

**48-52 QUEEN'S ROAD,  
BRENTWOOD, ESSEX, CM14  
4HD**

**A LEVEL 2 HISTORIC BUILDING SURVEY**



**September 2012**



48 – 52 QUEEN’S ROAD, BRENTWOOD, ESSEX, CM14  
4HD

A LEVEL 2 HISTORIC BUILDING SURVEY

SITE CODE: BR21  
NGR: TQ 59445 93662

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## *Abstract*

*An historic building survey was carried out on the site of 48 – 52 Queen’s Road, Brentwood, between the 4<sup>th</sup> and 6<sup>th</sup> September 2012. The buildings on the site were photographed, measurements taken, and notes made. This has enabled a general understanding of the development, phasing, and dating of the buildings to be gained, alongside identifying features related to their original functions and changes in these over time. This has been compared with cartographic and documentary sources where available.*

*The first buildings on this site were the cottages in the eastern part of the site, fronting onto Queen’s Road. These were built between 1838 and 1847, and were initially constructed as one larger property to the east, a small passageway, and a smaller property to the west. Some indication of this original layout was observed in the buildings today, alongside original roof construction, front façade, and some chimney-breasts. The properties were, however, completely refitted, and the layout changed, in the 1970s.*

*The next development on the site was the construction of the large building fronting onto Queen’s Road, constructed at some point between 1855 and 1872. This was clearly constructed as an industrial building (seen in the utilitarian nature of the structure), consisting of one main room (room 32) with residential accommodation above it, and another tall room at the rear (present-day rooms 30, 31 and 24). Trade directories suggest that this building was initially used for coach building. Later changes to this building include the raising of the northern part of the roof, thereby creating a first-floor in this area; the addition of a new southern frontage to the building; and the subdivision of some of the rooms in this building. These changes reflect the changes in function of the building, as it moved from coach-building into a garage and the electrical business.*

*A number of buildings are first depicted on the 1896 OS Map, including the single-storey building on Coptfold Road (room 2), the single-storey building attached to this (room 1), and the southern part of the single-storey building on Queen’s Road (room 7). This reflects the general later 19<sup>th</sup> century development of this site. The function of these buildings are not definitively known – they are clearly industrial rather than residential buildings, and it is possible that they were associated with the coach building business*

*Later changes to the site took place between 1952 and 1964-70, and include the construction of the north-south building along the western side of the site (constructed in three phases); the addition of the toilet block; and the extension of room 7 northwards. These changes, alongside other changes to the already-existing buildings, may reflect the change in function of this site – by the mid-20<sup>th</sup> century the site was used for the electrical business and other businesses.*

*This standing building survey has therefore identified both mid-19<sup>th</sup> century residential properties (the cottages); and mid-later 19<sup>th</sup> century industrial buildings, plus changes made to these throughout the 20<sup>th</sup> century. This reflects the change in use of the site over time, from the initial coach-making business, through its expansion, and to its change to a garage and other industrial purposes.*

## Contents

	Page
1 Introduction	1
2 Archaeological and Historical Background	3
3 Objectives and scope of the historic building survey	7
4 Methodology	8
5 The Historic Building Survey	10
5.1 The Cottages – Rooms 10 – 23	12
5.2 The main two-storey building on Queen's Road - Rooms 24 – 32	25
5.3 The large single-storey building on Coptfold Road – Room 2	44
5.4 The Single-Storey Building – Room 1	53
5.5 The Single-Storey Building - Room 7	57
5.6 The north-south building on the western side of the site - Rooms 3 – 6	67
5.7 The External Toilet Block – Rooms 8 and 9	78
6 Conclusions	81
7 Bibliography	84
Appendix I: Essex Historic Environment Record / Essex Archaeology and History: Summary Sheet.	85
Appendix II: OASIS Form.	87

## List of figures

Front cover – Photograph of the site from Queen’s Road, looking north-west.

	Page
1	Map showing general location of the site. 2
2	Map showing the more detailed site location. 2
3	Extract from Chapman and Andre’s 1777 Map of Essex, with site location marked. 4
4	Extract from 1838 tithe map, with site location marked. 4
5	Extract from the 1847 ‘Plan’, with site outline marked. 5
6	Extract from the 1872 OS Map, with site marked. 5
7	Extract from the 1896 OS Map, with site marked. 6
8	Extract from the 1964-70 OS Map, with site marked. 6
9	Ground-floor plan of the site, with numbered rooms. 10
10	First-floor plan of the site, with numbered rooms. 11
11	Extract from the 1838 Tithe Map, with position of cottages highlighted (in area of a field, south of Webb’s Lane). 12
12	Extract from the 1847 Plan, with cottages circled. 12
13	Extract from the First Edition 25inch OS Map (1872), providing a clearer indication of the layout of the cottages. 13
14	Photograph of corridor 14, looking south. 14
15	Photograph of room 10, looking east. 14
16	Photograph of southern frontage of cottages (fronting on to Queen’s Road), looking north-east. 15
17	Photograph of southern frontage of cottages (fronting on to Queen’s Road), looking north-west. 16
18	Photograph of western exterior wall of cottages. 16
19	Photograph of eastern exterior wall of cottages. 17
20	Photograph of the roof-space above the cottages, showing the original timber structure. 17

21	Photograph of the roof-space above the cottages, looking west and showing the brick wall which separates the two original cottages.	18
22	Photograph of chimney-breast in southern wall of room 15.	18
23	Photograph of chimney-breast in the eastern wall of room 17.	19
24	Photograph of chimney-breast in the western wall of room 22.	19
25	Photograph of entrance into room 15 from corridor 14.	20
26	Photograph of room 16, showing where the original entrance into the room (from the eastern-most front door) would have been.	21
27	Photograph of the stairs up from the eastern-most front door, up to the first-floor maisonette.	21
28	Photograph of room 10 (kitchen), looking west, and showing the modern fixtures and fittings.	22
29	Photograph of room 23 (bathroom), looking west, and showing the modern fixtures and fittings and sloping ceiling.	22
30	Photograph of raised ceiling above room 19.	23
31	Photograph of back (northern) of cottages, looking south-east, and showing the raising of the roof in the far eastern part.	24
32	Photograph of back (northern) wall of cottages, looking south-east.	24
33	Extract from the 1872 OS Map, depicting the main building.	25
34	Photograph of signs on southern wall of main building.	26
35	Photograph of sign on northern side of main building.	26
36	Photograph of room 32, looking east, and showing its utilitarian nature.	27
37	Photograph of north-eastern fireplace in room 32.	28
38	Photograph of door from room 32 into room 31 - punched through at a later date.	29
39	Photograph of ceiling of room 32, showing the two different ceiling constructions.	29
40	Photograph of timber beam spanning the ceiling in room 32, with iron bolt in it.	30

41	Photograph of vertical timber post on the first-floor running up from the beam in room 32 (right of scale).	30
42	Photograph of original lathe-and-plaster ceiling, under more modern plasterboard ceiling, in room 25.	31
43	Photograph of room 27, looking south-west, showing the fireplace (original), original window (right one), and later window (left one).	32
44	Photograph of corridor, looking south towards and into room 28.	32
45	Photograph of the roof-space above the main building.	33
46	Photograph of the roof-space above the main building, and the brick wall at the eastern end.	33
47	Photograph of the south-eastern corner of the main building, showing the new (yellow brick) frontage and different windows.	34
48	Photograph of south-eastern corner of room 7, showing the buttress (on the southern wall) not fitting with the coursing of the eastern wall.	35
49	Photograph of large garage doors in southern frontage of main building.	35
50	Photograph of southern frontage of the main building (all inserted alongside the new southern frontage).	36
51	Photograph of main building, looking south-west, and showing the raising of the roof at the northern end.	37
52	Photograph of the main building, looking south, and showing the different roof constructions and flattening of the roof.	37
53	Photograph of raised roof on eastern wall of main building.	38
54	Photograph of raised roof on western wall of main building.	38
55	Photograph of northern wall of main building, showing the different windows at ground and first-floor.	39
56	Photograph of room 31, looking east, showing the modern fixtures and fittings.	40
57	Photograph of room 24, looking west, and showing the partition, sloping roof, and modern features.	41
58	Photograph of later storeroom-areas on the western side of room 32.	42
59	Photograph of blocked window on eastern wall of main building.	42

60	Photograph of inserted window in eastern wall of main building.	43
61	Photograph of room 31, looking west.	43
62	Extract from 1872 OS Map, with room 2 building depicted in grey and circled.	44
63	Photograph of southern wall of room 2 (left of image) and western wall of room 1 (right of image), showing how the room 1 building has simply been built onto the room 2 building.	44
64	Photograph of the eastern wall of room 2, which is the western wall of the adjacent house.	45
65	Photograph of northern wall and northern part of the eastern wall of room 2, looking south-west.	46
66	Photograph of the door in the northern wall of room 2, from the inside.	46
67	Photograph of the eastern part of the southern wall, showing the breeze-block separation leading into room 1.	47
68	Photograph of the western part of the southern wall of room 2, indicating the various openings which may have once been here.	48
69	Photograph of the western wall of the room 2 building, from the outside, showing the red brick and poor construction of this wall.	49
70	Photograph of timber-feature (platform holding tank?) in western part of room.	50
71	Photograph of room 2, looking east.	51
72	Photograph of room 2, looking west.	51
73	Photograph of timber in centre of southern wall - possibly indicating line of internal division?	52
74	Extract from 1872 OS Map, with area of room 1 building circled.	53
75	Extract from 1896 OS Map, with room 1 building circled.	53
76	Photograph of room 1, looking north-east.	54
77	Photograph of room 1, looking north-east.	54
78	Yellow stock brick on the eastern wall of room 1.	55
79	Limewashed brickwork (part of the original shell of the building) under the later paintwork.	55



80	Photograph of room 1, looking north.	56
81	Extract from 1872 OS Map, with area of room 7 building circled.	57
82	Extract from 1896 OS Map, with room 7 building (just the southern part) circled.	57
83	Extract from 1964-70 OS Map, with room 7 (both northern and southern parts) circled.	57
84	Photograph of stub-wall on western wall of room 7, indicating where the original northern wall of this room would have been positioned.	58
85	Photograph of room 7, looking south, showing the different roof constructions in the northern and southern parts of the room.	58
86	Photograph of the blocked window in the western wall of the main building, blocked by the roof of room 7.	59
87	Photograph of the exterior of the room 7 building, from Queen's Road, looking north.	60
88	Photograph of the interior of the southern part of the room 7 building, looking south.	60
89	Photograph of windows in southern wall of room 7, from the inside.	61
90	Photograph of sliding door in eastern wall of room 7, leading into room 32.	61
91	Photograph of modern breeze-block addition in south-west corner of room 7.	62
92	Photograph of cut-out at base of door, plus two blue pipes (for petrol pumps).	63
93	Photograph of lobby / reception area in breeze-block area, looking east.	63
94	Photograph of lobby-type area in modern breeze-block area, looking south-west.	64
95	Photograph of eastern part of modern breeze-block area, showing the areas of shelving and windows.	64
96	Photograph of the join between the northern part of room 7 and the north-south building on the western side of the site.	65
97	Photograph of the northern part of room 7, looking north.	66
98	Extract from 1952 OS Map showing area of rooms 3 – 6 building.	67

99	Extract from 1964 – 70 OS Map, showing total extent of rooms 3 – 6 building.	67
100	Photograph of western side of north-south building.	68
101	Photograph of change in brickwork on eastern wall of north-south building, representing limit of original building and extension to the south.	68
102	Photograph of line in concrete where limit of original building was.	69
103	Photograph of eastern side of north-south building, showing different windows in original part and southern extension.	69
104	Photograph of doorway through from room 5 to room 4, looking into room 4.	70
105	Photograph of room 3, looking north.	71
106	Photograph of hardboard partition between rooms 3 and 4, looking north in room 4.	71
107	Photograph of door from room 2 to room 3, showing how it has been cut through the wall at a later date.	72
108	Photograph showing the keyed-in brickwork at the upper level in the change of angle, and the line in the brickwork at the lower level.	73
109	Photograph of room 5, looking south.	74
110	Photograph of the window in the eastern wall of room 5, showing the patched brickwork beneath it.	74
111	Photograph of the eastern side of the north-south building, showing how the first-floor is one construction.	75
112	Photograph of room 6, looking north.	76
113	Photograph of room 6, looking south.	76
114	Photograph of hoist outside room 6.	77
115	Extract from 1952 OS Map, with area of toilet blocks circled.	78
116	Extract from 1964-70 OS Map, with toilet blocks circled.	78
117	Photograph of toilet block (rooms 8 – 9), looking north-east.	78
118	Photograph of interior of room 8, looking west.	79

119	Photograph of interior of room 9, looking west.	79
120	Photograph of toilet block (rooms 8 – 9) and projecting northern lean-to, looking south-east.	80
121	Phased plan of the site.	81
122	Photograph of J Plater's Cart, Van & Carriage Works, Haddenham, Buckinghamshire. 1903.	82

## **THE HISTORIC BUILDING SURVEY: 48 – 52 QUEEN’S ROAD, BRENTWOOD**

### **1. Introduction**

- 1.1** This report details the results of an historic building survey conducted on a series of buildings at 48 – 52 Queen’s Road, Brentwood, before the demolition of these structures and redevelopment of the site to create ten shared-ownership residential dwellings. These structures are currently vacant, however were previously a mix of residential and industrial properties.
- 1.2** The site currently consists of residential properties fronting Queen’s Road in the eastern part of the site, with vacant workshops and light industrial buildings in the rest of the site (around a yard / open space). These are a mix of single and two-storey buildings, and will be described in detail in this report.
- 1.3** The site lies to the south of Brentwood High Street and town centre, in a mixed residential / commercial area. It is bounded by Queen’s Road to the south, and Coptfold Road to the north, and is just to the east of Library Hill. It is centred at TQ 59445 93662.
- 1.4** The fieldwork was carried out by Compass Archaeology on the 4<sup>th</sup> – 6<sup>th</sup> September 2012.
- 1.5** The historic building survey was undertaken further to a planning condition (Planning Ref: 11/00056/REF) and in response to a recommendation made by Essex County Council’s Historic Management Team for an historic building survey. The fieldwork was carried out in accordance with a Written Scheme of Investigation (Compass Archaeology, 2012), in response to the Brief produced by Essex County Council.
- 1.6** This project was commissioned by Debbie Elder, of ML Hart Builders Ltd, and advice was given by Teresa O’Connor (Essex County Council Heritage Management Team).



Fig. 1: Map showing general location of the site.



Fig. 2: Map showing the more detailed site location.

## **2. Archaeological and Historical Background**

### **2.1 Brentwood**

The following discussion is mainly taken from ‘Brentwood Town Assessment Report’ (1999), part of the Essex Historic Towns Survey.

There is little evidence for prehistoric activity in or around Brentwood, aside from the Iron Age hillfort at South Weald Camp (1 mile north of Brentwood).

Brentwood does lie on the Roman to Colchester Road (the modern High Street), and trial trenching to the south of the town has uncovered Roman roadside ditches. However, there is no evidence for any Roman settlement at Brentwood.

There is no evidence for Saxon activity or settlement in Brentwood. In 1177 it was woodland / marginal land, and it may have been like this throughout the Saxon period.

Brentwood was founded in the medieval period by the monks of St Osyth. They constructed a town in 1177, with house plots along one side of the High Street. In 1221 they built a chapel to St Thomas Becket, in 1227 they obtained a market charter, and from 1234 buildings were constructed on both sides of the High Street. The town is notable for being where the Peasants Revolt began in Essex in 1381.

The town continued to grow, such that in 1616 it was described as a “great market town” (in a petition to the king). The 16<sup>th</sup> century court rolls record the appointment of ale-tasters, supervisors of meat and fish, and supervisors of leather. It was also an important coaching centre. Brentwood grew further in the 19<sup>th</sup> century, particularly to the south of the original town, with the arrival of the railway.

### **2.2 The Site, from Cartographic Evidence**

The site itself lies to the south of the High Street, where the original centre of Brentwood was concentrated, suggesting that it does not lie in the area of the earliest town. However, Coptfold Road is depicted on Chapman and Andre’s 1777 Map of Essex (fig.3), although no development is depicted around it.



Fig. 3: Extract from Chapman and Andre's 1777 Map of Essex, with site location marked.

The 1838 tithe map (fig.4) also depicts the line of Coptfold Road, but with the area of the site being open fields (labelled 'Ozier Field').



Fig. 4: Extract from 1838 tithe map, with site location marked.

By the time of the 1847 'Plan of the Hamlet of Brentwood in the County of Essex' (fig.5), the roads in this area (Queens Road, Coptfold Road, Library Hill) are depicted, alongside the construction of the cottages in the eastern part of the site, fronting onto Queen's Road.



Fig. 5: Extract from the 1847 'Plan', with site outline marked.

The 1872 First Edition 25inch OS Map (fig.6) shows greater development on the site, with a timber or metal building in the northern part of the site, and the main building fronting Queen's Road also having been constructed.



Fig. 6: Extract from the 1872 OS Map, with site marked.

Further development is depicted by the time of the 1896 OS Map (fig.7), including the single-storey building on Coptfold Road (within the same footprint as the earlier timber or metal building), the single-storey building adjoining this, and the single-storey building to the west of the main building on Queen's Road.





Fig. 7: Extract from the 1896 OS Map, with site marked.

Trade directories indicate that the buildings on this site were used for coach-building from at least 1874 until the 1920s.

Little change is depicted on maps up to the 1964-70 OS map (fig.8), where the north-south building on the western side of the site, plus the toilet block, and the northern extension of room 7, are depicted. This may reflect the change in function of the site, into engineering and other industries (as is reflected in trade directories).



Fig. 8: Extract from the 1964-70 OS Map, with site marked.

### **3. Objectives and scope of the historic building survey**

**3.1** This historic building record is being compiled to gain a greater historical understanding of the buildings currently standing on the site, before their demolition. In particular, Essex County Council Historic Environment Management Team have highlighted the following things to be considered in this work:

- *Plan form of the site*
- *Materials and method of construction*
- *Date(s) of each structure*
- *Function and layout*
- *Fixtures and fittings*
- *Phasing*
- *The context of the site within its immediate contemporary landscape*

Particular attention will be made to comparing the conclusions reached in the historic building survey with the available cartographic evidence, in an attempt to identify the existing buildings with those depicted in the maps, and the date and phasing of the various buildings.

It will also be important to try to ascertain the past function(s) of the buildings on the site, particularly the industrial buildings where it will be important to identify what industry they were part of.

Such buildings are important as examples of later post-medieval / industrial age sites. These are considered to be an important component of the landscape, which are increasingly facing loss through demolition or unsympathetic re-use (according to the 'East Anglian Archaeology: Research and Archaeology: A Framework for the Eastern Counties 2. Research Agenda and Strategy').

### **3.2 Requirements for a Level 2 Survey**

According to English Heritage's 2006 'Understanding Historic Buildings: A Guide to Good Recording Practice', a level 2 survey should fulfil the following objectives:

*A Level 2 survey is a descriptive record, made of a building that is judged not to require any fuller record, or it may serve to gather data for a wider project. Both the exterior and the interior will be viewed, described and photographed. The record will present conclusions regarding the building's development and use, but will not discuss in detail the evidence on which these conclusions are based. A plan and other drawings may be made but the drawn record will normally not be comprehensive and may be tailored to the scope of a wider project.*

## **4. Methodology**

### **4.1 General**

Throughout the project, the Essex County Council Historic Environment Management Team were kept informed of our progress.

All work was undertaken by persons with expertise in historic building recording and analysis, and the project was overseen by a full Member of the Institute of Field Archaeologists.

The work followed the Code of Conduct of the Institute of Field Archaeologists, and the guidelines in English Heritage's 2006 'Understanding Historic Buildings. A Guide to Good Recording Practice'.

Relevant Health and Safety guidelines were followed throughout the project. All members of staff have CSCS cards.

### **4.2 Documentary research**

A documentary search was undertaken at the Essex Records Office. This included consideration of cartographic evidence, pictorial evidence, trade directories, title deeds, etc. Any information held by the project team was also thoroughly examined, and information from the internet utilised.

### **4.3 Field Investigation**

Field investigation consisted of a series of walk-over surveys, involving direct observation and analysis of the buildings in order to ascertain what information they provide about their origin, form, function, date, development, etc.

The investigation included a visual examination of the buildings' external and internal fabric to Level 2 standards, with particular attention to stratigraphic relationships, materials, dimensions, methods of construction, joinery, fenestration, architectural styles, plan elements, decorative schemes, fixtures and fittings, and other details that help to date the building or its various stages of evolution. The objective has been to break the building down into a series of intelligible phases of architectural development, and to record the surviving original architectural aspects of the building whilst also noting any changes that have taken place since its construction.

### **4.4 Survey and drawings**

A large-scale block plan was made of the site. The positions of all the buildings were plotted on this.

#### **4.5 Photography**

Photography consisted of general shots, of both the site in general and individual buildings. Both exterior and interior shots were taken. Photographs of particular features (fittings, fixtures, original features, any evidence of the various phases) were also made. A scale was used in these photographs where necessary / helpful. The photography was undertaken using a digital camera, producing both 'RAW' and 'Jpeg' images, in colour and, where appropriate, black-and-white 35mm prints.

A comprehensive photographic record, noting what each photograph was of, where it was taken, and from what direction, was made throughout the fieldwork.

#### **4.6 The written account and archiving**

Following the completion of the fieldwork, this written report was compiled.

A copy of the full archive (drawings, photographs, correspondence, and the full report) will be deposited in Chelmsford Museum within 12 months of completion of the fieldwork.

## 5. The Historic Building Survey

The following text (plus photographs, maps, and illustrations) discusses each of the buildings on the site in turn. They are discussed in their chronological order of construction, as far as this can be understood. Discussion considers evidence for their original construction and original features, alongside consideration of later changes made to each of the buildings. Reference will be made to both cartographic and documentary sources where relevant, in an attempt to understand the function of the buildings and the reasons behind their construction and changes.

The two floor-plans below (fig.9 for the ground-floor, and fig.10 for the first-floor) have been numbered, by room. These numbers are used throughout the report.

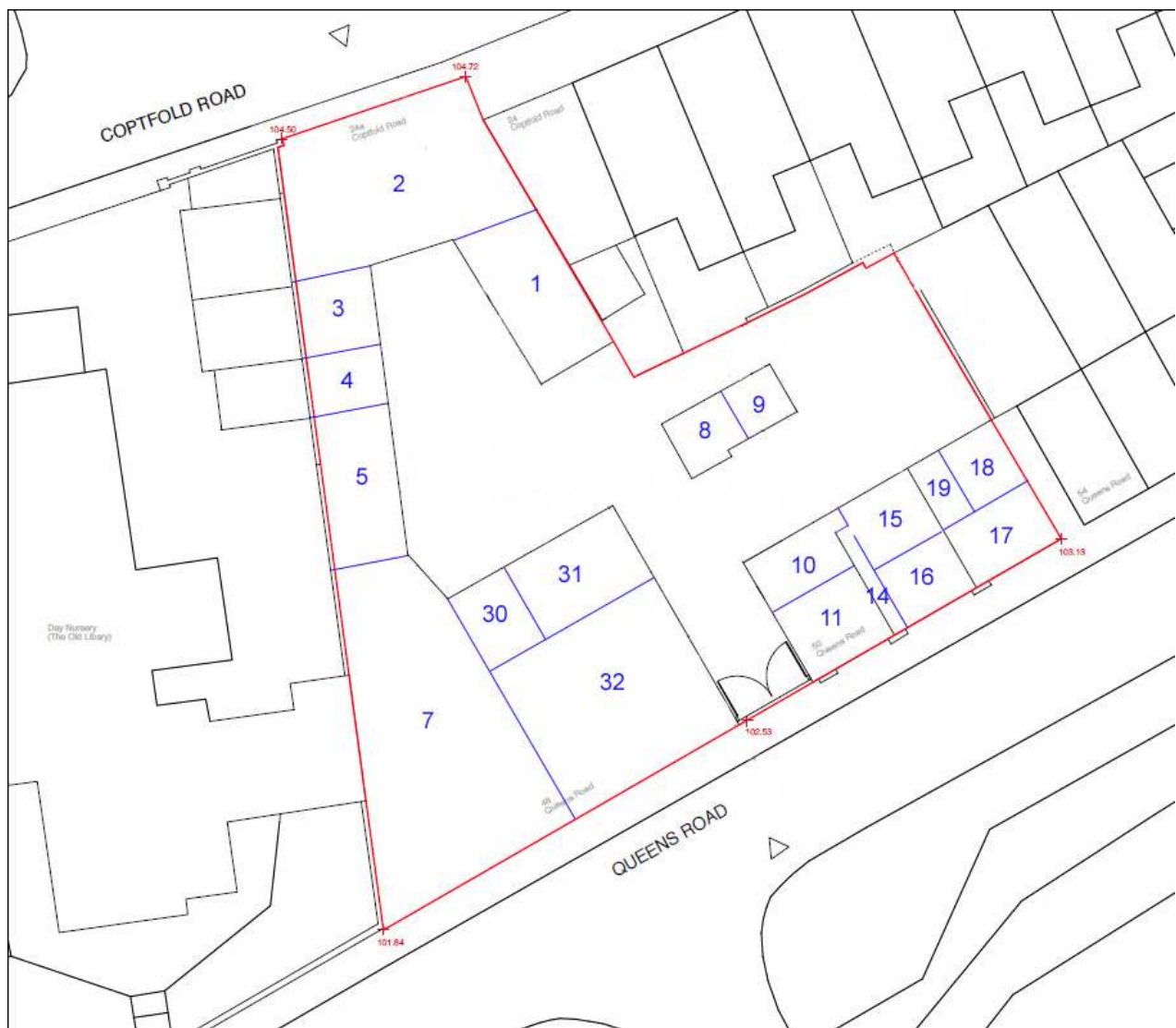


Fig. 9: Ground-floor plan of the site, with numbered rooms.



Fig. 10: First-floor plan of the site, with numbered rooms.

## 5.1 The Cottages – Rooms 10 – 23:

### 5.1.1 Evidence for the earliest (mid-19<sup>th</sup> century) cottages:

The oldest standing buildings on this site are the cottages fronting onto Queen's Road, in the eastern part of the site (rooms 10 – 23). These are clearly depicted on the 1847 'Plan of the Hamlet of Brentwood in the County of Essex', but not on the 1838 Tithe Map (where the site is depicted as open space just south of 'Webb's Lane' (now Coptfold Road)). On this map, the site lies within field number '419' – "Ozier Field" (according to the accompanying apportionment), which was owned by John William Spicer, and occupied by Isaac Ray. This therefore provides a very good indication of the date of the construction of these cottages (some time between 1838 and 1847), as well as showing that these were the first buildings to exist on the site (or at least since the mid-later 18<sup>th</sup> century, i.e. within cartographic memory!).



Fig. 11: Extract from the 1838 Tithe Map, with position of cottages highlighted (in area of a field, south of Webb's Lane).

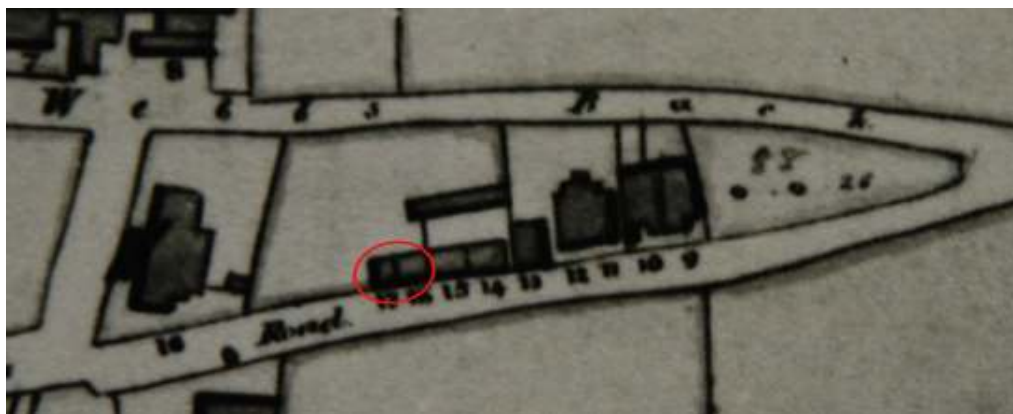


Fig. 12: Extract from the 1847 Plan, with cottages circled.

The cottages do not, however, appear to be the same as they are today (a two-storey house at the western end of the row of buildings, with the eastern part consisting of a ground-floor and first-floor maisonette). Nor do they appear to be as the outside would suggest – three separate small cottages. Instead, there was a larger house at the eastern end, with a small passageway separating this from a smaller house at the western end. This is more clearly depicted on the 1872 First Edition OS Map, and is consistently depicted this way on all maps up to the 1994 OS Map, although this is probably accounted for by the later OS Maps just copying the overall outline of the buildings rather than because the cottages remained laid out in this way.



Fig. 13: Extract from the First Edition 25inch OS Map (1872), providing a clearer indication of the layout of the cottages – one large cottage to the east, a passageway, and a narrower cottage to the west.

Study of Brentwood street directories and the 1911 census further supports the argument that these buildings originally consisted of two properties, up until at least 1952-3. They have entries for No. 50 and No.52, and not No.52a. For example, the 1911 census records a Robert Claydon (a builder) and his wife Frances Emma living at No.50, and George Moore (a milkman and furniture / wardrobe dealer) and his family living at No.52. The 1928 directory records Mrs F.E. Claydon living at 50 Queen's Road, and a C. Wainwright living at No.52. The same names appear in the 1932 directory. The 1952-3 directory is slightly different as records a Cyril L Saxton living at No.52 (Mrs Claydon still lives at No.50). These directories therefore show that the layout of two properties existed until at least the 1950s.

The general layout of the present-day cottages reflects this earlier layout, with the smaller two-storey house at the western end still existing (rooms 10-13), and the larger house at the eastern end having been split into two separate maisonettes (ground-floor consisting of rooms 15-19; first-floor consisting of rooms 20-23).

The line of the original passageway is still visible in the line of the entrance to the ground-floor maisonette (corridor 14). This measured 0.95m in width, and was 4.98m in length. It leads back from the central door on Queen's Road (which would have been the southern entrance to the passageway) but is blocked off at the northern end by the extension of room 10 to the east. Within room 10, the line of the passageway would have run through to the back door (which would have been the northern exit of the passageway, with



the present door in the same location as the original exit of the passageway). The stub out in the southern wall of room 10 (running for 1.26m out of the southern wall) also reflects the line of this passageway. Although corridor 14 and features in room 10 do reflect the line of this passageway, all features within it (the doors, floor, walls, ceilings, etc) are modern additions associated with the later refitting of the houses (see discussion below).

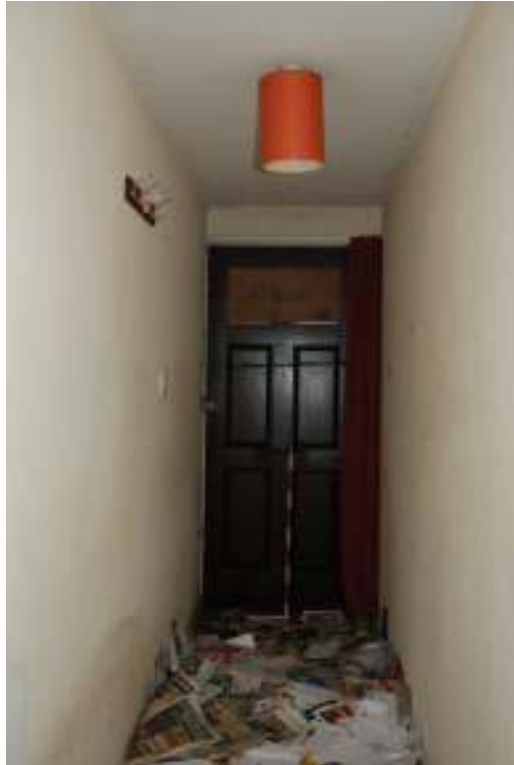


Fig. 14: Photograph of corridor 14, looking south.



Fig. 15: Photograph of room 10, looking east. The stub-wall, reflecting the line of the original passageway, can be seen behind the scale, with the door, in the position of the original northern exit of the passageway, to the left.

The main (southern) frontage of these buildings is original (mid-19<sup>th</sup> century), being constructed in red brick, set in Flemish bond, and clearly having been constructed in one phase (with no indication of any rebuilds or patchings). The bottom section of this wall (c.0.7 – 0.8m) has been rendered over. This rendering has been applied to slightly differing heights to even out the slight slope on which the cottages have been constructed (sloping down to the west), such that the rest of the buildings, and their doors and windows, appear on a level. The seven windows are all of identical design and size, as are the doors with their arched headings. The different spacings of the doors and windows reflects the slightly odd layout of the buildings described above. The general style of the frontage, combined with the lack of evidence for rebuilds or later modifications, suggests that this it was constructed in one phase and is original to the initial construction of the cottages.



Fig. 16: Photograph of southern frontage of cottages (fronting on to Queen's Road), looking north-east.



Fig. 17: Photograph of southern frontage of cottages (fronting on to Queen's Road), looking north-west.

Interestingly, the exterior western wall of the cottages is constructed of dirtier yellow-stock brick, set in Flemish bond. This may have been because this side was not intended to be seen from the road, although appears slightly odd when compared with the exterior eastern wall of the cottages, which is red brick (apart from the northern extension which has possibly been rebuilt, see discussion below). Nonetheless, the majority of both of these walls are original to the earliest cottages, with no other evidence of later rebuilds, and the rendering from the front stretching round to the western wall at the lower level, and the red brick from the front stretching round to the eastern wall.



Fig. 18: Photograph of western exterior wall of cottages.



Fig. 19: Photograph of eastern exterior wall of cottages.

The roof of the cottages is also broadly original (although it has been later re-tiled, with the north-eastern part also having been raised and rebuilt, see discussion below). Nonetheless, the general timber structure of the roof, plus the brick wall separating the original two cottages, is original. This is with the exception of the removal of the chimneys, which are now only visible in the roof space.



Fig. 20: Photograph of the roof-space above the cottages, showing the original timber structure.



Fig. 21: Photograph of the roof-space above the cottages, looking west and showing the brick wall which separates the two original cottages.

The only interior features which are definitely original to the mid-19<sup>th</sup> century cottages are the chimney-breasts observed in the eastern-most cottage (although all fireplaces and the chimneys themselves have been removed). They were observed on the western wall of rooms 16 and 22 (measuring 1.4m in length north-south, and projecting out for 0.35m); the eastern wall of rooms 17 and 21 (measuring 1.4m in length north-south, and projecting out for 0.35m); and the southern wall of rooms 15 and 23 (measuring 1.38m in length north-south, and projecting out for 0.41m). Interestingly, the chimney-breasts in the western cottage have been removed, presumably during the *c.*1970s refitting of the cottages.



Fig. 22: Photograph of chimney-breast in southern wall of room 15.



Fig. 23: Photograph of chimney-breast in the eastern wall of room 17.



Fig. 24: Photograph of chimney-breast in the western wall of room 22.

### 5.1.2 Evidence for the later (1970s?) changes to the cottages:

Apart from the evidence discussed above for the original (mid-19<sup>th</sup> century) cottages, the rest of the cottages (particularly the interior) has been modified, probably in the 1970s, and retains no apparent original fixtures, fittings, or features.

The modification in the 1970s resulted in the change in the division of the cottages, into the two-storey cottage at the far western end, a ground-floor maisonette, and a first-floor maisonette. This also involved the blocking off of the passageway that once ran between the two cottages.

This change in layout necessitated some changes in entranceways / access routes through the buildings. For example, the corridor 14 (which was the original passageway) was blocked off at its northern end by the extension eastwards of room 10, and an entrance into room 15 (from the central front door) created. This also meant that the original northern exit of the passageway became a back entrance into the western cottage (into room 10). The entrance from the eastern-most front door was also modified such that it now only leads upstairs into the first-floor maisonette, when originally this door would also have provided access into room 16 (this access is now blocked up with modern plasterboard).



Fig. 25: Photograph of entrance into room 15 from corridor 14 (to the left of the scale).



Fig. 26: Photograph of room 16, showing where the original entrance into the room (from the eastern-most front door) would have been (to the right of the scale).



Fig. 27: Photograph of the stairs up from the eastern-most front door, up to the first-floor maisonette. The entrance into room 16 would have been to the right of the scale.



All of the rooms have modern floors (concrete under vinyl / felt / tiles / carpet, etc); modern ceilings (plasterboard); and modern painted / wallpapered walls. Relatively modern fixtures and fittings were also found in all rooms, including kitchen equipment (rooms 10, 15, and 20), and bathroom fixtures (in rooms 13, 18, and 23). The actual doors and windows in each room are also believed to be modern replacements, although possibly in the location / openings of original doors and windows.



Fig. 28: Photograph of room 10 (kitchen), looking west, and showing the modern fixtures and fittings.



Fig. 29: Photograph of room 23 (bathroom), looking west, and showing the modern fixtures and fittings and sloping ceiling.

The north-eastern area of these cottages (encompassing the area of rooms 18 and 19, and room 20 above this) has been raised, presumably alongside the general changes made to the cottages in the 1970s. This involved the raising of the ceilings above rooms 18 and 19 (this is visible, and the ceiling joists here are exposed in places, see fig.30), such that the floor to ceiling height in this area is *c.*2.30m (in room 15 it is only 2.10m), with the floor height of room 23 (above room 15) being *c.*0.3m lower than that in room 20 (above rooms 18 and 19). The roof above room 20 has also been raised – this is clearly visible from the outside with the exterior walls built up and a flat roof over the top (see fig.31). This was presumably done because of the original pitch of the roof (sloping down to the north a lot, such that the floor to ceiling height at the northern side of room 23 is only 1.34m, in comparison with 2.45m at the southern side) – raising the roof in this area enabled the rooms to be a far taller height. It was not, however, necessary to raise the roofs in the southern part of these cottages, as the pitch of the roof does not slope below normal ceiling height. It must have been decided that it was not necessary to raise the roof in the area of the other northern rooms (rooms 13 and 23) – possibly because these are both bathrooms?

Also alongside this raising of the roof was the construction of an external wooden staircase, providing access to room 20, and acting as the back door to the upper maisonette.



Fig. 30: Photograph of raised ceiling above room 19. The joists here have clearly been punched through the brickwork, and cemented in by modern concrete.



Fig. 31: Photograph of back (northern) of cottages, looking south-east, and showing the raising of the roof in the far eastern part.

The exterior back (northern) wall of the cottages is visually different from the other three walls, having been rendered over. It is possible that this wall is not original, as historic maps depict some sort of projection out of the western part of this wall (depicted on all maps between the 1872 and 1994 OS Maps), suggesting that the exterior of the northern wall in this location may have had to have been rebuilt. Furthermore, the far eastern part of this northern wall may have been rebuilt when the roof and ceilings were raised in this area. The fact that the northern part of the eastern wall appears to have been rebuilt supports this argument, as it may have been rebuilt alongside the general rebuilding of the northern wall.



Fig. 32: Photograph of back (northern) wall of cottages, looking south-east.

## 5.2 The main two-storey building on Queen's Road - Rooms 24 - 32:

- 5.2.1 The second oldest building on the site is the large two-storey building on Queen's Road (rooms 24 - 32). This is not depicted on the 1847 Plan, but is depicted on the First Edition 1872 OS Map (and coloured pink - meaning it was brick and therefore almost-certainly the same building as stands today). The maps depict the building as covering the same footprint as it does today, suggesting that the building has not undergone any major changes (extensions, etc) since its original construction.



Fig. 33: Extract from the 1872 OS Map, depicting the main building.

The 1874 'Post Office Directory of Essex' records four trades in Queen's Road – a pub, a school, a greengrocer, and "James Larkin", a "coach builder". The size of this building, and some of the features found within it, suggest that this building must have been James Larkin's coach-making premises. Many more businesses are mentioned in the 1894 directory, however James Larkin, as a coach builder, is still mentioned. He is also mentioned, as a coach builder, in the 1902 directory. The 1914 directory confirms the argument that this building is his coach-making factory, as it is recorded that he is a coach builder at 46 Queen's Road (now 48, renumbered).

There is, however, no mention of James Larkin in the 1854 Directory, or any other similar premises in Queen's Road. This therefore suggests that it is likely that this building was constructed after this date.

Interestingly, the 1932 Brentwood directory has the following entry: "46a – H.A. Ives; W.G. Medley; Queen's Road Garage. 46 – J.E. Larkin". This presumably refers to both this building, and the building to the west (room 7 building), and suggests that the function of these buildings changed from coach-making to a garage (a likely transition). This is supported by the fact that there is a reference in the 1920s directory to James Larkin as both a coach and motor-car builder.

This building, however, clearly changed use again, as is reflected on the still-extant signs on the front of the building – NV Tools Estates Ltd, Graphic

Innovations Ltd, and Oriental Art Europa Ltd; and that on the northern wall of this building – Transformers and Coilwinding. It would appear that the ‘NV Tools’ business was there by 1952-3, as this is recorded in the directory (although assigned to No.48 Queen’s Road). Some of the features of the interior of this building relate to these functions, particularly the ‘Transformers and Coilwinding’ business (see discussion below).



Fig. 34: Photograph of signs on southern wall of main building.



Fig. 35: Photograph of sign on northern side of main building.

### 5.2.2 Evidence for the original building – ground floor:

The original ground-floor of this building consisted of one large room (room 32), plus another long room to the north (rooms 30 and 31).

Rooms 30 and 31 are believed to have been one room (a later hardboard partition currently separates them). This is believed to have been a tall room, with no first-floor above it (see discussion in section 5.2.3.2). The present form of these rooms therefore do not relate much to their original form, with no original features present. Interestingly, however, the floor of both of these rooms is *c.*0.5m higher than the floor level of room 32, suggesting that room 32 has always been a separate room from room 30 / 31. These rooms are discussed in more detail in section 5.2.3.2.

Room 32, however, contains more original features. This is with the exception of the later storeroom areas on the western side of the room; the completely new southern frontage; and the window in the north-eastern corner. These features are discussed in the relevant sections below.

Room 32 is square - measuring 8.75m east-west and 8.75m north-south, with a floor to ceiling height of 2.64m. This suggests that this room was a utilitarian industrial room. The whole room, furthermore, has a very utilitarian feel to it – with unrendered and limewashed walls, and a concrete floor, etc.



Fig. 36: Photograph of room 32, looking east, and showing its utilitarian nature.

Four fireplaces were observed in room 32 - two on the eastern wall and two on the western wall. These project out of the wall by *c.*0.38m, and are 1.38m in

length (north-south). These are very utilitarian, being limewashed and with no decorated or fancy fireplaces within them. They do not, therefore, give the appearance of residential fireplaces. Although the fact that there are four of them could suggest that the room was originally divided into four, this seems unlikely as there is no trace of this today. Instead, there may have been four fireplaces because chimney-breasts were needed for the fireplaces in the rooms above (see section 5.2.2.2), or because four small fireplaces is more effective at keeping the whole room warm than one large central fireplace.



Fig. 37: Photograph of north-eastern fireplace in room 32.

The door through into room 31 (0.82m in width, 2m high) is clearly a later insertion, punched through the brick wall and with patched brickwork surrounding it (fig.38). The entrance through into room 30 and the stairs, however, seems to be original, with no sign of it having been inserted at a later date. This would make sense, if rooms 30 and 31 were originally one room, and the stairs and first-floor also original - there must have been an access route through to these rooms.



Fig. 38: Photograph of door from room 32 into room 31 - punched through at a later date.

Interestingly, the ceiling construction on the northern and southern sides of this room are different. That to the south is tongue-and-groove planking, with that to the north being a fibreboard ceiling. The reason for this difference in ceiling construction is unknown – it is possible that it reflects a division in the room itself, however there is no other evidence for this. These two separate ceiling constructions are separated by a large piece of timber (c. 140mm wide), spanning the roof east-west, with a bolt at either end and two towards the centre. The two central bolts (about 1.6m apart) probably represent the lower end of vertical ties which ascend to the roof space, and thereby support the central part of the ground-floor ceiling beam. Investigation between rooms 25 and 27 on the first floor revealed a very substantial vertical timber directly above the western-most of these two bolts (fig.40).



Fig. 39: Photograph of ceiling of room 32, showing the two different ceiling constructions.





Fig. 40: Photograph of timber beam spanning the ceiling in room 32, with iron bolt in it.



Fig. 41: Photograph of vertical timber post on the first-floor running up from the beam in room 32 (right of scale).

The large utilitarian nature of room 32 does, therefore, suggest that it acted as the original premises for James Larkin's coach-building business, as mentioned in the trade directories. No specific features related to this business were observed, although this is probably because this room changed its function in later years.

### 5.2.3 Evidence for the original building – first floor:

The general layout of the first-floor rooms 25 - 29, plus the central corridor and stairs, is believed to be original to the construction of this building. There is no indication that this has been modified in any major way (with the exception of the addition of room 24 to the south, the sub-division of room 29 into two, and the rebuild of the front (southern) wall - see discussion below). These rooms would therefore have acted as residential accommodation above the industrial room below.

All of these rooms have the same floor level (*c.*0.28m lower than room 24 to the south), with a floor to ceiling height of *c.*2.85m. They originally had lathe and plaster ceilings, which can still be seen in places, although some have been covered up by more modern plasterboard. The walls in all rooms are painted, and similarly constructed of lathe and plaster.



Fig. 42: Photograph of original lathe-and-plaster ceiling, under more modern plasterboard ceiling, in room 25.

Fireplaces were observed in rooms 25, 26, 27, and 29 - these projected out of the walls for *c.*0.35m, and were between 1.2m and 1.5m in width. These are positioned directly above the fireplaces observed in room 32, and utilise the same chimneys.

The windows on the western wall of rooms 25 and 27 are original, as is that in the eastern wall of room 29. However, those on the southern wall (in rooms 27, 28, and 29) are part of the later southern frontage (see discussion below).



Fig. 43: Photograph of room 27, looking south-west, showing the fireplace (original), original window (right one), and later window (left one).

The corridor between these rooms is 1.13m in width, and 6.07m in length, and leads from the stairs (at the northern end of the building) along the centre of the building. This, and all doorways from it, are original.



Fig. 44: Photograph of corridor, looking south towards and into room 28.

The roof construction of this building is also original (aside from the raising of the northern part of the roof discussed below). It is a gable-ended timber strut roof, with slates over the top, and original chimneys.



Fig. 45: Photograph of the roof-space above the main building.



Fig. 46: Photograph of the roof-space above the main building, and the brick wall at the eastern end.

#### 5.2.4 Later changes to this building:

A number of changes have been made to this building since its original construction, many of which are related to its change in function. These are discussed, in turn, below.

#### 5.2.5 Southern Frontage

The southern frontage of this building is a later addition. This is clearly seen on the south-east corner of the building, where the yellow brickwork of the frontage differs from the whitewashed brickwork of the eastern wall. Furthermore, the windows on the eastern wall are different from those on the northern ones - at different heights, different sizes, and, in particular, with different heads (the newer ones are shallower and of different design) (see fig. 47).



Fig. 47: Photograph of the south-eastern corner of the main building, showing the new (yellow brick) frontage and different windows.

This new frontage was also visible from the inside, as the buttresses off the southern wall, at either end, do not fit with the side walls in their coursing. Furthermore, the buttresses on the western side consists of rough brickwork, not painted, unlike the adjacent side wall which is painted.



Fig. 48: Photograph of south-eastern corner of room 7, showing the buttress (on the southern wall) not fitting with the coursing of the eastern wall.

All of the features on this southern wall are therefore later additions. This includes the large double garage doors in the centre of the southern wall (2.71m in width, and 2.41m in height). There was also a small (person!) door within this.



Fig. 49: Photograph of large garage doors in southern frontage of main building.

Another normal-sized door is positioned just to the west of the garage door, within this new southern frontage. This measures 2.41m in height (including the fan-light), and 0.86m in width. Two windows were also positioned in this southern wall, one at either end (both measured 1.65m in height and were positioned 0.74m above the floor - the eastern one measured 1.9m in width and the western 1.65m in width). All of these features were clearly inserted with the construction of the new southern frontage.

The windows on the first-floor southern frontage must have also been inserted alongside the new southern frontage. These are different from those on the eastern wall (see fig.47). There are three of these - the two at either end measuring 1.45m in width, 1.65m in height, and positioned 0.8m above the floor-levels of these rooms; and the central one being slightly narrower (1.12m wide).



Fig. 50: Photograph of southern frontage of the main building (all inserted alongside the new southern frontage).

It seems most likely that this southern frontage was added at some point in the early 1900s, based on the general style of the windows, etc. The fact that the whole southern frontage was rebuilt suggests that there must have been a fundamental reason for this, such as structural problems.

#### 5.2.6 Raising of the northern part of the roof

One of the most obvious changes to the structure since its initial construction is the apparent raising of the northern part of the roof. This seems obvious from the outside, as the pitch of the roof is clearly different at the far northern

part of the building, having been flattened out (apparently by  $c.0.92\text{m}$ ). Furthermore, the roof itself in the northern area is different from the main part - covered in felt in comparison with the slates in the main part of the roof.



Fig. 51: Photograph of main building, looking south-west, and showing the raising of the roof at the northern end.



Fig. 52: Photograph of the main building, looking south, and showing the different roof constructions and flattening of the roof.



The eastern wall appears to show this raising clearly, with an area of yellow brickwork. However, this isn't actually a rebuild line, as the brick courses go straight across. Instead, it reflects an area of brickwork which had not been painted over (possibly because the original pitch of the roof covered this area?). The area of actual rebuilding must be just above this, although the line is only clear in the rectangular projecting-base section of brickwork. The same thing was seen on the western wall, with the rectangular-projecting area of rebuilt brickwork, and unpainted section of brickwork, such that it is clear that this must represent a raising of the roof in this area.



Fig. 53: Photograph of raised roof on eastern wall of main building.



Fig. 54: Photograph of raised roof on western wall of main building.

A difference in the brickwork in the interior could also be seen in the area of the original building, and that of the raised roof. This is therefore further evidence that the roof has been raised.

Furthermore, the windows on the northern frontage at the first-floor window are metal-framed and different from those at ground-floor level (see fig.55). This suggests that they are new features, inserted at the same time as the roof was raised, and part of the whole general restructuring of this area. This suggestion is supported by the fact that the windows on the first-floor stretch up right to the current roof-line - this would not have been possible with the original (lower) roof-line.



Fig. 55: Photograph of northern wall of main building, showing the different windows at ground and first-floor - the first-floor windows are newer and inserted alongside the raising of the roof here.

It is believed that the roof was raised here to enable a first-floor to be created (room 24), as the old roof-pitch would not have provided enough head-room for room 24 (at the level it is today). Before the roof was raised, there was presumably just a single tall ground-floor room (rooms 30 and 31 – originally one room and now separated by a modern partition). Unfortunately there was no evidence for the form or nature of this original tall room - with rooms 30 and 31 just having modern features and fixtures - i.e. concrete floor, painted walls, modern steel girder ceiling supports, etc. It is clear that these rooms were, however, subsequently used for an electrical function, with a large number of plug-sockets being observed, alongside a number of narrow shelves (for electrical items). This clearly relates to when the building was used for the manufacture of ‘Transformers and Coilwinding’, in the later 20<sup>th</sup> century.



Fig. 56: Photograph of room 31, looking east, showing the modern fixtures and fittings, alongside the shelves for electrical equipment (left of scale) and plug-sockets (right side of image).

Room 24 is therefore a new room, created when the roof was raised. This makes sense in terms of the general layout of this building, with room 24 being the only room to the north of the stairs, and not off the corridor in the same way as the other first-floor rooms. This room stretches across the whole east-west width of the building (8.74m), with a hardboard partition and sliding doors dividing the room in two (probably contemporary with the extension). The roof still slopes in this room (providing a floor to ceiling height of 2.5m at the southern end of the room, down to 1.9m at the northern end), however this is far less of a slope than would have originally existed. The windows in this room are a mix of probably original ones, based on their type and position (those in the eastern and western walls - measuring 0.59m in width, 1.02m in height); and those which were inserted alongside the raising of the roof (those in the northern wall - measuring 1.07m in width, 1.29m in height, and positioned 0.57m above the floor). Both doors in this room (that in the northern wall from the exterior; and that in the southern wall) must have been added when the roof was raised, alongside the addition of the external staircase. Furthermore, the painted brickwork, hardboard ceiling, and hardboard floor, are all contemporary with the raising of the roof.



Fig. 57: Photograph of room 24, looking west, and showing the partition, sloping roof, and modern features.

It is unclear precisely when the roof was raised and room 24 created – neither cartographic nor documentary evidence sheds any light on this. Based on the fixtures and fittings within 24 (particularly the windows), a 1950s date could be suggested. It is possible that it happened when the electrical business started using the premises (in the 20<sup>th</sup> century) and it was necessary to create further rooms to accommodate this? This is supported by the evidence for the electrical business in rooms 30 / 31.

#### 5.2.7 Later storeroom areas in room 32

The two later storeroom-areas positioned on the western side of room 32 are clearly more modern features. These stretch out from the western wall by 2.15m, with the northern one being 3.65m in length (north-south), and the southern one a further 1.95m in length. They are created by hardboard partitions, and have areas of shelving within them. They are clearly later insertions, as cover up the south-western fireplace. It is unclear precisely why they were inserted – presumably after the building ceased to be a garage, and began to be used for a variety of other purposes (in the later 20<sup>th</sup> century).



Fig. 58: Photograph of later storeroom-areas on the western side of room 32.

### 5.2.8 Other minor changes to this building

Another change to this building is the blocking-up of the first-floor central window in the eastern wall (room 26). This is visible from the exterior - in the area of yellow stock brick patching (fig.59). The reasons why this window was blocked up can only be guessed at.



Fig. 59: Photograph of blocked window on eastern wall of main building.

Furthermore, the window beneath this, on the eastern wall, appears to have been inserted at a later date (in room 32 - measuring 1.9m in width, 1m in height, and positioned 1.5m above the floor). The fact that this window was inserted at a later date is visible from both the inside and the outside.



Fig. 60: Photograph of inserted window in eastern wall of main building.

A few rooms in this building appear to have been sub-divided at later dates. This includes the timber and glass partition in room 29 (first-floor), separating the room into two. Similarly, rooms 30 and 31 (ground-floor) would originally have been one room, with a modern partition separating them into two. Also in room 31 is a small cupboard-type room (measuring 2.63m in length (east-west) and 1.55m in width (north-south), positioned in the north-western part of the room, and made of a modern partition.



Fig. 61: Photograph of room 31, looking west. The modern partition, which separates this room from room 32 beyond it, can be seen, as can the later partitioned cupboard-room (behind the scale).

### 5.3 The large single-storey building on Coptfold Road – Room 2:

- 5.3.1 Although the 1872 OS Map depicts a structure in the footprint of the room 2 building, it is coloured grey – depicting a timber or metal structure. This suggests that the building which stands there today is not that depicted on the 1872 OS Map, and that an earlier timber or metal structure was replaced by the brick-built structure that stands today.



Fig. 62: Extract from 1872 OS Map, with room 2 building depicted in grey and circled.

It is, however, difficult to ascertain precisely when this happened, as all later OS Maps simply depict this structure in the same footprint as before and as it is today. However, the stratigraphic relationship between this building and the room 1 building suggests that this building pre-dates the room 1 building. This is because the southern wall of room 2 and western wall of room 1 do not form a continuous corner, with the western wall of room 1 simply abutting onto the outside edge of the southern wall of room 2. This therefore suggests that the current room 2 building was built at some point between 1872 and 1894, and before the room 1 building.



Fig. 63: Photograph of southern wall of room 2 (left of image) and western wall of room 1 (right of image), showing where the room 1 building has simply been built onto the room 2 building.

**5.3.2** The walls of this building, however, appear to have been constructed at slightly different dates and in different ways. The majority of the eastern wall is actually the western wall of the adjacent house (see fig.64), with room 2 simply having been abutted up against this. This can be seen from the inside of this room, where the brickwork of the adjoining house is visible. This wall is therefore earlier in date than the majority of the rest of the building, as it is depicted on the 1872 OS Map.



Fig. 64: Photograph of the eastern wall of room 2, which is the western wall of the adjacent house.

**5.3.3** The eastern wall of this room, however, projects further to the north than the adjoining house. This means that the northern *c.*2m of the eastern wall is a separate brick-built (and timber at the upper level) structure, and straightens up slightly such that it runs more at right-angles to the street frontage. This construction continues round to form the northern wall of the building – yellow stock brick, in Flemish bond. It is believed that this wall was constructed when this specific building was constructed - i.e. between 1872 and 1894.





Fig. 65: Photograph of northern wall and northern part of the eastern wall of room 2, looking south-west.

The door in from Coptfold Street (0.85m wide and 1.9m high) on this wall appears to have been original, as there is no sign of any later patching or cut-throughs. Noticeably, the level of Coptfold Street is far higher than that inside the building, such that the door in this wall is positioned 0.8m higher than the floor-surface inside the building - there must have originally been steps down into the building. This is because of the general slope of the land in this area, sloping down to the south, such that Coptfold Road is at a far higher level than Queen's Road. The site has been effectively levelled, such that it is relatively flat, and causing this difference in levels between Coptfold Road and the interior of room 2. The small window to the west of the door (0.5m wide, 0.82m high, 1.6m above internal ground-level) also appears to have been original.



Fig. 66: Photograph of the door in the northern wall of room 2, from the inside, and showing the higher level of Coptfold Street in comparison with the building.

**5.3.4** It seems probable that the southern wall of the room 2 building was constructed at the same time as the northern wall. This wall has been heavily modified over time, and originally contained a number of different openings. However, where visible, the original wall here is constructed of yellow stock brick in Flemish bond, as with the northern wall.

The far eastern end of this wall (through to room 1) is made up of breeze-blocks - this is presumably a later construction (particularly because such breeze-blocks are set back slightly from the line of the general southern wall), and it seems likely that this area was originally open leading through to room 1. As room 1 is believed to be later in date than room 2, there may have originally been a large open space here, leading to the outside, which was later sealed off with breeze-blocks. There is, however, a step down of 0.34m into room 1 – this suggests that rooms 1 and 2 would not have formed one large connected room as such?



Fig. 67: Photograph of the eastern part of the southern wall, showing the breeze-block separation leading into room 1.

There was once a far larger opening around the window to the west of the door (in from the outside) - this is seen in the area of patched modern-looking brickwork, and appears to stretch for the whole height of the building and for a width of *c.* 1.55m (exactly the same width as the present door). This suggests that there were once two large doors into this room (both measuring 1.55m in width and 2.5m in height) - the present one and one to the west of this. This may correspond to the possible internal division in this room (see discussion below).

The window to the west of this (currently 0.93m in width, 1.22m high, and positioned 0.7m above the floor) also appears to have been larger in the past - stretching up to the top of the wall.

The area around the door at the western end of this wall (leading into room 3) has clearly been cut through at a later date - this is most obviously seen from the other side (see discussion in section 5.6.2), and makes sense as room 3 was built at a far later date than room 2. There may, however, have been some form of opening here, as patched brickwork was visible above the top of the current door. Could it have been possible that there was a tall window, similar to the one to the east, here?



Fig. 68: Photograph of the western part of the southern wall of room 2, indicating the various openings which may have once been here.

**5.3.5** The western wall of this building is also a different construction, been constructed in red brick, and in far rougher way on the external face, with the mortar just splodged on and not nicely pointed. This can be accounted for by the fact that this wall would not have originally been exposed, as buildings stood in this area until at least 1994 (based on OS Maps). Furthermore, this wall butts, as a T-junction, the northern wall of this building (which continues about 250mm further to the west), suggesting that it must have been constructed at a later date than the northern wall. It therefore seems likely that this building originally utilised the eastern walls of the buildings that stood on the adjacent land, and that this wall was constructed at a later date.



Fig. 69: Photograph of the western wall of the room 2 building, from the outside, showing the red brick and poor construction of this wall.

- 5.3.6** The internal dimensions of this room are 11.35m east-west, by 6.90m north-south, with a floor to ceiling height of 2.75m. The whole room has a concrete floor, with plasterboard overlying painted brickwork (this plasterboard was clearly added at a later date with the original inside of the room originally being painted brickwork). The roof covering is made of modern concrete tiling and sarking.

The building has a gable-ended roof. Tie-beams run north-south across the roof space, onto the wall plates (positioned at the top of the northern and southern walls). Later east-west timber beams were observed on the eastern side of the roof (running into the tie beams), however these are just jammed into the tie beams and are not original to the roof construction.

Towards the western end of the room, in the roof-space, a timber feature was observed. This looked like some form of platform being held up by the roof timbers. It is unclear what the function of this may have been - some form of loft, or supporting a tank of some kind?



Fig. 70: Photograph of timber-feature (platform holding tank?) in western part of room.

**5.3.7** There is a suggestion that this room was originally sub-divided into two, along the central north-south axis (4.30m east of the north-west corner, and 5.55m east of the south-west corner). This is partly based on the timber boarded 'triangle' observed in the roof (see fig.71), and the large iron supporting beam in the centre of the room. Furthermore, there appears to be a gap in the brickwork on the southern wall at this point, with remnants of timber (0.12m wide) and bolts recessed into it. The timber beams in the roof on either side of this also look different - those on the eastern side are whitewashed whereas those on the western side aren't, plus those on the western side appear to be more complicated with nails and hooks in, etc. The suggestion of two large doors (see section 5.3.4) also fits with this idea that the room was originally subdivided, although there is no indication of any other doors in from Coptfold Street. Was there, possibly, an access route through between the two sub-divided rooms? Neither cartographic or documentary evidence sheds any light on this matter.



Fig. 71: Photograph of room 2, looking east. The timber 'triangle' in the roof, with large iron supporting beam, can be seen.



Fig. 72: Photograph of room 2, looking west.



Fig. 73: Photograph of timber recessed in centre of southern wall - possibly indicating line of internal division?

**5.3.8** The function of this room is something of a mystery, however it seems most likely that it was associated with James Larkin's coach-building business. This is supported by the possible original large opening in the eastern end of the southern wall – carriages could have been wheeled in through these from the main building to the south? Its construction in the later 19<sup>th</sup> century suggests that it may have been constructed when this business was expanding and there was a need for extra room.

## 5.4 The Single-Storey Building – Room 1:

- 5.4.1 The single-storey workshop building in the north-east part of the site is not depicted on the 1872 OS Map, but is on the 1896 OS Map (see figs.74+75). Much of what survives of this building today is, however, far more modern, although within the shell of the older building.



Fig. 74: Extract from 1872 OS Map, with area of room 1 building circled.

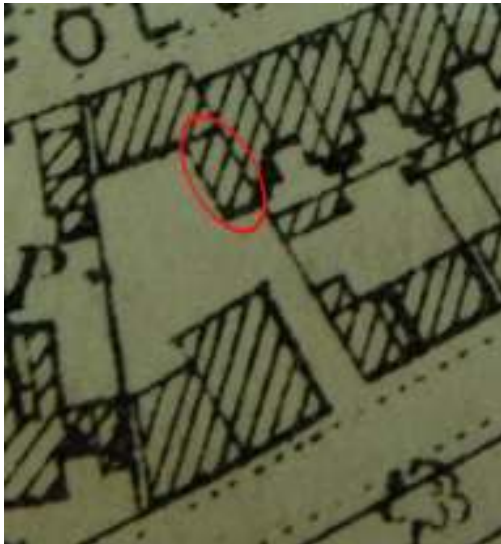


Fig. 75: Extract from 1896 OS Map, with room 1 building circled.





Fig. 76: Photograph of room 1, looking north-east.



Fig. 77: Photograph of room 1, looking north-east.

**5.4.2** Some of the original building survives, with the general dimensions (7.53m north-south, 3.26m east-west, with a floor to ceiling height of 2.84m) probably being the same as those for the original building.

The shell of the original building was observed in some places. For example, yellow stock brick was observed on the eastern external wall (under the more

modern paint), and limewashed brickwork underneath the later boarded walls on the inside.



Fig. 78: Yellow stock brick on the eastern wall of room 1.



Fig. 79: Limewashed brickwork (part of the original shell of the building) under the later plasterboard.

- 5.4.3** This room has been refitted in more recent years (presumably at some point in the mid – later 20<sup>th</sup> century), although the window and door openings may be original. This includes the addition of the concrete floor, the painted walls (both exterior and interior), the four regular windows on the western side (measuring 1.18m in width by 1.18m in height, 0.95m above the floor), the plywood roof and hardboard ceiling, the double door on the southern side (1.75m wide and 2.55m tall), and the door at the southern end (0.88m in width and 1.9m in height).



Fig. 80: Photograph of room 1, looking north.

- 5.4.4** This building was clearly constructed as an industrial building, and has been used as such since its initial construction. It seems likely that it was associated with the room 2 building to the north (it was built onto this building), and was presumably also associated with the coach-building business in some way. The later changes to the building may reflect changes in the industries occupying the building, although no features relevant to any specific industries were observed.

## 5.5 The Single-Storey Building - Room 7:

- 5.5.1 Room 7 essentially consists of two parts - the southern part (fronting onto Queen's Road) which, according to cartographic evidence, was constructed at some point between 1872 and 1894; and the northern part (connecting room 7 to room 5) being constructed at some point between 1952 and 1964-70.



Fig. 81: Extract from 1872 OS Map, with area of room 7 building circled.

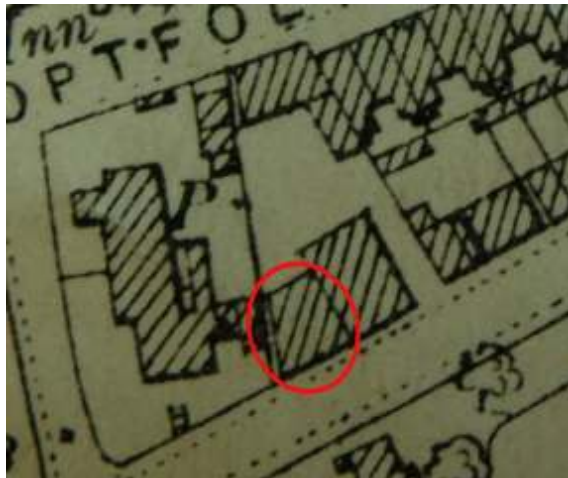


Fig. 82: Extract from 1896 OS Map, with room 7 building (just the southern part) circled.



Fig. 83: Extract from 1964-70 OS Map, with room 7 (both northern and southern parts) circled.

**5.5.2** The standing building itself also has a number of features which indicate that the northern and southern parts are of different constructions. The roof structures are very different - the northern (later) part consists of a flat fibreboard ceiling underlying a concrete slab which supports room 6; and the southern (earlier) part has a gable-type slate-covered roof, with tie-beams running north-south. The angle of the western wall also slightly changes at this point, and a stub-wall at this junction heads across the room on a line with where the original northern wall of the original room 7 would have been.



Fig. 84: Photograph of stub-wall on western wall of room 7, indicating where the original northern wall of this room would have been positioned. The slight change in angle of the western wall can also be seen.



Fig. 85: Photograph of room 7, looking south, showing the different roof constructions in the northern and southern parts of the room.

### 5.5.3 Earliest (southern) part of room 7:

The earliest (southern) part of room 7 consists largely of one open area, with a small breeze-block enclosure in the south-western corner. This is clearly a later addition - it, and all associated features, will be discussed in a separate section below.

Aside from the cartographic evidence for the room 7 building being later in date than the main building to the east of it, is the fact that the roof of the room 7 building partly blocks up one of the windows in the western wall of the main building (fig.86).



Fig. 86: Photograph of the blocked window in the western wall of the main building, blocked by the roof of room 7.

The original part of room 7 is slightly trapezoidal in shape. It would have measured 9.16m north-south (on the eastern wall), 7.67m north-south (on the western corner), by 10.09m east-west (southern wall), and 6.5m east-west (on the original northern wall), with a floor to ceiling height of 2.63m (up to the base of the tie beams).



Fig. 87: Photograph of the exterior of the room 7 building, from Queen's Road, looking north.



Fig. 88: Photograph of the interior of the southern part of the room 7 building, looking south.

The room is brick-built, and has been painted over. The room has a concrete floor, and a timber gable-type roof, covered with slates.

A series of three large windows are positioned on the southern wall (fronting onto Queen's Road) - two of these are positioned in the area of the main room and one in the area of the modern breeze-block cubby-hole. They measure 2.2m in width, by 1.5m in height, and are positioned 0.9m above the floor.



Fig. 89: Photograph of windows in southern wall of room 7, from the inside.

There is a sliding door on the eastern wall, leading into room 32. This is 2.15m high, by 2.38m wide (including the sliding mechanism - width of opening is 0.97m). This may have been an original door from room 32.



Fig. 90: Photograph of sliding door in eastern wall of room 7, leading into room 32.



The fact that this building adjoins that to the east, and with a direct access route through into it, suggests that it was probably associated with the main building, and James Larkin's coach-building business. This room was, furthermore, clearly constructed as an industrial building. It is possible that it was initially constructed because of an increase in business, such that there was a need for larger premises. It is, furthermore, possible that it was constructed at the same time as the other industrial buildings near Coptfold Road when there was a general need to expand the coach-making business, although this is only a suggestion.

#### 5.5.4 Breeze-block addition in south-western corner:

One clearly later feature in the southern part of room 7 is the area partitioned off by breeze-blocks. This measures 2.4m north-south, by 4.21m east-west.



Fig. 91: Photograph of modern breeze-block addition in south-west corner of room 7.

Inside the breeze-block area was a smaller compartmentalised area (part brick and part boarded) - positioned in the south-western part of this area, and measuring 1.29m north-south, by 2.83m east-west. It is into this area that the door from the street led. This door is now blocked, although is visible from the outside, where there is a cut-out at the base. Interestingly, two blue pipes are visible on the outside, both coming down from the roof. These are believed to have been petrol pumps (a neighbour actually remembered them being in use!).



Fig. 92: Photograph of cut-out at base of door, plus two blue pipes (for petrol pumps).

On entering this door, there was an opening to the right (measured 0.39m in width and 1.82m in height), with a small window to the left of this (0.4m wide, 0.52m high, positioned 1.07m above the floor). Another door was positioned directly in front of the door in from the street (0.69m wide and 1.92m high). This therefore appears to form some type of reception area?



Fig. 93: Photograph of lobby / reception area in breeze-block area, looking east. The opening and window (right of image) and other door (left of scale) are visible.



Fig. 94: Photograph of lobby-type area in modern breeze-block area, looking south-west. The window and opening (left of image) and other door (right of image) can be seen.

The eastern part of this breeze-block area consisted of one window (same type as those in the main part of room 7), plus areas of shelving.



Fig. 95: Photograph of eastern part of modern breeze-block area, showing the areas of shelving and window.

It seems likely that the smaller brick and plyboard area within this breeze-block enclosure was added when the premises became a garage (by the 1930s), because of its association with the petrol pumps and general style. The breeze-block enclosure itself is probably an even later addition.

#### 5.5.5 Later (northern) part of room 7:

As discussed above, the northern part of room 7 is clearly a later addition, constructed at some point between 1952 and 1964-70. It seems likely that it was constructed at the same time as the first-floor of the north-south building on the western side of the site (i.e. room 6). Room 6 directly overlies this part of room 7, such that room 6 cannot be earlier in date than room 7. Furthermore, from the outside, the eastern wall of room 5 appears to abut the brickwork of this part of room 7, and is not nicely keyed into it, as would be expected if they were constructed at the same time. Moreover, the brickwork of this part of room 7 appears to be the same as that of room 6. This suggests that this northern part of room 7 was probably constructed at the same time as the first-floor (room 6) part of the north-south building.



Fig. 96: Photograph of the join between the northern part of room 7 and the north-south building on the western side of the site. Room 6 can be seen overlying this part of room 7, and being constructed of similar brickwork, with room 5 (ground-floor, right of image) abutting room 7 (ground-floor, left of image).

This northern part of room 7 is also slightly trapezoidal in shape, measuring 6.5m east-west (along the original northern wall of the southern part of this

room), narrowing to 2.75m east-west (far northern wall), by 7.55m north-south (along the western wall). This part of the room has a floor to ceiling height of 3.70m.

This room also has a concrete floor and consists of bricks, painted over. A large double-door is positioned in the north-east wall, with a 2.05m high opening (plus an extra 1.05m over the top of glass panes), and 2m wide opening (plus 0.75m extra with the metal sides). There is a step down, of 0.35m, into this building. This door is contemporary with the construction of this northern part of the building.



Fig. 97: Photograph of the northern part of room 7, looking north.

This extension to room 7 must have been designed to increase the size and capacity of the original room 7, in its purpose as an industrial building. It may have been extended because of a change in business on these premises in the later 20<sup>th</sup> century, although no features relating to any specific businesses were observed in this room.

## 5.6 The north-south building on the western side of the site - Rooms 3 – 6:

5.6.1 The north-south building on the western side of the site (rooms 3 – 6) is not depicted on the 1952 OS Map, yet is on the 1964-70 OS Map, suggesting that it was constructed in the later 1950s – 1960s. However, closer inspection of the building suggests that it was in fact constructed in three separate phases, all of which took place between 1952 and 1970.



Fig. 98: Extract from 1952 OS Map showing area of rooms 3 – 6 building.



Fig. 99: Extract from 1964 – 70 OS Map, showing total extent of rooms 3 – 6 building.

### 5.6.2 Phase 1:

The first phase of this building consists of the northern end of this building, just at the ground-floor, consisting of rooms 3 and 4 on fig.9. This is mainly based on exterior examination of the brickwork, where a clear break can be seen on both the eastern and western sides, plus an actual step-out in the brickwork on the western wall (see figs.100+101). Furthermore, a break in the concrete ceiling beam can be observed at this point, particularly on the eastern side (fig.102).



Fig. 100: Photograph of western side of north-south building. The step-back in brickwork, and change in brickwork at the ground-floor level, can be seen behind the yellow car.



Fig. 101: Photograph of change in brickwork on eastern wall of north-south building, representing limit of original building and extension to the south.



Fig. 102: Photograph of line in concrete where limit of original building was.



Fig. 103: Photograph of eastern side of north-south building.

Internally, the division between the original part of this building (rooms 3 and 4) and the southern extension is visible in the remnant of the window, which has since been cut through to form the door into room 5. This takes the form of a fluted curved back section in the doorway, curving back for *c.*50mm, and positioned *c.*1.6m above the floor, such that the upper part of the door is wider than the lower part (fig.104). This is positioned at the same height as the windows in the eastern wall, thereby showing that it was originally a window



and therefore originally an outer wall, which has since been cut through to form a door when the southern extension was added.

Furthermore, there is a step down from room 4 into room 5 (of 0.28m) – the different floor and ceiling heights of these two sections acts as further evidence that they are of different constructions. Furthermore, the threshold here is not a concrete slab as elsewhere, but is roughly cut brickwork instead.



Fig. 104: Photograph of doorway through from room 5 to room 4, looking into room 4. The difference in floor levels (with the step down), and curved kink back representing the position of an original window, can be seen.

Rooms 3 and 4 are therefore believed to have been part of the original part of this building, constructed at some point after 1952. Room 3 measures 5.06m north-south, room 4 measures 2.23m north-south, with both measuring 2.55m east-west, and with a floor to ceiling height of 2.8m.

Both rooms have a concrete floor, concrete slab for the ceiling, with rendered and painted walls. There is one large window in the eastern wall of room 3 (measuring 2.48m wide by 1.66m high, positioned 1.15m above the floor), and one in the eastern wall of room 4 (0.97m wide, and 1.2m high) – both of these windows are crittall-type metal-framed windows. There is a door in the eastern wall of room 3 (0.98m wide and 2.12m high), and doors between rooms 2, 3, and 4.



Fig. 105: Photograph of room 3, looking north.

A hardboard partition separates rooms 3 and 4 (solid for 1.14m in height, with glass above this, and a door between the rooms on the western side) – this is believed to have been an original division as room 3 is painted green and room 4 white, with exposed plaster just visible behind the junction with the internal partition.



Fig. 106: Photograph of hardboard partition between rooms 3 and 4, looking north in room 4 (room 3 behind partition).

Rooms 3 and 4 have clearly been built onto room 2 (the building at the northern end of the site) at a later date, as is clearly seen in the historic maps and the fact that the doorway in from room 2 into room 3 has clearly been cut through the southern wall of room 2 at a later date (fig.107).



Fig. 107: Photograph of door from room 2 to room 3, showing how it has been cut through the wall at a later date.

### 5.6.3 Phase 2:

The second phase of construction of this building consists of the southern ground-floor extension – essentially room 5. This is believed to be a separate phase of construction based on the facts outlined above – the break in the brickwork and concrete externally at this point, plus the different windows; and the original window and step down at this point internally.

It is believed to be of a different construction to the first-floor part of this building (room 6) for a number of reasons. Firstly, room 6 extends further to the south (over the later extension part of room 7), whereas room 5 stops short of this. Secondly, the brickwork in the change in angle in this area (on the eastern side of the building) appears to be keyed in to the change in angle section at the first-floor (room 6), yet there is a mortar line at the end of room 5 on the ground-floor (fig.108). There is also a change in the construction of the concrete slab supporting room 6, as it is slightly thicker here (see fig.108). Finally, the brickwork in this ground-floor southern extension is slightly visually different from that at the first-floor. This suggests that the brickwork

originally stopped at this point on the ground-floor (at the southern end of room 5), and that room 6 (first-floor) and the later part of room 7 (ground-floor) were constructed at a later date and butted up against the end of room 5.



Fig. 108: Photograph showing the keyed-in brickwork at the upper level in the change of angle, and the line in the brickwork at the lower level.

Room 5 measures 5.73m north-south by 2.70m east-west, and has a floor to ceiling height of 2.92m. This room also has a concrete floor, painted brickwork, and a fibreboard ceiling (under the concrete slab). There is a window in the eastern wall (1.78m wide, 1.8m high, and 1.12m above the floor), and a door in the eastern wall (0.82m wide by 1.95m high). The window, however, may have been a later insertion, and may have replaced an earlier opening or doorway, as patching in the brickwork is visible beneath it stretching down to the base of the wall (fig.110).



Fig. 109: Photograph of room 5, looking south.



Fig. 110: Photograph of the window in the eastern wall of room 5, showing the patched brickwork beneath it.

#### 5.6.4 Phase 3:

The third, and final, phase of construction of this building is believed to be the addition of the first-floor – room 6. This had taken place by the time of the 1964-70 OS Map, as the footprint of this building extends right to the south to join room 7, without a gap as would have existed before the construction of room 6 and the extension of room 7 (believed to have taken place at the same time, see discussion below).

The first-floor is believed to have been a later addition as the brickwork appears visually different from that on the ground-floor, and because the windows on the first-floor are different from those on the ground-floor (fig.111). The similarities in brickwork, windows, and overall construction, however, suggest that the first-floor was all one build. Furthermore, room 6 extends further to the south than room 5, above the later extension to room 7, with the brickwork being nicely keyed-in around this corner whereas it is butted up against the southern edge of room 5 (see fig.108). This suggests that the first-floor of this building (room 6) was constructed at either the same time as the later northern extension of room 7, or after the northern extension of room 7 – both later than the construction of room 5.



Fig. 111: Photograph of the eastern side of the north-south building, showing how the first-floor is one construction, with the same windows, brickwork, etc.

Room 6 measures 19.4m in length (north-south), by 2.62m in width (east-west), although kinks out to a width of 5.46m at its southern end. The ceiling is slightly sloping, such that the floor to ceiling height on the western side is 2.62m, and 2.49m on the eastern side. The room has a concrete floor, a fibreboard ceiling, and painted brick walls. Three doors are positioned in the

eastern wall of this building – all 2m high by 0.75m wide. The southern-most is currently redundant, but the other two give access to steel steps that would have been constructed at the same time. There are two windows in the southern wall (both 1.95m wide, 1.2m high, and 1.1m above the floor), 1 in the northern wall (0.96m wide, 1.2m high, and 1.1m above the floor), and 5 in the eastern wall – four measuring 1.95m in width, 1.2m in height, and 1.1m above the floor, and one at the northern end measuring 0.45m in width by 1.2m in high and 1.1m above the floor. Some shelves on the western wall were visible, alongside holes for others, plus a metal trapdoor (1m X 1m) on the western side of the room.



Fig. 112: Photograph of room 6, looking north.



Fig. 113: Photograph of room 6, looking south.

An external hoist was observed on the top of the stairs up to room 6. This was presumably inserted at the same time as room 6 was added, and must be related to the function of the building in some way, raising or lowering heavy or bulky materials or objects.



Fig. 114: Photograph of hoist outside room 6.

**5.6.5** This building was, therefore, constructed in three separate stages between 1952 and 1964-70 – each phase expanded the building’s capacity. The building clearly had an industrial function, and it seems likely that this was related to the various later 20<sup>th</sup> century businesses which occupied this site (Precision Tool Makers, electrical business, graphic businesses, etc). The fact that this building was constructed in three separate, but closely-dated, phases is surprising, but must just reflect the need for an expansion of the premises of these buildings.



## 5.7 The External Toilet Block – Rooms 8 and 9:

5.7.1 One of the latest additions to this site was the construction of the external toilet block (rooms 8 and 9 on fig.9). This is believed to have been constructed in the later 1950s – early 1960s, based on the fact that it is depicted on the 1964 – 70 OS Map, and not on the 1952 OS Map. Furthermore, the general style of the building, and the interior fixtures and fittings (window-type, etc) suggest a late 1950s date.



Fig. 115: Extract from 1952 OS Map, with area of toilet blocks circled.



Fig. 116: Extract from 1964-70 OS Map, with toilet blocks circled.



Fig. 117: Photograph of toilet block (rooms 8 – 9), looking north-east.

**5.7.2** Room 8 (the western room) measures 3.02m east-west by 2.80m north-south, with room 9 being slightly smaller and measuring 2.58m east-west by 2.43m north-south. The ceiling slopes down to the south, with a floor to ceiling measurement of 2.45m at the northern end and 2.22m at the southern end.

There are two cubicles in each room, both on the northern side of the rooms, and both measuring 1.7m in width by 1.58m in length. The door into both rooms is positioned in the southern wall, plus a sink in each, and a urinal in room 8. There are five windows in room 8 and four in room 9 – varying in size but all of the same construction with matching frames and latches.



Fig. 118: Photograph of interior of room 8, looking west.



Fig. 119: Photograph of interior of room 9, looking west.

These two rooms are divided by a breezeblock internal division, although the rest of the structure is brick-built, in yellow stock-brick. This brick, on the interior, is whitewashed over, with blue painted plaster towards the base and around the features. Both rooms also have a tiled floor.

The toilet block has an open lean-to feature at its northern end. This is where the felt-roof continues beyond the brick toilet block, and is held up by timber posts at its northern end.



Fig. 120: Photograph of toilet block (rooms 8 – 9) and projecting northern lean-to, looking south-east.

- 5.7.3** Although the current standing structure is believed to date to the late 1950s – early 1960s, earlier maps indicate that previous buildings had stood in this area. For example, the 1920 and 1939 OS Maps depict a rectangular structure projecting out of the northern boundary of the site in this area; and the 1872 OS Map depicts a small rectangular timber building in this location. It is possible that these may have been earlier toilet blocks for this site.
- 5.7.4** Nonetheless, this structure is clearly all of one build, having the same general interior design, and with no sign of any rebuilds or patching. It is possible that it was constructed at the same time as the room 3-6 building, and that it functioned as the toilet block for the workers in this building?

## 6. Conclusions

This historic building survey has enabled a general understanding of the development, phasing, and dating of each of the buildings on the site to be gained, alongside identifying features related to their original functions and changes in these over time. This has been compared with cartographic and documentary sources where available. The phased diagram below shows the different stages in the development of the site, and should be referred to in conjunction with the discussion below.

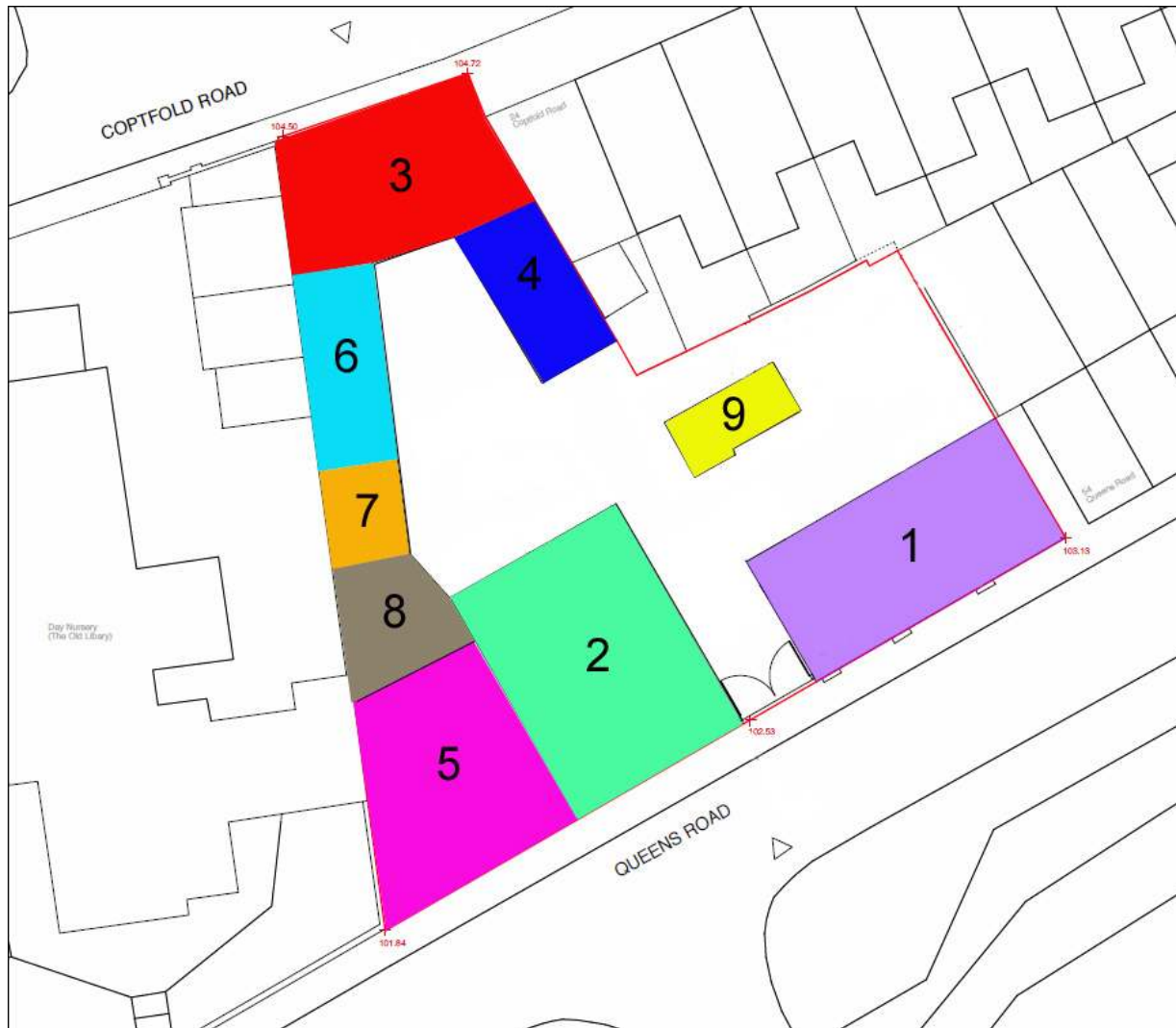


Fig. 121: Phased plan of the site. The different numbers and colours refer to different stages in the development of the site, and are discussed in the text below.

The first buildings on this site were the cottages in the eastern part of the site, fronting onto Queen's Road (no.1 on fig.121). These were built between 1838 and 1847, and were initially constructed as one larger property to the east, a small passageway, and a smaller property to the west. Some indication of this original layout was observed in the buildings today, alongside some original

chimney-breasts, roof construction, and front façade. The properties were, however, completely refitted, and the layout changed, probably in the 1970s. Most of the features currently found within the building date to this development.

The next development on the site was the construction of the large building fronting onto Queen's Road, constructed at some point between 1855 and 1872 (no.2 on fig.121). This was clearly constructed as an industrial building (seen in the utilitarian nature of the structure), consisting of one main room (room 32) with residential accommodation above it, and another tall room at the rear (present-day rooms 24, 30 and 31). Trade directories suggest that this building was initially used for coach building. Later changes to this building include the raising of the northern part of the roof, thereby creating a first-floor in this area; the addition of a new southern frontage to the building; and the subdivision of some of the rooms in this building. These changes reflect the changes in function of the building, as it moved from coach-building into a garage and the electrical business.

Brentwood is positioned on the major London to Colchester road, and had a significant and thriving coach business because of this. In 1839 coaches were passing through the town almost every year, coming from and going to London, Chelmsford, Southend, Ipswich, etc. Some of the inns in Brentwood also functioned as coaching inns, with the White Hart keeping 50 coach horses in the early 19<sup>th</sup> century. The arrival of the railway in the mid-19<sup>th</sup> century may have decreased the amount of this type of commercial transport, however individual use of coaches and carriages continued to be popular into the 20<sup>th</sup> century, plus a new market transporting farm produce, etc, to the railway. It is this demand that the coach-builders would have met. The image below provides an indication of what such a coach-builders may have looked like in its heyday.



Fig. 122:  
Photograph of J  
Plater's Cart,  
Van & Carriage  
Works,  
Haddenham,  
Buckinghamshir  
e. 1903. (English  
Heritage NMR.  
Ref:  
bb97/08210).

A number of buildings are first depicted on the 1896 OS Map, including the single-storey building on Coptfold Road (no.3 on fig.121), the single-storey building attached to this (no.4 on fig.121), and the southern part of the single-storey building on Queen's Road (no.5 on fig.121). This reflects the general later 19<sup>th</sup> century development of this site. It is difficult to ascertain precisely the order in which these buildings were constructed, or whether any were built at the same time – the only thing that is known is that the room 2 building pre-dates the construction of the room 1 building (numbers 3 and 4 on fig.121). The function of these buildings are not definitively known – they are clearly industrial rather than residential buildings, and it is possible that they were associated with the coach building business. This seems particularly likely for the room 7 building (no.5 on fig.121), as this is directly connected to the main building. Furthermore, these buildings all stood in one yard / site. The construction of such extra buildings in this period may therefore reflect an increase in James Larkin's coach-building business.

Later changes to the site took place between 1952 and 1964-70, and include the construction of the north-south building along the western side of the site (constructed in three phases – numbers 6, 7, and 8 on fig.121); the addition of the toilet block (no.9 on fig.121); and the extension of room 7 northwards (no.8 on fig.121). It is possible that some of these changes took place at the same time – the extension of room 7 and final phase of construction of the north-south building are believed to have done, for example (no.8 on fig.121). These changes, alongside other changes to the already-existing buildings, may reflect the change in function of this site – by the 1950s other businesses, including the electrical business, occupied the site (seen in the signs remaining on the buildings).

This standing building survey has therefore identified both mid-19<sup>th</sup> century residential properties (the cottages); and mid-later 19<sup>th</sup> century industrial buildings, plus changes made to these throughout the 20<sup>th</sup> century. This reflects the change in use of the site over time, from the initial coach-making business, through its expansion, and to its change to a garage and other industrial purposes.

## 7. Bibliography

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## Appendix I: ESSEX HISTORIC ENVIRONMENT RECORD/ESSEX ARCHAEOLOGY AND HISTORY: SUMMARY SHEET

Site name/Address: 48 – 52 Queen’s Road, Brentwood	
Parish: Brentwood	District: Brentwood
NGR: TQ 59445 93662.	Site Code: BR21
Type of Work: Standing Building Recording	Site Director/Team: Compass Archaeology
Date of Work: 4 <sup>th</sup> – 6 <sup>th</sup> September 2012	Size of Area Investigated: 1000m <sup>2</sup>
Location of Finds/Curating Museum: Brentwood Museum	Funding source: Developer
Further Seasons Anticipated?: No	Related EHER Nos: N/A
Final Report: 48-52 QUEEN’S ROAD, BRENTWOOD, ESSEX, CM14 4HD: A LEVEL 2 HISTORIC BUILDING SURVEY	
Periods Represented: Post-Medieval	
<p><b>SUMMARY OF FIELDWORK RESULTS:</b></p> <p>An historic building survey was carried out on the site of 48 – 52 Queen’s Road, Brentwood, between the 4<sup>th</sup> and 6<sup>th</sup> September 2012. The buildings on the site were photographed, measurements taken, and notes made. This has enabled a general understanding of the development, phasing, and dating of the buildings to be gained, alongside identifying features related to their original functions and changes in these over time. This has been compared with cartographic and documentary sources where available.</p> <p>The first buildings on this site were the cottages in the eastern part of the site, fronting onto Queen’s Road. These were built between 1838 and 1847, and were initially constructed as one larger property to the east, a small passageway, and a smaller property to the west. Some indication of this original layout was observed in the buildings today, alongside original fireplaces, roof construction, and front façade. The properties were, however, completely refitted, and the layout changed, in the 1970s.</p> <p>The next development on the site was the construction of the large building fronting onto Queen’s Road, constructed at some point between 1855 and 1872. This was clearly constructed as an industrial building (seen in the utilitarian nature of the structure), consisting of one main room (room 32) with residential accommodation above it, and another tall room at the rear (present-day rooms 24, 30 and 31). Trade directories suggest that this building was initially used for coach building. Later changes to this building include the raising of the northern part of the roof, thereby creating a first-floor in this area; the addition of a new southern frontage to the building; and the subdivision of some of the rooms in this building. These changes reflect the changes in function of the building, as it moved from coach-building into a garage and the electrical business.</p> <p>A number of buildings are first depicted on the 1896 OS Map, including the single-storey building</p>	



on Coptfold Road (room 2), the single-storey building attached to this (room 1), and the southern part of the single-storey building on Queen's Road (room 7). This reflects the general later 19<sup>th</sup> century development of this site. The function of these buildings are not definitively known – they are clearly industrial rather than residential buildings, and it is possible that they were associated with the coach building business

Later changes to the site took place between 1952 and 1964-70, and include the construction of the north-south building along the western side of the site (constructed in three phases); the addition of the toilet block; and the extension of room 7 northwards. These changes, alongside other changes to the already-existing buildings, may reflect the change in function of this site – by the 1950s a number of other businesses, including the electricity business, occupied the site.

This standing building survey has therefore identified both mid-19<sup>th</sup> century residential properties (the cottages); and mid-later 19<sup>th</sup> century industrial buildings, plus changes made to these throughout the 20<sup>th</sup> century. This reflects the change in use of the site over time, from the initial coach-making business, through its expansion, and to its change to a garage and other industrial purposes.

Previous Summaries/Reports: N/A

Author of Summary: Emma Jeffery

Date of Summary: 14.9.2012

## Appendix II: OASIS Form

OASIS ID: [compassa1-133811](#)

### Project details

Project name	48 - 52 Queen's Road, Brentwood: A Level 2 Historic Building Survey
Short description of the project	<p>An historic building survey was carried out on the site of 48 - 52 Queen's Road, Brentwood, between the 4th and 6th September 2012. The buildings on the site were photographed, measurements taken, and notes made. This has enabled a general understanding of the development, phasing, and dating of the buildings to be gained, alongside identifying features related to their original functions and changes in these over time. This has been compared with cartographic and documentary sources where available. The first buildings on this site were the cottages in the eastern part of the site, built between 1838 and 1847. The next development on the site was the construction of the large building fronting onto Queen's Road, constructed at some point between 1855 and 1872, as an industrial building and initially used for coach building. A number of buildings are first depicted on the 1896 OS Map, including the single-storey building on Coptfold Road, the single-storey building attached to this, and the southern part of the single-storey building on Queen's Road. This reflects the general later 19th century industrial development of this site, possibly associated with the coach building business. Later changes to the site took place between 1952 and 1964-70, and include the construction of the north-south building along the western side of the site (constructed in three phases); the addition of the toilet block; and the extension of room 7 northwards. These changes, alongside other changes to the already-existing buildings, may reflect the change in function of this site - by the 1950s a number of other businesses, including an electrical business, occupied the site.</p>
Project dates	Start: 04-09-2012 End: 06-09-2012
Previous/future work	No / No
Any associated project reference codes	BR21 - Sitecode
Type of project	Building Recording

Site status	Conservation Area
Current Land use	Residential 1 - General Residential
Current Land use	Industry and Commerce 1 - Industrial
Monument type	BUILDINGS Post Medieval
Methods & techniques	"Annotated Sketch","Measured Survey","Photographic Survey","Survey/Recording Of Fabric/Structure"
Prompt	Planning condition

### Project location

Country	England
Site location	ESSEX BRENTWOOD BRENTWOOD 48-52 Queen's Road
Postcode	CM14 4HD
Study area	1000.00 Square metres
Site coordinates	TQ 59445 93662 51 0 51 37 07 N 000 18 12 E Point

### Project creators

Name of Organisation	Compass Archaeology
Project brief originator	County Planning Archaeologist
Project design originator	Compass Archaeology
Project director/manager	Geoff Potter
Project supervisor	Emma Jeffery
Type of sponsor/funding body	Developer
Name of sponsor/funding body	ML Hart Builders Ltd

## Project archives

Physical Archive Exists?	No
Digital Archive recipient	Brentwood Museum
Digital Media available	"Images raster / digital photography","Text"
Paper Archive recipient	Brentwood Museum
Paper Media available	"Map","Notebook - Excavation',' Research',' General Notes","Photograph","Plan","Report","Unpublished Text"

## Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
Title	48-52 Queen's Road, Brentwood: A Level 2 Historic Building Survey
Author(s)/Editor(s)	Jeffery, E
Date	2012
Issuer or publisher	Compass Archaeology
Place of issue or publication	5-7 Southwark Street, London, SE1 1RQ
Description	Short report detailing the results of the historic building survey, including text, photographs, historic maps, plans, and references to documentary sources.

Entered by	Emma Jeffery (emma@compassarchaeology.co.uk)
Entered on	14 September 2012