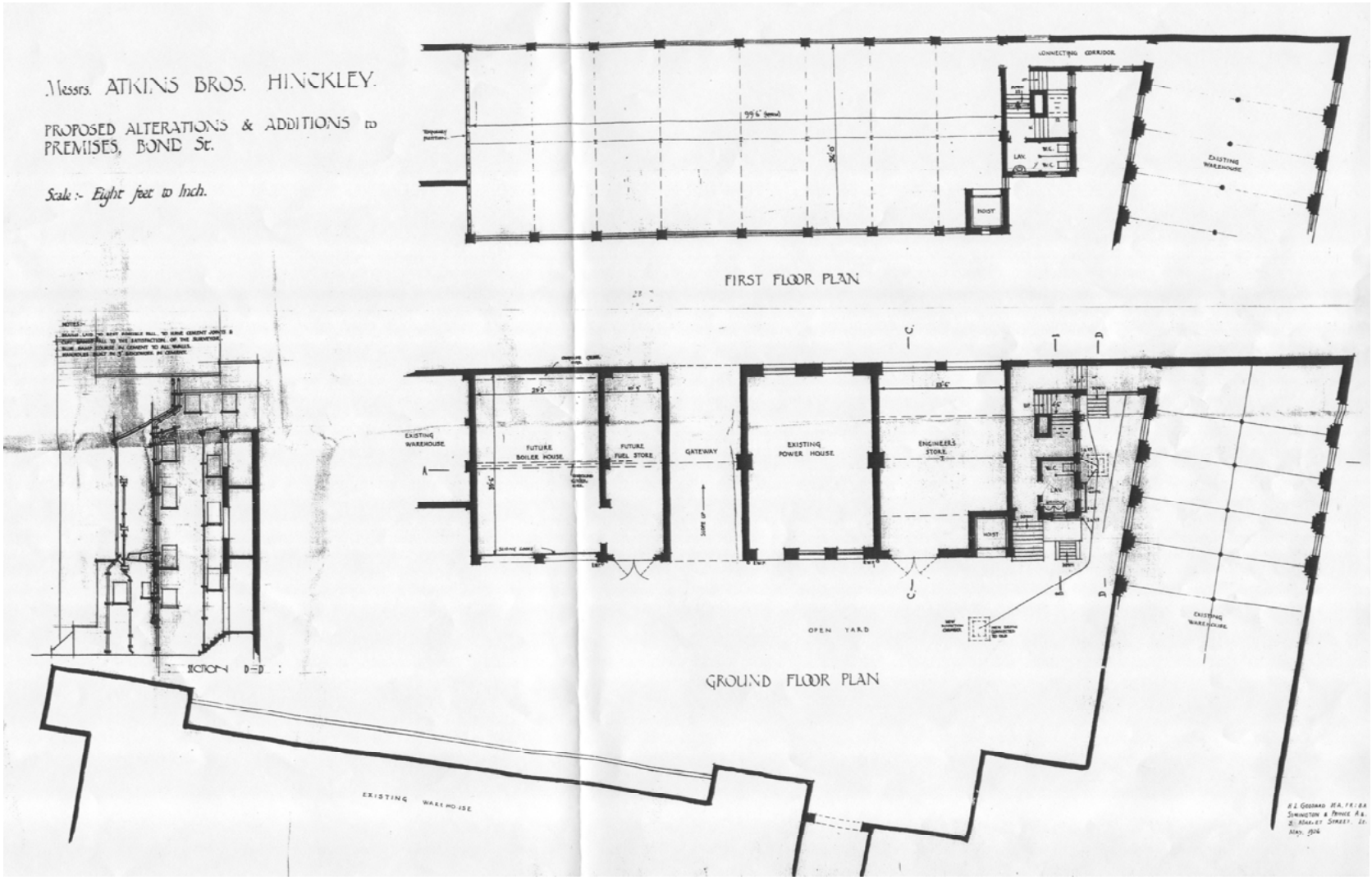

Figure 17 1926 Architects Drawing Showing Ground Floor & First Floor Plan.

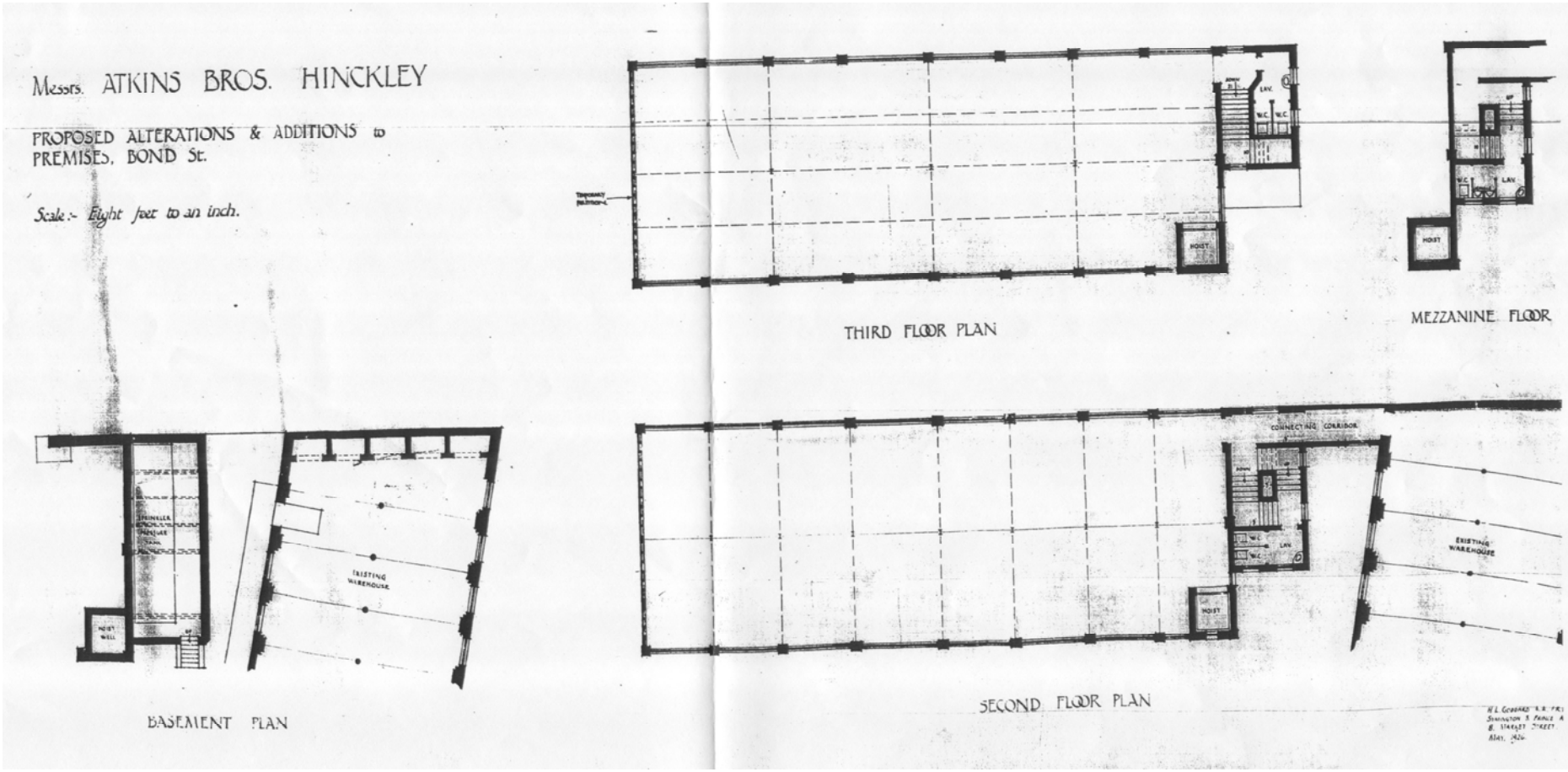

Figure 18 1926 Architects Drawing Showing Second & Third Floors.

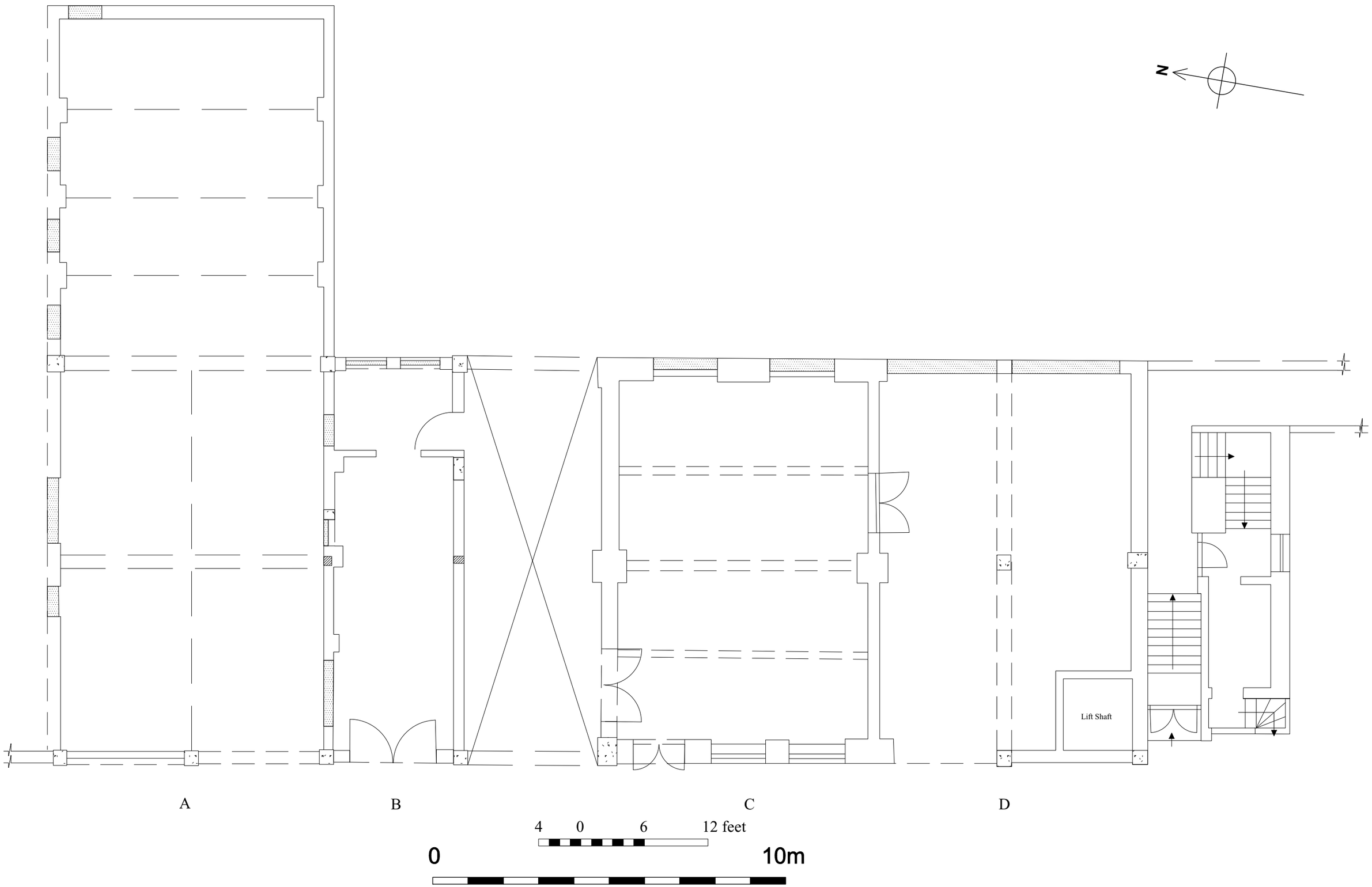

Figure 19 Ground Floor Plan

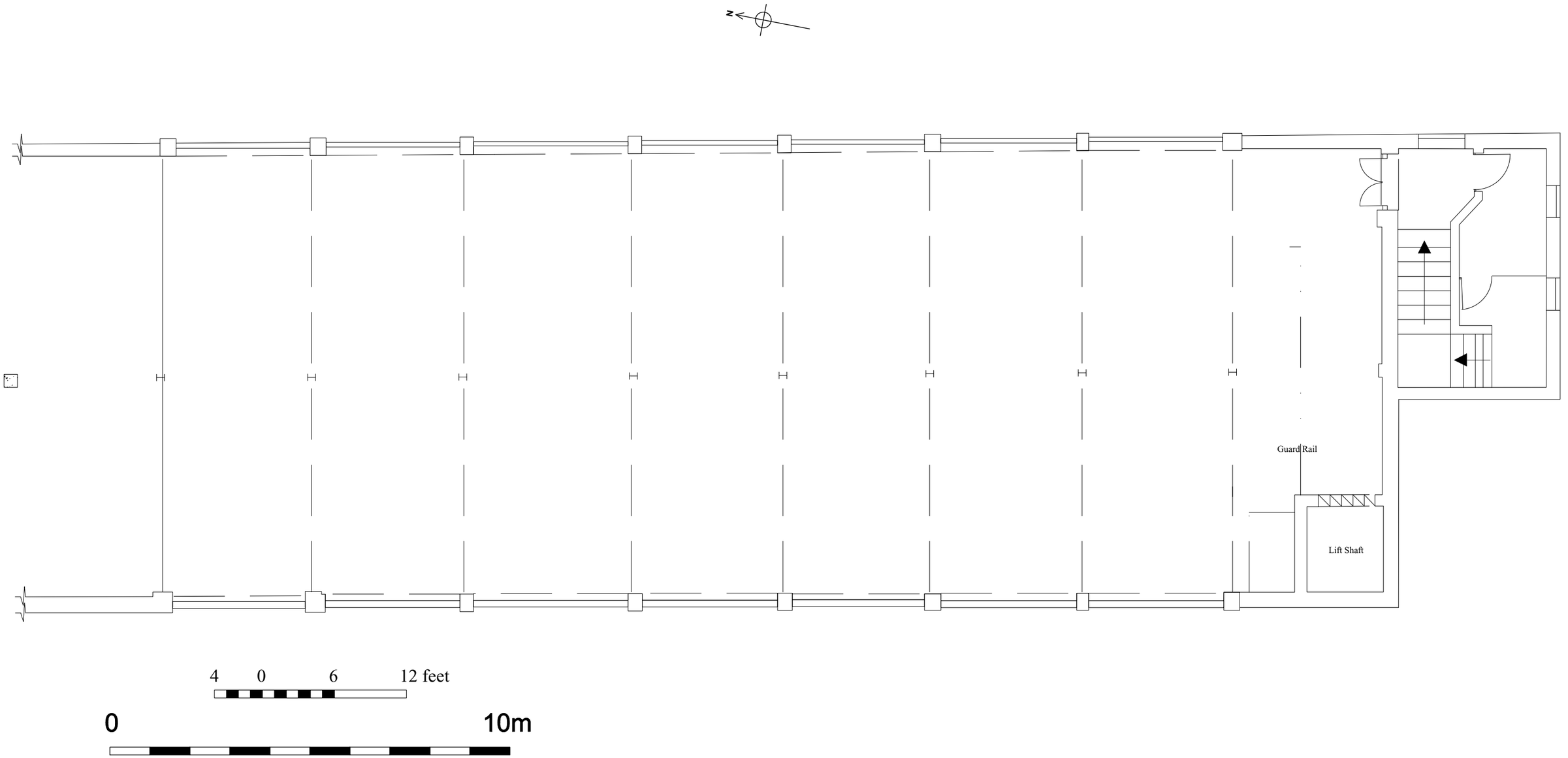

Figure 20 First Floor Plan

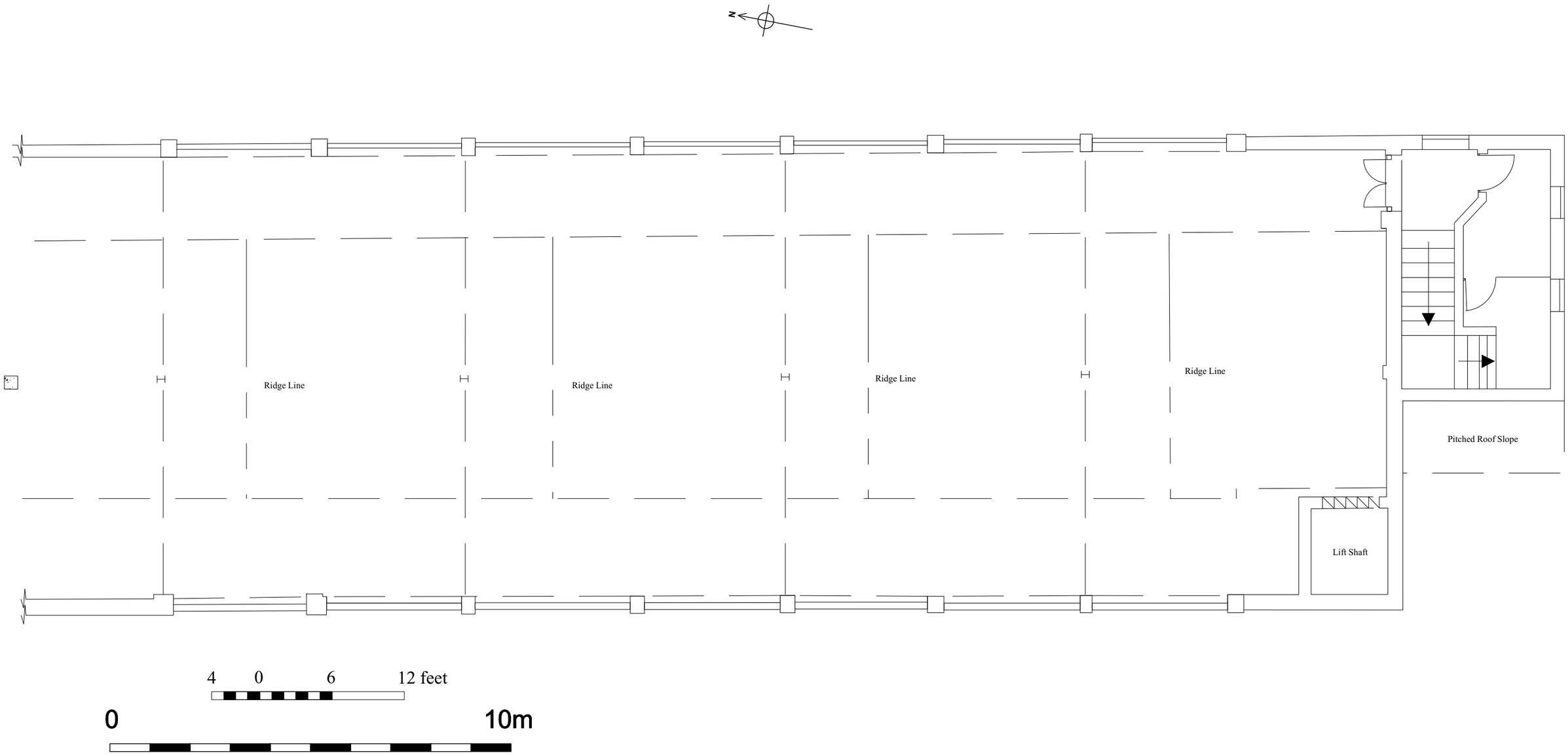

Figure 21 Third Floor Plan

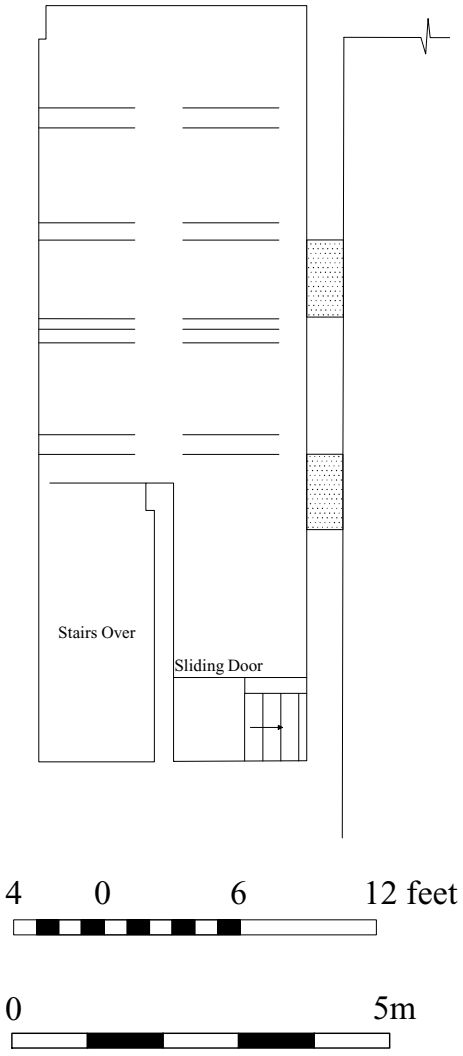

Figure 22 Semi Basement Below Stair Turret

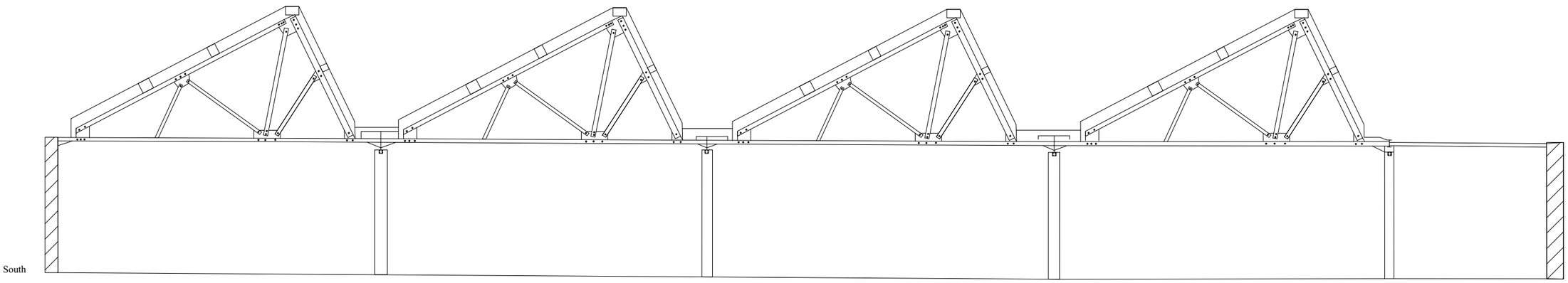

Figure 23 Third Floor Profile

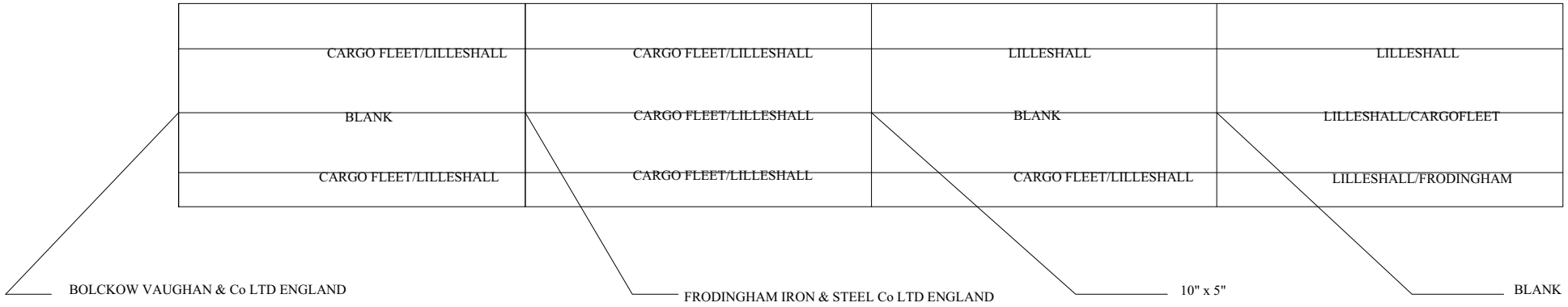

Figure 24 Schematic plan view of Third Floor showing sources of steelwork