

17-21 Piccadilly York

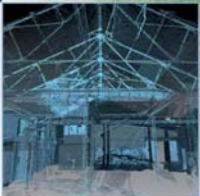
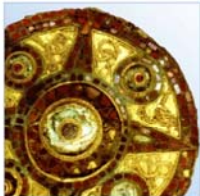
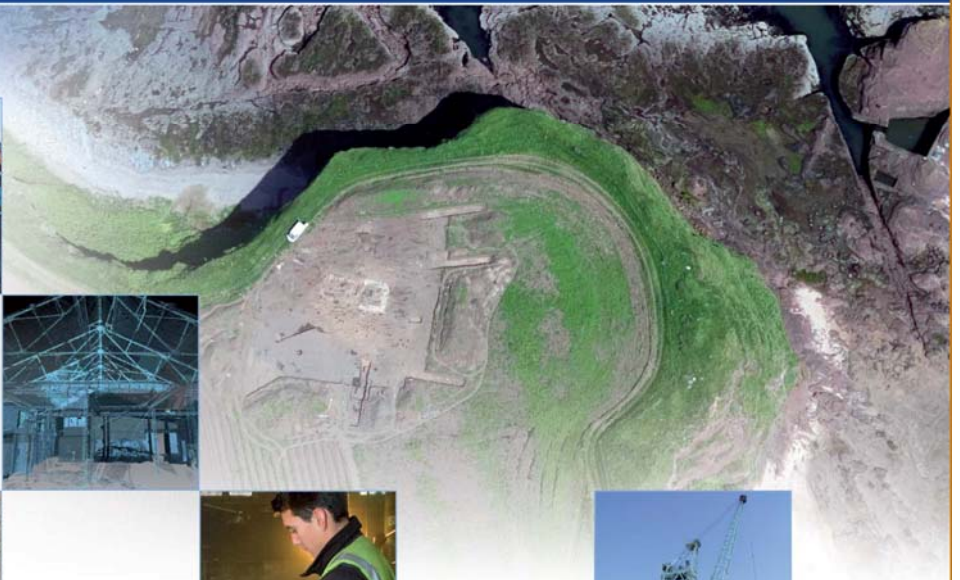
Historic Building Recording Report

National Grid Reference Number: SE 60638 51583

AOC Project No: 51446

Planning Application No: 15/01458/FUL

Date: November 2015



ARCHAEOLOGY

| HERITAGE

| CONSERVATION

17-21 Piccadilly, York: Historic Building Recording Report

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National Grid Reference (NGR): SE 60638 51583

AOC Project No: 51446

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Non-Technical Summary

AOC Archaeology Group was commissioned by Transcore Limited to undertake an Historic Building Survey of 17-21 Piccadilly, York prior to its proposed demolition. This comprised an English Heritage Level 3 building survey, including a full photographic and drawn record of the building, historic and cartographic research, and an assessment of the results.

17-21 Piccadilly is a building designed to service the trolleybus line started by York Corporation Tramways in 1920. The building features simple art-deco features but has been left in decline from the late 20th century. The building comprises a large open hall of 17 bays in brick around a steel frame with steel trusses, with a lean-to in the south-east corner and an inserted mezzanine breaking the open space of the ground floor.

1 Introduction

- 1.1 This historic building recording report has been prepared by AOC Archaeology on behalf of Transcore Limited for submission to the local planning authority, City of York Council, in advance of the proposed demolition of 17-21 Piccadilly, York. The archaeological building recording was undertaken to meet Condition 3 of the Planning Consent (15/01458/FUL).
- 1.2 All work was undertaken in line with a Level 3 survey detailed in the English Heritage guidance *Understanding Historic Buildings: A guide to good recording practice* (2006a) and to meet the requirements set out by the Chartered Institute for Archaeologists (CIfA) in *Standard and guidance for the archaeological investigation and recording of standing buildings or structures* (2014), as well as the requirements of the Specification for the work issued by City of York Council.
- 1.3 The programme of works was managed to the standards laid down in the English Heritage guideline publication *Management of Research Projects in the Historic Environment (MoRPHE): Project Managers Guide* (2006b) and to meet the requirements of the National Planning Policy Framework (NPPF; Chapter 12: 'Conserving and enhancing the historic environment').

2 Site Location and Description

- 2.1 17-21 Piccadilly is an early 20th century building aligned north-west to south-east along the east side of Piccadilly, to the south of the junction with Merchantgate (NGR: SE 60638 51583). The building is on the York Open Planning Forum's provisional Local List and although not nationally listed is featured as an entry on Historic England's National Heritage List (ref: 1420910).

3 Aims and Objectives

- 3.1 The primary aim of the work was to record all surviving evidence for the original use and subsequent historical form and function of the building, through the production of a detailed record consisting of measured plans and sections and a detailed photographic survey.
- 3.2 The results of the survey were analysed and interpreted to gain a clear understanding of the building's use and phases of alteration and addition to the structure, with particular focus on evidence allowing the reconstruction of historical structural and functional arrangements.

4 Methodology

Documentary Research

- 4.1 Documentary research was carried out prior to commencing work on site, to inform the survey and provide details on the historic background and structural development of the building. This involved consulting documentation at York Archives as well as a variety of published and online sources, all of which are listed in the bibliography.

Building Recording

- 4.2 An historic building recording survey was undertaken to the standard of an English Heritage Level 3 survey, as defined in the English Heritage Guidelines *Understanding Historic Buildings* (2006a).

Written record

- 4.3 A detailed written record was made of the interior and exterior of the building, including measurements, details and observations on the form of the building, spaces and rooms within this, and individual structural and architectural detail. A pro-forma Room Data Sheet was completed for each space.

Drawn record

- 4.4 A measured drawn survey was undertaken of all levels and spaces within the building using a reflectorless EDM and hand measuring techniques. No plans of the building existed at the time of survey and plans of the ground floor and mezzanine floor were produced as well as a short section.
- 4.5 All drawings were produced at an appropriate scale (1:50 for both plans and sections), and were accurately located within the Ordnance Survey National Grid.

Photographic record

- 4.6 An external photographic record was made of all elevations of the building, from as nearly parallel to the elevation being photographed as possible within the constraints of the site. A general external photographic record was made including a number of oblique general views of the building from all sides, showing it in its setting.
- 4.7 An interior photographic record was made of each room or internal space, to record the form, general appearance and manner of construction of each area. This was limited by access restrictions and health and safety requirements due to the condition of the building.
- 4.8 General photographs were taken with either a 35mm camera and duplicated using DSLR in RAW and JPEG formats. All photographs will be black and white, using conventional silver-based film only, and will include an appropriate scale where possible. All digital images were supplied as both TIFF and JPEG files on archival quality CDs
- 4.9 A register detailing location, direction and subject of shot was produced (Appendix 1) to accompany the photographic record. The position and direction of each photograph was recorded on a copy of the building plan.

5 Reporting

- 5.1 This report was prepared in accordance with AOC Archaeology's standard procedures, and specifically contains the following:

Written report

- A concise non-technical summary of the results of the work, and its aims and objectives.
- A frontispiece including the site code/project number, planning reference number, dates when the fieldwork took place and a full National Grid Reference
- An introduction, including a site description, background on the development and reasons for the survey
- An account of the methodology and equipment used
- A detailed architectural description of 17-21 Piccadilly, presented in a logical and clear manner
- A discussion placing the building and the results of the survey, into their historical, technological, regional and national context
- An analysis of the function(s) of the building

Illustrations

- A site location map identifying the site at national, regional and street level in relation to other buildings
- An overall plan of the site, showing existing and demolished structures
- Historical maps with the extent of the site highlighted
- A complete set of site drawings produced to publication standard, using English Heritage drawing standards, and to a scale of 1:50

- A complete set of site plans marked with the position and location of each photograph
- A complete set of laser copies of all photographs

5.2 Digital copies of the final report will be submitted to OASIS to allow the results of the work to be accessible on-line to the wider archaeological community and general public.

6 Historical Background

- 6.1 The southern section of Piccadilly, from Fishergate North to Dixon Lane (formerly Church Lane) existed in 1610 but was widened and given its name in around 1840 (RCHME 1981). The road was joined with Pavement, to the north and Walmgate to the east, via Merchantgate, in 1912.
- 6.2 17-21 Piccadilly is described variously as being constructed in 1920 by Historic England and 1921 by York Open Planning Forum and is recorded by both sources as a trolley bus depot. The presence of such a depot could not be identified during a search of Trade directory services between 1920 and 1931 nor through map regression, as York archives contained no relevant mapping covering this period. Fire insurance plans could not be consulted as these were out of commission at the time of research and no further primary sources were identified during the archive search. Therefore the earliest period of the building could not be identified through primary sources. Given that the city's trolleybus line opened on 22nd of December 1920 (Marsden 2006), it seems highly probable that the building was constructed around this date assuming that it was in fact a depot for the service.
- 6.3 The trolleybus service was operated by York Corporation Tramways to supplement its existing tramlines. The original plan, first mooted in 1914, was to open four routes but this was postponed until 1920 due to the onset of the First World War and, when finally implemented, only the line to Heworth was ever completed (Marsden 2006).
- 6.4 The trolleybus service operated four coaches which were stationed at 17-21 Piccadilly. The service, however, was not successful and in 1929 was temporarily shut down (Historic England 2015). Although the trolleybus service was restarted again almost immediately, it was not based at Piccadilly but rather at the main tram depot at Fulford Cross, where it continued to operate until being closed permanently in 1935.
- 6.5 In 1931 a company called Airspeed, founded by Nevil Shute Norway and Alfred Hessell Tiltman the same year, rented the southern half of the building to house their aircraft design and construction company (YPS 2015), although the northern end of the building was probably occupied by the Universal Tyre Company. The duo operated a successful business but moved the base of operations to Portsmouth in March 1933 (Flight 1951).
- 6.6 The southern half of the building appears to have been taken over by the Active Service Garage which is listed in the *York City Yearbook and Business Directory* of 1935, but by the time of the 1937 edition this had changed to the Reynard, F. Ltd. (Day and Night Garage).
- 6.7 The building continued to be shared by Reynards, F. Ltd and the Universal Tyre Company until the second half of the 20th century. The latest trade directory viewed was *Kelly's Directory of the City of York and Neighbourhood* from 1975, which still listed both businesses.
- 6.8 In the 1990's the building was briefly used to house a laser game emporium called Megazone for which little information was available. The building was ultimately abandoned in the 2000's.

7 Architectural Description (Figure 7)

Exterior

- 7.1 The building is primarily of brick construction around a steel frame, hidden from the outside, the whole capped with a corrugated sheet roof, seemingly of asbestos. In plan the building is broadly rectangular but with a slight curve in its long elevations, where it follows the road north. The original brickwork is largely covered by a later pebble-dash render.
- 7.2 The southern end of the building is dominated by a large entrance in a gable formed where the south corner of the building has been chamfered (Photographs 2 and 3). The hipped roof meets the apex of the gable instead of finishing at the corner of the building as seen at the other side. Above the large entrance is a simple art-deco frieze of fluting to either side of a central roundel set in a square recess (Photograph 15). This is covered by a smooth render, which is seen in patches elsewhere on the building's exterior. Above the frieze the gable steps out several times but is damaged towards the apex. East of the gable the wall recesses and contains a boarded-up rectangular window with a thick, plain architrave in the centre (Photograph 31). East of this the elevation is formed by a lower lean-to (Photograph 32) with a small central window featuring a projecting sill of bull-nosed brick (Photograph 33).
- 7.3 The long west elevation fronting Piccadilly (Photograph 4) is divided into seven bays separated by pairs of wide pilasters with minimal representation of an astragal and abacus forming a capital of sorts. Each bay is formed of a recessed panel comprising a continuous sill band along the bottom, broken only for doorways, and a projecting band along the top, which comes down from the roofline to meet the top of each pilaster. From the south end bays 1, 2 and 6 all contain pairs of rectangular windows with thick, stuccoed architrave (Photograph 12). Bay 3 is a second large entranceway housed in a gablet (Photographs 5) with the same frieze moulding and stepping towards the apex as seen in the southern entrance (Photograph 6). The doorway has been breeze-blocked and a smaller modern door formed in the corner. Bay 4 is the only bay that is not broadly the same size and is considerably narrower. It contains a small, square window, which is possibly a later insertion. Bay 5 contains a large plain architrave and the sill band has been cut away to make access for a door (Photographs 8, 9 and 13). Although boarded, it can be seen from the inside that this is a later inserted doorway and window. Bay 6 contains a similar large aperture with plain architrave, although unlike that of bay 5 this does not cut through the sill band (Photographs 9 and 10). This can be seen internally to be a large, multi-pane window, probably a later insertion. In between the paired pilasters dividing bays 4 and 5, and bays 6 and 7, are two high louvered rectangular vents, boarded externally (Photograph 11).
- 7.4 Returning north-east from the north end of the long elevation is the north gable end of the building (Photographs 16-22). This contains two large doorways divided by a central square column. The outer door jambs and central column have moulded corbels supporting the lintel above the doorways. Each doorway has a recessed arch in the render indicating where a two segmental relieving arch is constructed (Photograph 24). Positioned centrally towards the apex of the gable is a louvered, keyed oculus vent (Photograph 23). The eastern doorway is blocked and a series of two windows and a doorway, all contained within one architrave border, has been inserted (Photographs 25 and 26).
- 7.5 The rear long elevation has probably been heavily altered and is largely obscured but, where visible, consists of a steel frame divided into 12 bays with a timber frame filling in the gaps, this is clad in corrugated asbestos sheeting (Photographs 27-29). The timber frame would have abutted the brickwork of the north gable wall, attached with metal brackets, but this has largely been removed - although it is still retained at high level. In many areas the infill frames are completely missing leaving large open spans between the steel stanchions (Photograph 29). Running south is a small doorway with batten door positioned in bay 9 (Photograph 30). Positioned at the south end of bay 12 a brick wall

abutting the corrugated asbestos projects north-east and then returns south-east. This area spans a gap to a lean-to constructed of brick that projects north-east that forms the southern part of the rear elevation.

Interior

- 7.6 The interior layout consists of a large hall open to the roof with two distinct areas in the south-east corner of the building. A mezzanine floor has been inserted in the south end which contains several small rooms of breeze-block construction.

Ground Floor (Figure 7)

G1

- 7.7 Area G1 is a large hall consisting of sixteen regular bays divided by trusses and a single larger bay at the south end. It is of a steel frame construction all the elements of which date to the same period, with brick walls in an English garden wall bond where visible (Photograph 34). The floor is concrete throughout and the roof is of lightweight French trusses in steel, supporting timber purlins with corrugated sheets on top (Photographs 35-41). Lines of rooflights occupy two spans of purlins and cover most of the southern part of the roof and sections of the northern part (Photographs 42 and 43).
- 7.8 The north gable wall (Photographs 44 and 45) contains two windows with three-over-three top-opening casements above boarded up main windows (Photograph 46) next to a plain wooden door with a casement above it. The window casements have a toothed opener (Photograph 47). West of the small doorway is a large boarded-up garage entrance with the remains of a large roller shutter above, which was electrically powered (Photograph 48). In the far western end of the elevation is a straight joint in the brickwork (Photograph 49) but this is unlikely to indicate a separate phase of building. The oculus rim is blocked behind the louvres (Photograph 51) and the twin relieving arches over the original large entrances are formed of two courses of brick soldiers (Photograph 52). The top face of the gable is also formed of a course of brick soldiers. The east end of the gable has a row of metal brackets where the timber frame of the rear elevation adjoined it (Photograph 53).
- 7.9 The front elevation includes many small late 20th century alterations such as breeze-block supports abutting several of the steel stanchions (Photograph 54), which hold a metal rail. A modern multi-pane window can be seen in bay two (Photograph 55). The high, louvered openings, described externally can be seen in more detail internally (Photograph 56). The only exposed window presumed to be original is situated in bay 4 (Photograph 57) and this is a tripartite frame with multiple glazing bars. Bay 6 has an inserted doorway with two concrete steps up (Photograph 58). In bay 7 a large single-pane window has been inserted, and both the window and the door were inserted at the same time as the both have steel beam lintels over. Bay 10 contains a large breeze-blocked opening, which has been given a smaller vestibule with plain door (Photograph 59). Above the large blocked opening the wall forms a gable with timber beams being used to adjoin the gablet roof with the main roof structure (Photograph 60).
- 7.10 Bay 17 is the irregular south-end bay and contains the chamfered or canted gable with a large double door (Photograph 61). The gable is formed with timber beams, which adjoin the steel structure. The remainder of the bay runs under a mezzanine floor which forms a low ceiling a window in the south wall is boarded from the inside (Photograph 63).
- 7.11 The rear wall as described externally, is divided by steel stanchions (Photograph 64) with timber frame and asbestos partitions in between. In the seventh bay from the north end a small projection of breeze blocks indicates the presence of a later wall and in bay 9 a small batten door (Photograph 65) leads out into a concrete-floored courtyard.

- 7.12 The concrete floor of area G1 contains several scars from earlier features within the building. Several square depressions possibly indicate the position of larger piers (Photograph 66) although these were obscured by pigeon guano. Tram tracks run in a curve from the eastern blocked entrance of the north gable (Photograph 67) and a single track projects at a perpendicular angle from just west of these. Several other areas of faint scarring suggest the potential presence of further tracks elsewhere within the building. Two blocked linear features could be seen spanning bays 6 to 8 which could be filled-in inspection or service trenches (Photograph 68). A narrow line of short wooden boards runs east in bay 11 before turning north into bay 10 and finishing in a concrete-filled square (Photograph 69).
- 7.13 In the south end of the building the mezzanine is constructed on a substantial steel frame with 'I' section beams with the mark "LANARKSHIRE STEEL Co. LTD SCOTLAND..." (Photographs 70-72). A shuttered concrete floor sits on top of the steel frame. Several of the steel uprights have been encased in breeze block.

G2

- 7.14 The interior of the lean-to extension at the south east corner of G1 is a narrow space open to its lower roof (Photographs 73 and 74). A doorway leads though to room G3 in the north while a boarded window sits in the south wall. The south end of G2 has a lower ceiling where a toilet cubicle is situated above. The roof structure consists of three steel beams supporting four timber purlins with corrugated asbestos sheeting.

G3

- 7.15 This is a narrow area and probably a later addition (Photograph 75) . It probably abuts the north wall of G2 but it was unclear whether there was a straight joint as a downpipe obscured the area. A portion of the south end and one course along the bottom of the outer wall are brick, the rest being breeze block. The high north wall supports a lean-to roof which drops south to meet the dividing wall with room G2.

Mezzanine (Figure 7)

M1

- 7.16 M1 is an area of open concrete flooring supported on a steel structure (Photograph 77). It would at one point have had a partition at its north end. It currently has an unusual modern partition dividing it from the lean-to to the east and several blockwork and brick offices (Photograph 78) accessed from a corridor in the south-east corner (Photograph 79).

M2-M5

- 7.17 Rooms M2 to M5 were not entered due to health and safety concerns. Photographs were taken from doorways and through windows. The walls were mostly of breeze-block construction abutting the southern brick wall of the original building. A low plasterboard ceiling houses a storage area above.
- 7.18 M2 is a space that possibly held the stairwell from the ground floor, although this is no longer extant.
- 7.19 M3 is the largest of the offices and has the boarded window in the south wall truncated by the inserted mezzanine floor (Photograph 80).
- 7.20 M4 is a triangular room accessed from M1 via two steps (Photograph 81) the breezeblock wall contains a tripartite window and the ceiling contains an access hatch for the storage space above (Photograph 82).
- 7.21 M5 houses a toilet cubicle situated in the lean-to. The east outer brick wall appears to have been clad with breeze block internally (Photograph 83).

8 Phasing

Phase 1: 1920

- 8.1 The principal phase for the building is that during which it was constructed. Secondary sources date this as either 1920 or 1921. The steel structure and outer brickwork date to this period as does the roof, and utilitarian buildings of this nature were commonly roofed in asbestos from around 1914 onwards (Curl 2006). The concrete floor with tram tracks is also from this phase, as is the timber framed panelling of the rear wall. Map regression indicates potential structures to the east side of the building but this is unclear and no early photos of this side of the building were located.

Phase 2: later 20th century

- 8.2 This phase refers to any breeze-block additions, obviously altered openings and the mezzanine area of the building. The premises was definitely split in two by the 1930s but this division is no longer visible within the building. The 1963 OS map (Figure 6) shows a division roughly where a second steel stanchion has been added to the east wall of internal bay 12.
- 8.3 Boreholing and environmental sampling was undertaken by the University of York in 1990 and 1991 (Alldritt *et. al.* 1991). It is possible that some of the scarring on the floor in area G1 is related to this activity and not earlier internal features.

9 Discussion

- 9.1 17-21 Piccadilly has the potential to divide opinion with regards to its particular merits. The building was clearly designed with utility in mind with its large doorways suitable for trams and buses but was not just constructed as a shed. Its street frontage would have been ornamental before the pebble-dash render was applied. Both the Fulford Cross Tram and Trolleybus depot and the York Pullman bus depot on Navigation road, featuring art-deco design elements, have been demolished. Assuming 17-21 Piccadilly was constructed in 1920 then it is arguably a very early building in the British art-deco movement and therefore is of some interest despite its poor condition.
- 9.2 The potential that the architect of the building was influenced by Egyptian archaeology is quite interesting and certainly, elements of the building's design could be interpreted as having an Egyptian theme. Notably the monolithic design of the pilasters and both window and door architraves are more Egyptian than classical. Also, the friezes possibly reference the winged disc of Horus, a popular motif in Egyptian-influenced buildings.
- 9.3 Internally the building retains little of note relating to its use in any period. Nothing from the Airspeed period in the 1930s appears to have been retained and contemporary photographs (Flight 1951) show that most of the work appeared to be undertaken on trestle tables without any substantial changes to the interior of the building. It is clear to see why Airspeed moved to more spacious premises on an airfield in Portsmouth rather than continue working in one half of a city-centre trolleybus depot.
- 9.4 The presence of tram tracks and scarring suggestive of further tracks within the building suggests that it was built with at least the potential to house some of the city's trams. Presumably this means that there was a plan to connect – indeed they may have been connected – these internal tracks to the ones running along Merchantgate given that the lower part of Piccadilly was never converted for trams or trolleybuses.
- 9.5 In conclusion, 17-21 Piccadilly is a remnant of a short-lived part of York's early 20th century history, the tram and trolleybus networks only surviving for 56 years and of which very little structural evidence survives. It should be seen as an important aspect of how we understand the

Piccadilly streetscape, representing a phase of early 20th-century town planning and the architecture that accompanied such changes.

10 Bibliography

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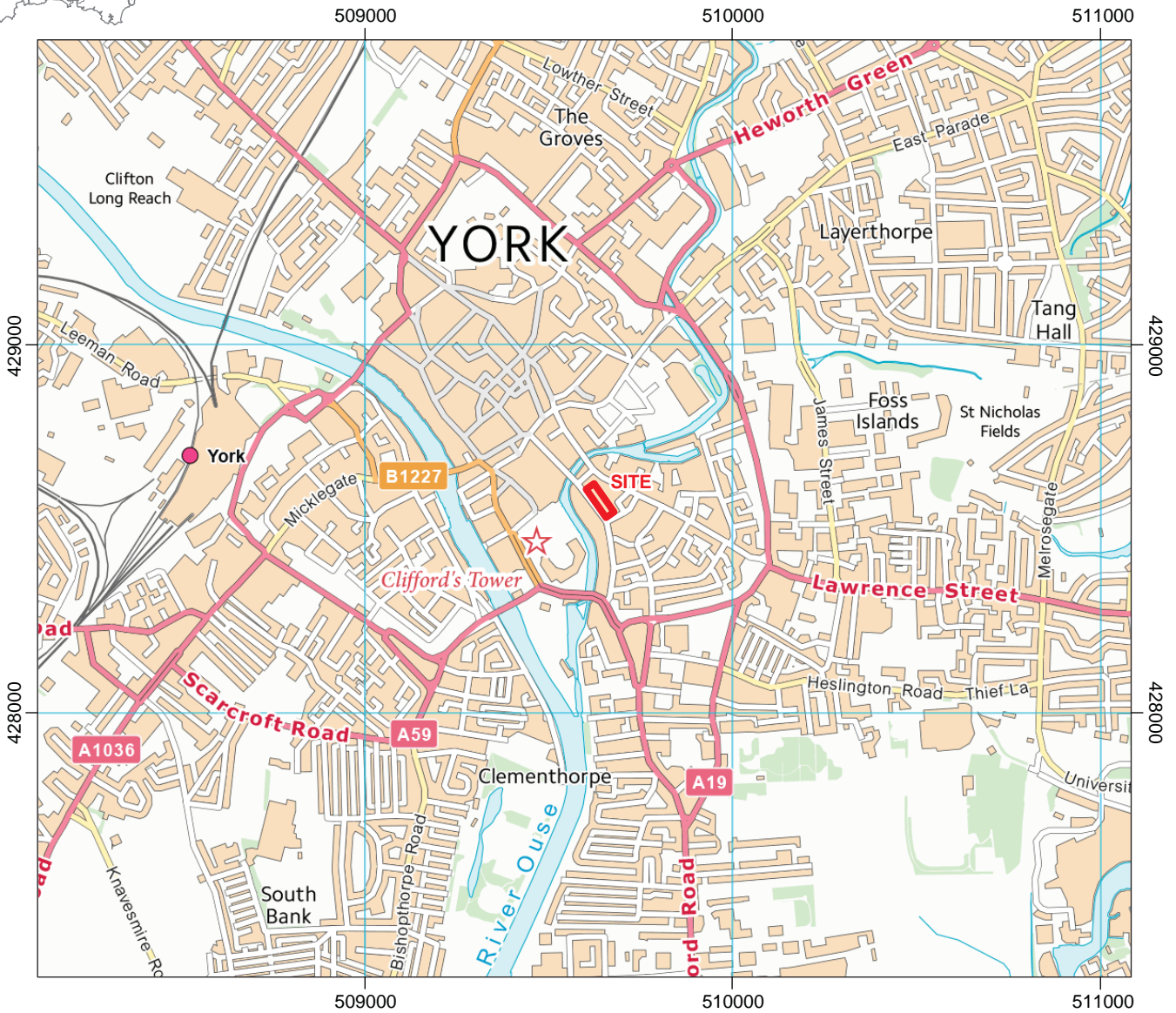
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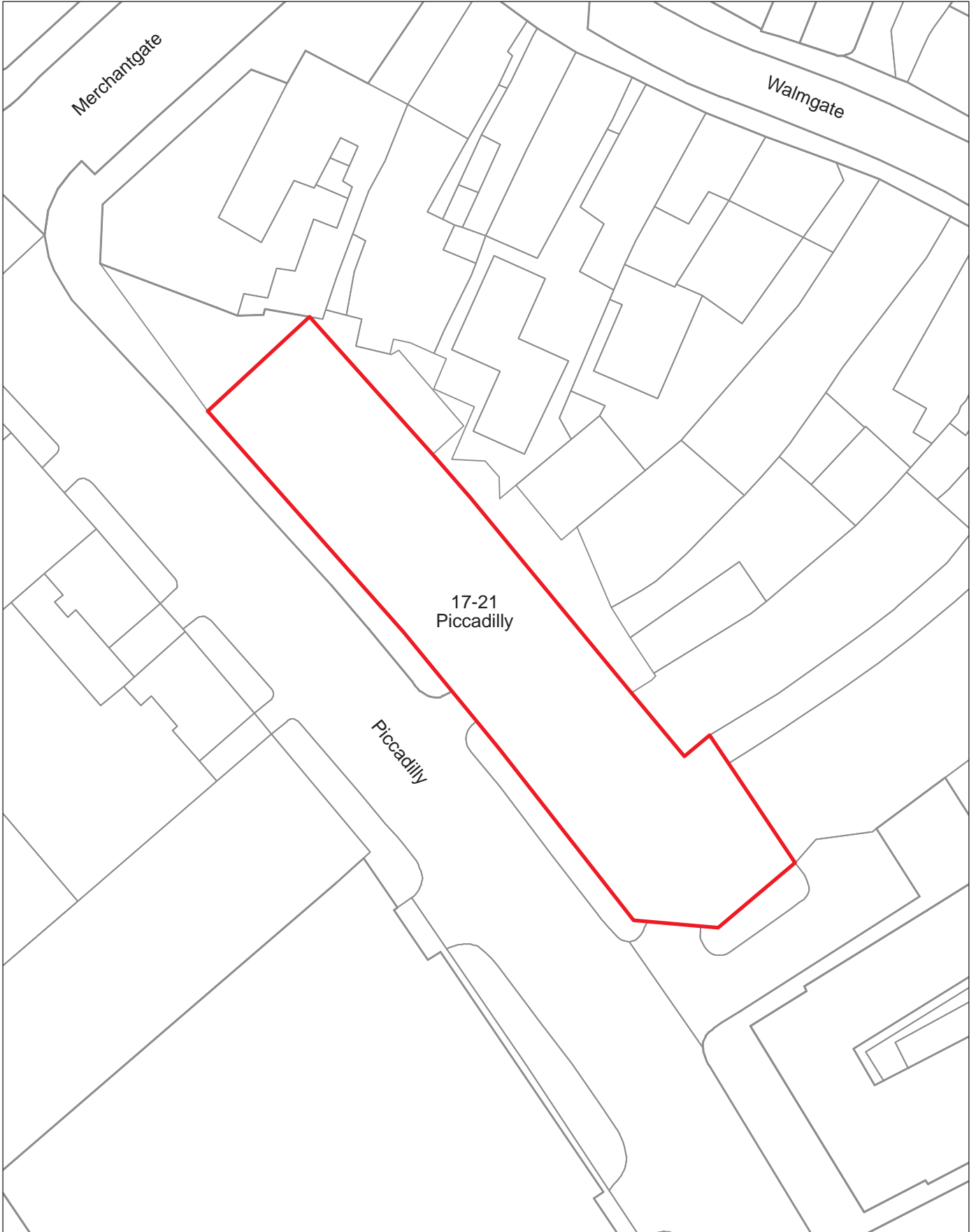
<http://www.historicengland.org.uk/listing/the-list/list-entry/1420910> [accessed 4th November 2015]

<http://www.yorklocalist.org.uk/list.php> [accessed 4th November 2015]



Figure 1	
Site location	
Based on data provided by the Ordnance Survey with the permission of the Controller of Her Majesty's Stationery Office. © Crown Copyright. License no. AL 100016114	





Site plan

Figure
2



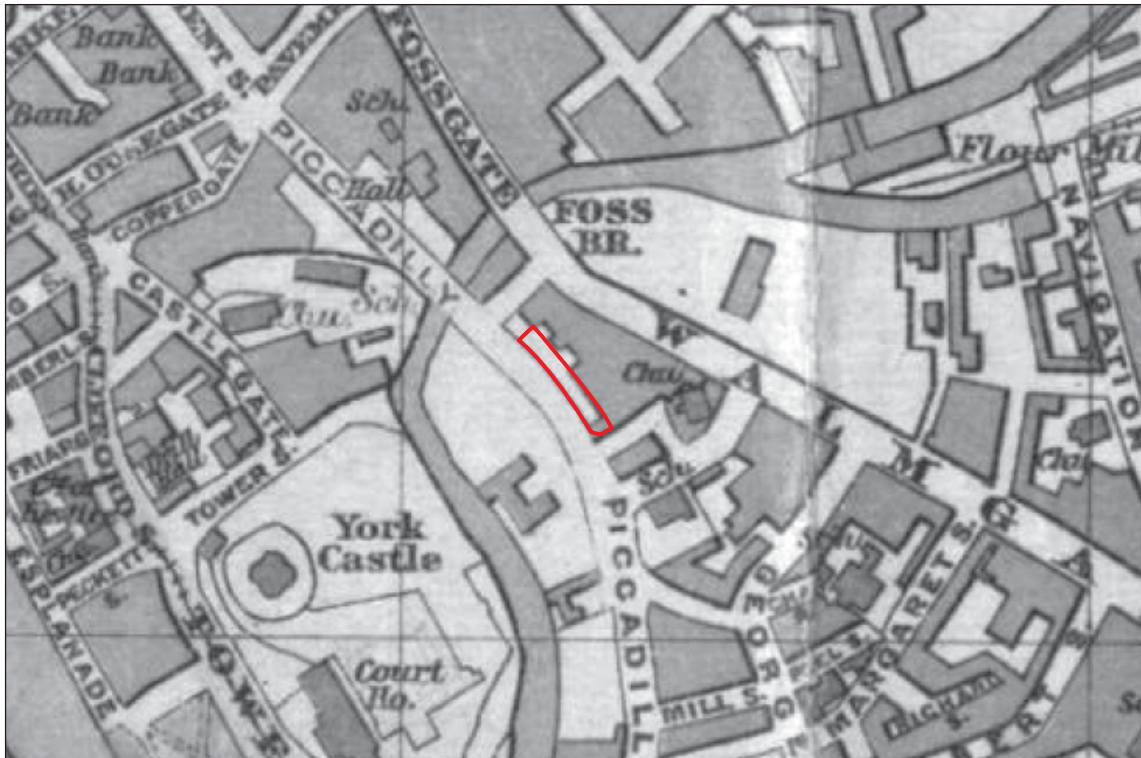


Fig. 3 Extract from Bacon's Plan of York (in archive as 1895 but most likely between 1912-1919)



Fig. 4 Extract from the Ordnance Survey map of 1932

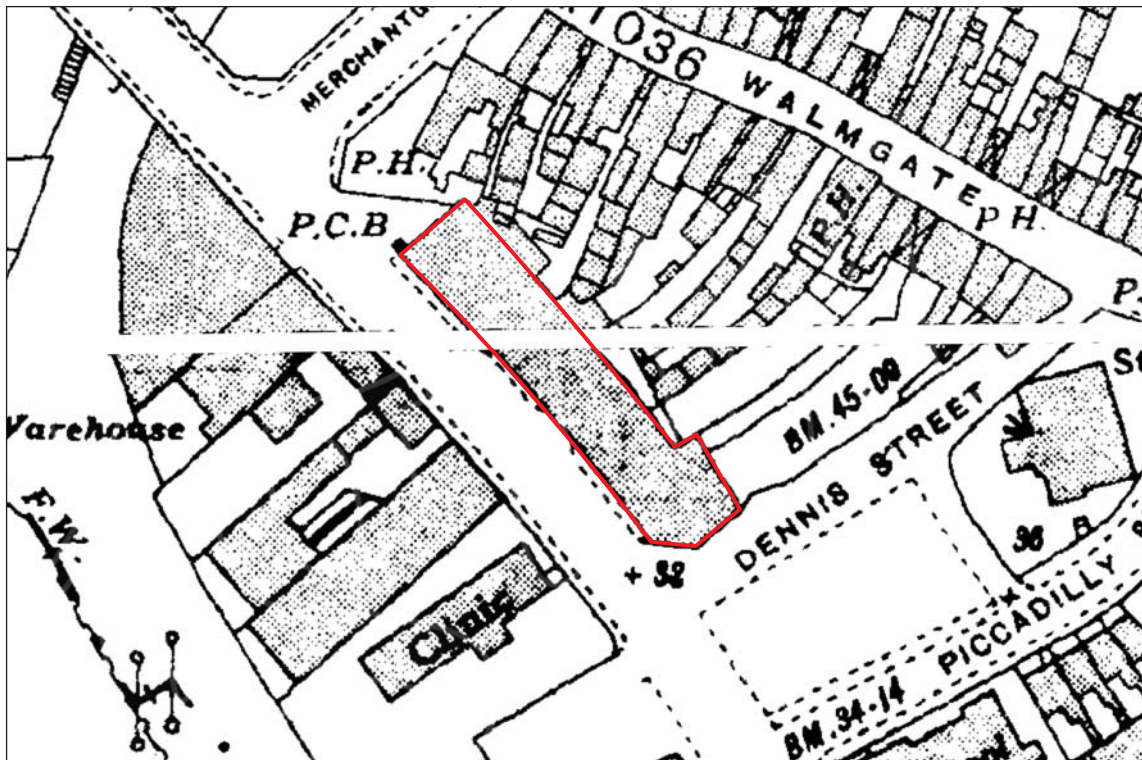


Fig. 5 Extract from the Ordnance Survey map of 1937

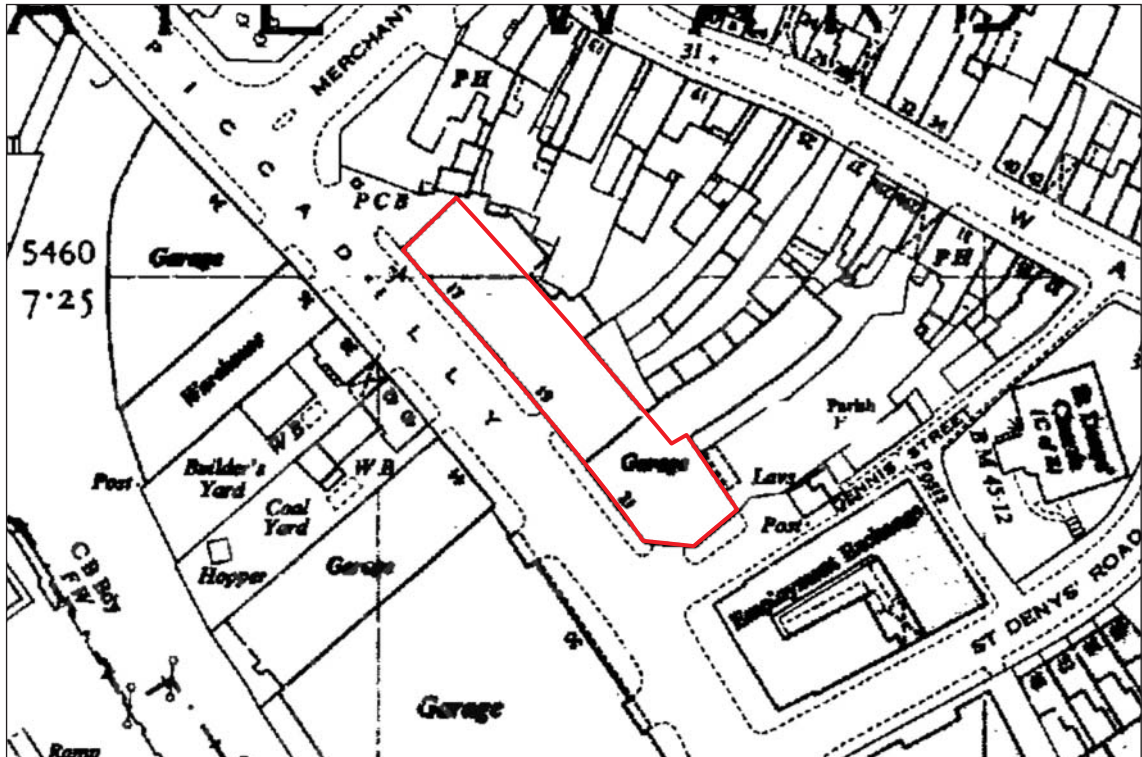
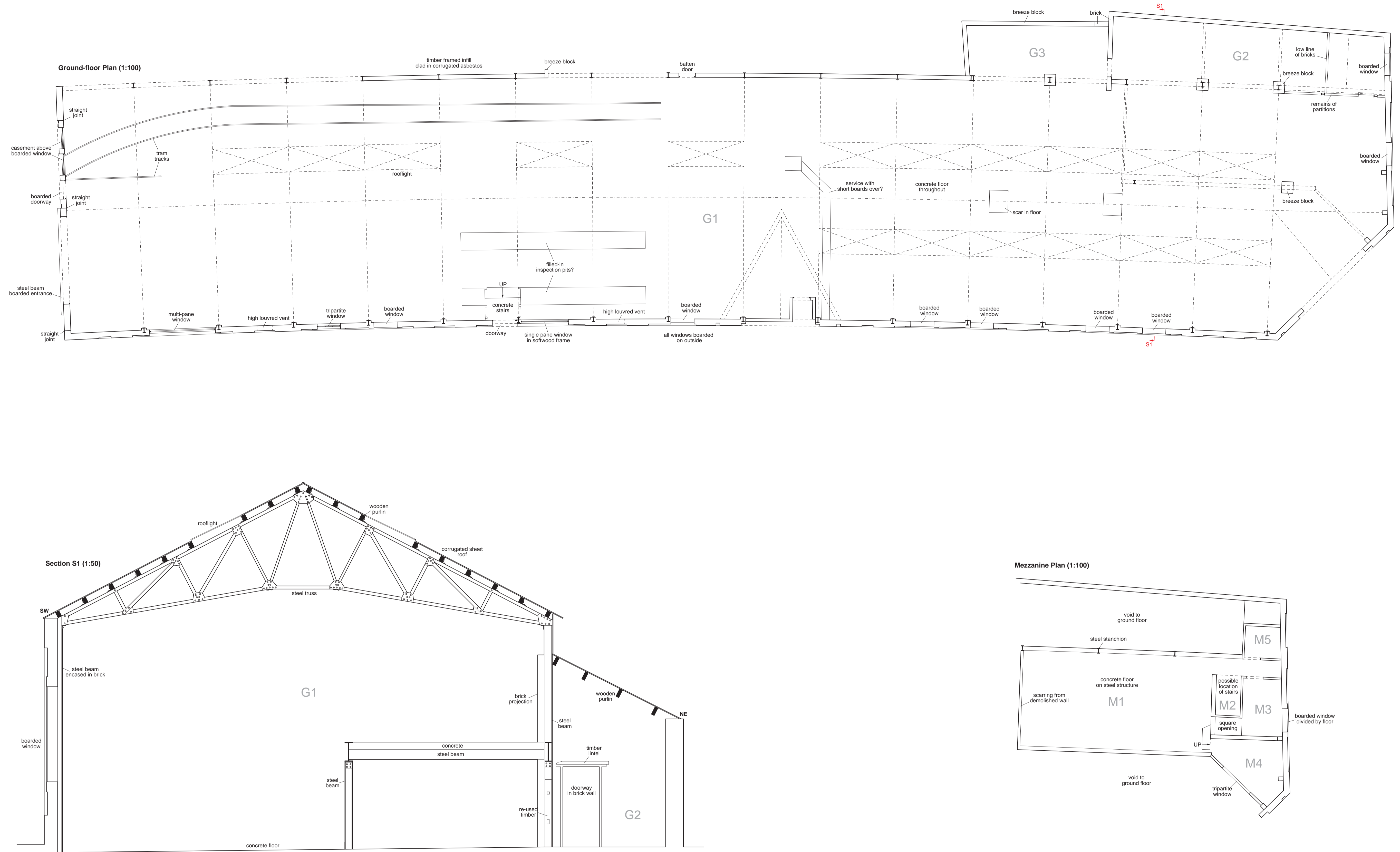
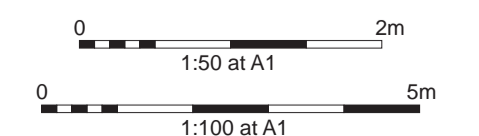


Fig. 6 Extract from the Ordnance Survey map of 1963



17-21 Piccadilly: plans and section



Appendix 1: Photographic Register


No.	Location	Description	Direction
1	Exterior	General view north along Piccadilly to no. 17-21	N
2	Exterior	General view of 17-21 Piccadilly	N
3	Exterior	View of the southern chamfered or canted gable	N
4	Exterior	The long, curved street facing elevation	N
5	Exterior	The central gablet with large entrance	NE
6	Exterior	The central gablet with large entrance with perspective control	NE
7	Exterior	The boarded-up door and window in external bay 5	NE
8	Exterior	The boarded-up door and window in external bay 5 with perspective control	NE
9	Exterior	The boarded-up modern window in external bay 7	NE
10	Exterior	The boarded-up modern window in external bay 7 with perspective control	NE
11	Exterior	A high boarded-up vent	NE
12	Exterior	A typical external window surround	N
13	Exterior	Detail of where the sill band or plinth has been cut away	N
14	Exterior	Detail of the gablet frieze and stepping towards apex	NE
15	Exterior	Detail of the southern gable frieze and stepping towards apex with damage	N
16	Exterior	General view of 17-21 from Merchantgate	SE
17	Exterior	General view south along Piccadilly to no. 17-21	SE
18	Exterior	General view of no. 17-21 Piccadilly	SE
19	Exterior	General view of no. 17-21 Piccadilly with perspective control	SE
20	Exterior	The north gable end of 17-21 Piccadilly	SE
21	Exterior	The north gable end of 17-21 Piccadilly with perspective control	SE
22	Exterior	The north gable end of 17-21 Piccadilly with perspective control	SE
23	Exterior	Detail of moulded corbels with louvered, keyed oculus above	SE
24	Exterior	Detail of recess in render denoting the location of a relieving arch	SE
25	Exterior	Detail of doorway in blocked-up entrance	SE
26	Exterior	Doorway and windows in blocked-up entrance	E
27	Exterior	The rear of the building with missing timber frame and exposed steel frame	W
28	Exterior	The rear of the building with missing timber frame and exposed steel frame	S
29	Exterior	The rear of the building with panels missing at low level	W
30	Exterior	The rear elevation with a small doorway in the asbestos cladding	S
31	Exterior	Part of the south elevation with central window and lean-to	W
32	Exterior	The rear of the lean-to showing corrugated asbestos roof	N
33	Exterior	A small window, possibly inserted with bull-nosed brick sill	W
34	G1	Exposed brickwork in interior bay 11 showing the English garden wall bond	SW
35	G1	General view of the interior to the north gable	NW
36	G1	General view of the interior	SE
37	G1	General view of the rear elevation interior	N
38	G1	General view of the front elevation interior	W
39	G1	General view showing timber frame with corrugated cladding	E
40	G1	General view of the expanse of G1	S
41	G1	View of interior showing steel roof trusses	NW
42	G1	Detail of trusses bolting to steel stanchions	W
43	G1	Detail of a rooflight	SW
44	G1	The north gable interior	NW

45	G1	The north gable interior with perspective control	NW
46	G1	Doorway and window in the north gable	NW
47	G1	A cogged window opener	NW
48	G1	Mid-20 th century electrics	NW
49	G1	A straight joint in the north-west corner of the north gable is just visible	W
50	G1	More mid-20 th century electrics	NW
51	G1	The reverse side of the keyed oculus, boarded behind the louvres	NW
52	G1	A brick segmental relieving arch	NW
53	G1	The north east corner of the north gable with metal brackets for the timber frame	N
54	G1	Modern breeze block built up against the steel stanchion and brick	W
55	G1	A modern multi-pane window with softwood frame	SW
56	G1	The reverse of a louvered vent set high in the wall	SW
57	G1	The only exposed window frame from an original window. It is tripartite with multiple glazing bars	SW
58	G1	A later inserted door and window with concrete steps up. Note the steel lintel	SW
59	G1	A breeze-blocked entrance in the gablet with incorporated vestibule and door	SW
60	G1	The roof construction of the gablet showing timber beams attached to the steel truss	SW
61	G1	The interior face of the chamfered or canted gable	S
62	G1	A strange motif, presumably from one of the later phases of use	S
63	G1	A boarded window in the south wall. The floor boards at the top of the image indicate the probably location of the stair to the mezzanine	SE
64	G1	A typical steel stanchion	NE
65	G1	A batten door out to a rear courtyard	E
66	G1	Ambiguous scarring in the concrete floor	SE
67	G1	A set of tram tracks leading out to the Merchantgate side	NW
68	G1	A possible concrete-filled vehicle inspection pit	NW
69	G1	Short timber boards providing access to a service trench	NE
70	G1	The mezzanine's steel structure	SE
71	G1	The mezzanine's steel structure	E
72	G1	Under the Dunlop spray paint the steel is marked 'LANARKSHIRE STEEL Co. LTD SCOTLAND...'	E
73	G2	Interior of the lean-to	NW
74	G2	Interior of the lean-to with mezzanine toilet above	SE
75	G3	The covered space of area G3	N
76	G1	An area where brickwork meets timber frame	E
77	M1	The open concrete platform makes up most of the mezzanine	N
78	M1	The offices with breeze-block built around brick	SE
79	M1	A short corridor accessed from the possible stair leading to M3 and M5 behind	SE
80	M3	The interior of room M3 with a boarded window in the south wall	S
81	M4	The access to room M4	SE
82	M4	The interior of room M4 with access to roof storage	SE
83	M5	The interior of toilet cubicle M5	E
84	G1	Detail of the truss used to form the hipped roof and gablet of internal bay 17	S
85	G1	The storage area above the mezzanine offices	SE

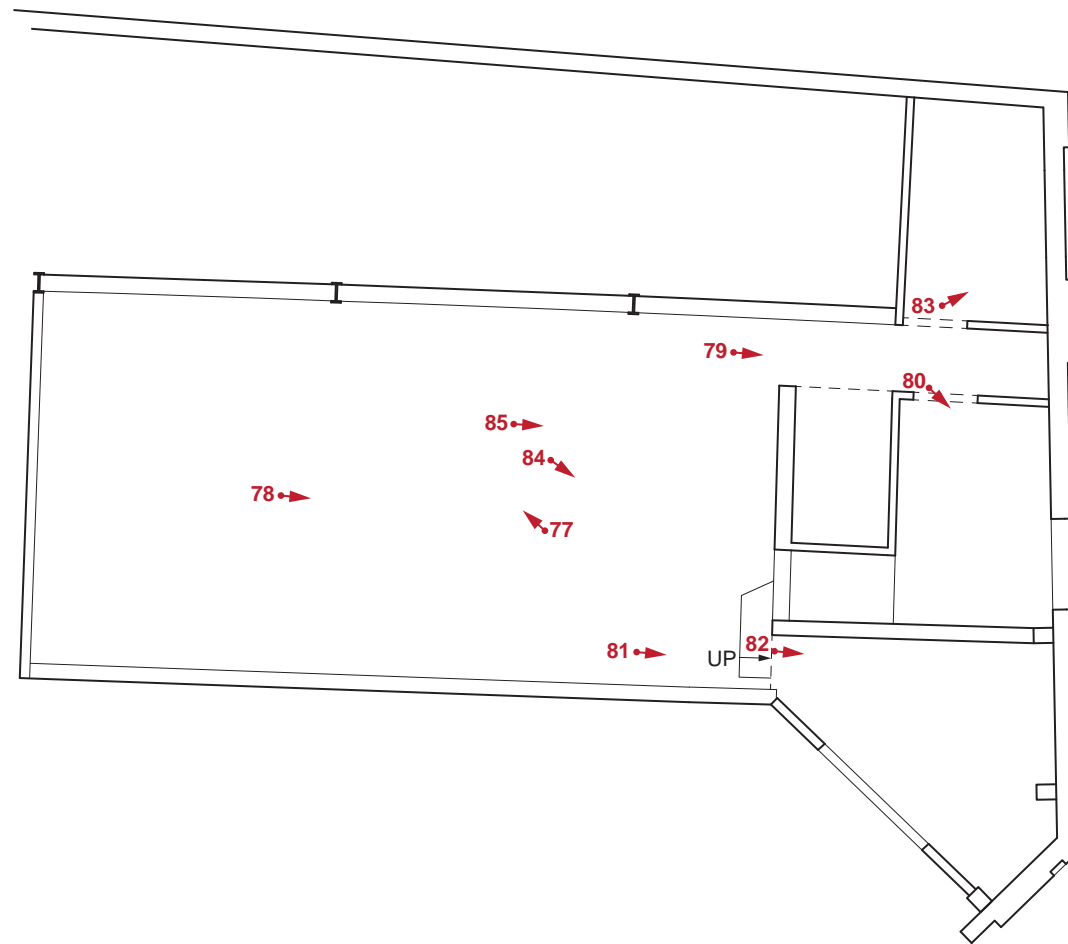


17-21 Piccadilly: external and ground-floor photographic location plan



 photograph number and direction





17-21 Piccadilly: mezzanine photographic location plan



photograph number and direction





Photograph 1. General view north along Piccadilly to no. 17-21



Photograph 2. General view of 17-21 Piccadilly



Photograph 3. View of the southern chamfered or canted gable



Photograph 4. The long, curved street facing elevation



Photograph 5. The central gablet with large entrance



Photograph 6. The central gablet with large entrance with perspective control



Photograph 7. The boarded-up door and window in external bay 5



Photograph 8. The boarded-up door and window in external bay 5 with perspective control



Photograph 9. The boarded-up modern window in external bay 7



Photograph 10. The boarded-up modern window in external bay 7 with perspective control



Photograph 11. A high boarded-up vent



Photograph 12. A typical external window surround



Photograph 13. Detail of where the sill band or plinth has been cut away



Photograph 14. Detail of the gablet frieze and stepping towards apex



Photograph 15. Detail of the southern gable frieze and stepping towards apex with damage



Photograph 16. General view of 17-21 from Merchantgate



Photograph 17. General view south along Piccadilly to no. 17-21



Photograph 18. General view of no. 17-21 Piccadilly



Photograph 19. General view of no. 17-21 Piccadilly with perspective control



Photograph 20. The north gable end of 17-21 Piccadilly



Photograph 21. The north gable end of 17-21 Piccadilly with perspective control



Photograph 22. The north gable end of 17-21 Piccadilly with perspective control



Photograph 23. Detail of moulded corbels with louvered, keyed oculus above



Photograph 24. Detail of recess in render denoting the location of a relieving arch



Photograph 25. Detail of doorway in blocked-up entrance



Photograph 26. Doorway and windows in blocked-up entrance



Photograph 27. The rear of the building with missing timber frame and exposed steel frame



Photograph 28. The rear of the building with missing timber frame and exposed steel frame



Photograph 29. The rear of the building with panels missing at low level



Photograph 30. The rear elevation with a small doorway in the asbestos cladding



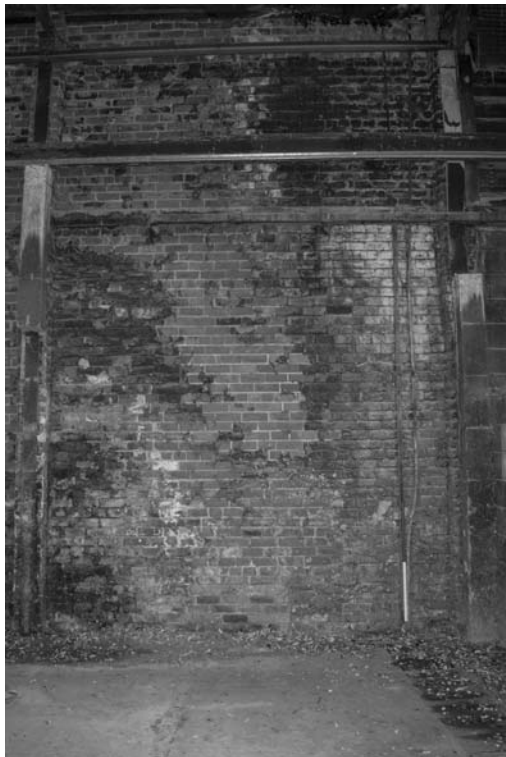
Photograph 31. Part of the south elevation with central window and lean-to



Photograph 32. The rear of the lean-to showing corrugated asbestos roof



Photograph 33. A small window, possibly inserted with bull-nosed brick sill



Photograph 34. Exposed brickwork in interior bay 11 showing the English garden wall bond



Photograph 35. General view of the interior to the north gable



Photograph 36. General view of the interior



Photograph 37. General view of the rear elevation interior



Photograph 38. General view of the front elevation interior



Photograph 39. General view showing timber frame with corrugated cladding



Photograph 40. General view of the expanse of G1



Photograph 41. View of interior showing steel roof trusses



Photograph 42. Detail of trusses bolting to steel stanchions



Photograph 43. Detail of a rooflight



Photograph 44. The north gable interior



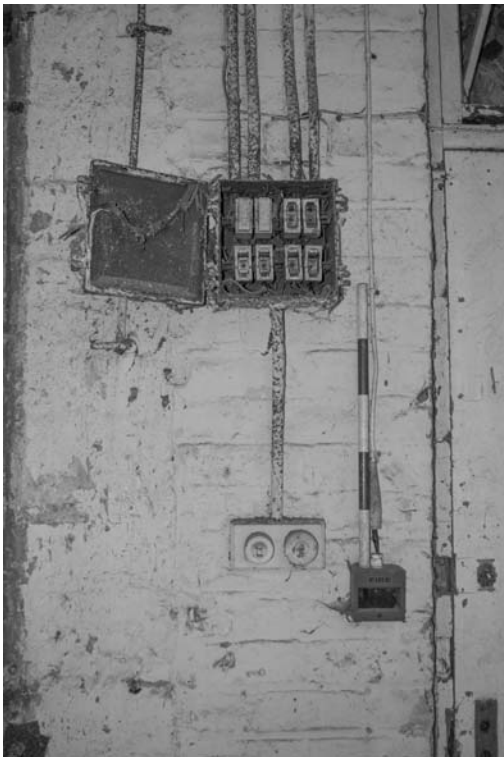
Photograph 45. The north gable interior with perspective control



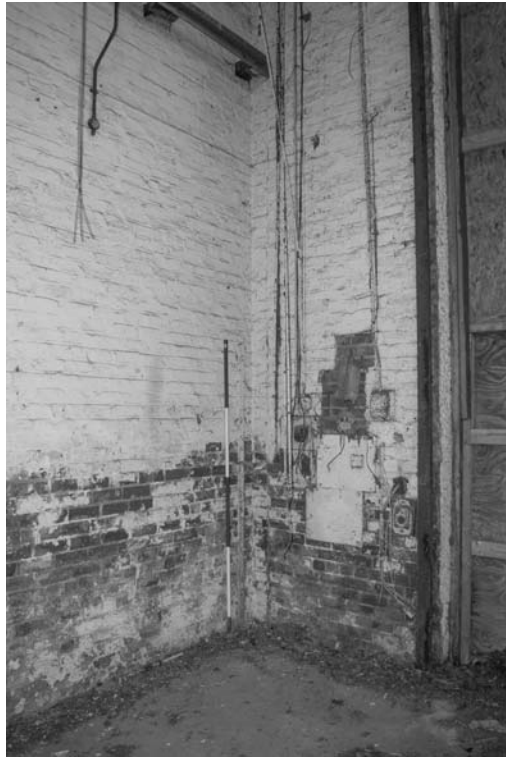
Photograph 46. Doorway and window in the north gable



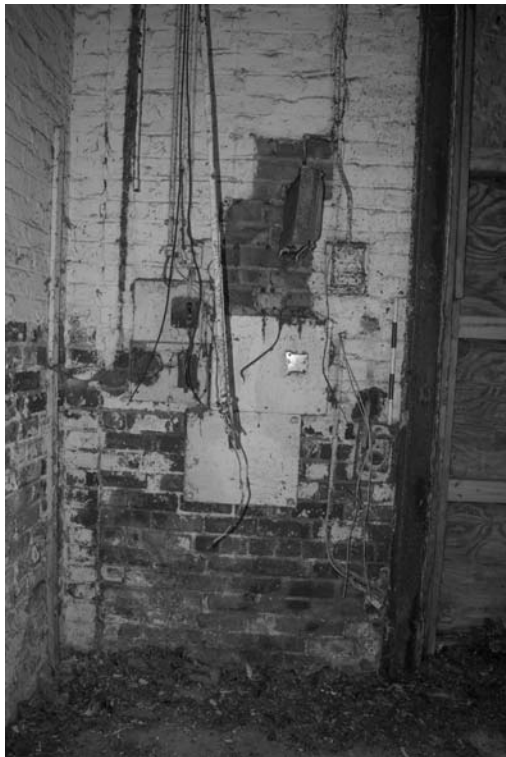
Photograph 47. A cogged window opener



Photograph 48. Mid-20th century electrics



Photograph 49. A straight joint in the north-west corner of the north gable is just visible



Photograph 50. More mid-20th century electrics



Photograph 51. The reverse side of the keyed oculus, boarded behind the louvres



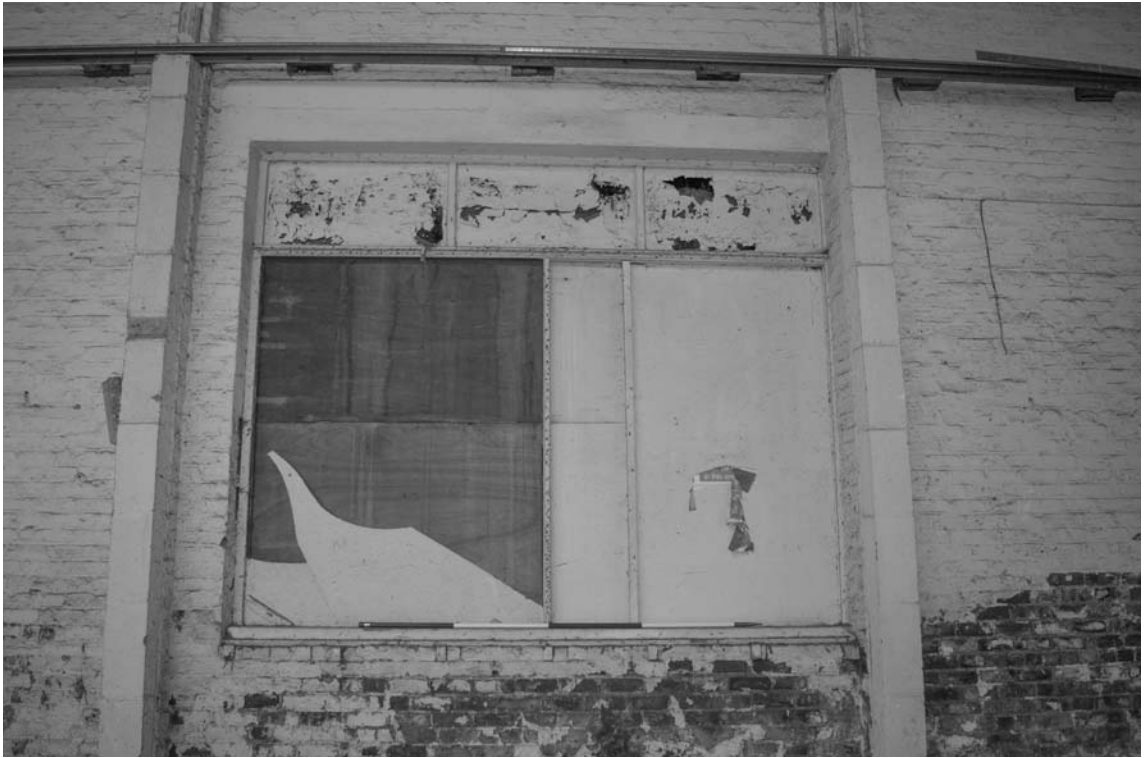
Photograph 52. A brick segmental relieving arch



Photograph 53. The north east corner of the north gable with metal brackets for the timber frame



Photograph 54. Modern breeze block built up against the steel stanchion and brick



Photograph 55. A modern multi-pane window with softwood frame



Photograph 56. The reverse of a louvered vent set high in the wall



Photograph 57. The only exposed window frame from an original window. It is tripartite with multiple glazing bars



Photograph 58. A later inserted door and window with concrete steps up. Note the steel lintel



Photograph 59. A breeze-blocked entrance in the gablet with incorporated vestibule and door



Photograph 60. The roof construction of the gablet showing timber beams attached to the steel truss



Photograph 61. The interior face of the chamfered or canted gable



Photograph 62. A strange motif, presumably from one of the later phases of use



Photograph 63. A boarded window in the south wall. The floor boards at the top of the image indicate the probably location of the stair to the mezzanine



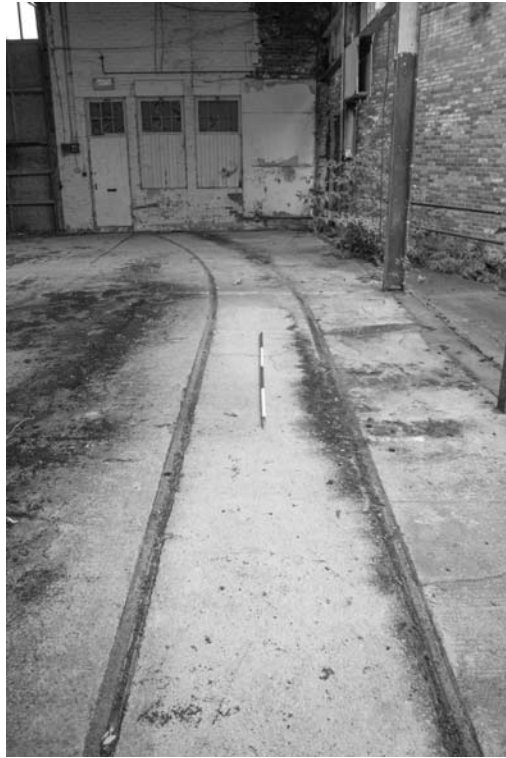
Photograph 64. A typical steel stanchion



Photograph 65. A batten door out to a rear courtyard



Photograph 66. Ambiguous scarring in the concrete floor



Photograph 67. A set of tram tracks leading out to the Merchantgate side



Photograph 68. A possible concrete-filled vehicle inspection pit



Photograph 69. Short timber boards providing access to a service trench



Photograph 70. The mezzanine's steel structure



Photograph 71. The mezzanine's steel structure



Photograph 72. Under the Dunlop spray paint the steel is marked 'LANARKSHIRE STEEL Co. LTD SCOTLAND...'



Photograph 73. Interior of the lean-to



Photograph 74. Interior of the lean-to with mezzanine toilet above



Photograph 75. The covered space of area G3



Photograph 76. An area where brickwork meets timber frame



Photograph 77. The open concrete platform makes up most of the mezzanine



Photograph 78. The offices with breeze-block built around brick



Photograph 79. A short corridor accessed from the possible stair leading to M3 and M5 behind



Photograph 80. The interior of room M3 with a boarded window in the south wall



Photograph 81. The access to room M4



Photograph 82. The interior of room M4 with access to roof storage



Photograph 83. The interior of toilet cubicle M5



Photograph 84. Detail of the truss used to form the hipped roof and gablet of internal bay 17



Photograph 85. The storage area above the mezzanine offices

Appendix 2: OASIS Form

OASIS DATA COLLECTION FORM: England

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Printable version

OASIS ID: aocarcha1-229569

Project details

Project name	17-21 Piccadilly, York: Historic Building Recording
Short description of the project	AOC Archaeology Group was commissioned by Transcore Limited to undertake an Historic Building Survey of 17-21 Piccadilly, York prior to its proposed demolition. This comprised an English Heritage Level 3 building survey, including a full photographic and drawn record of the building, historic and cartographic research, and an assessment of the results. 17-21 Piccadilly is a building designed to service the trolleybus line started by York Corporation Tramways in 1920. The building features simple art-deco features but has been left in decline from the late 20th century. The building comprises a large open hall of 17 bays in brick around a steel frame with steel trusses, with a lean-to in the south-east corner and an inserted mezzanine breaking the open space of the ground floor.
Project dates	Start: 15-10-2015 End: 06-11-2015
Previous/future work	No / Not known
Type of project	Building Recording
Site status	None
Current Land use	Vacant Land 3 - Despoiled land (contaminated derelict and ?brownfield? sites)
Monument type	TRAM DEPOT Modern
Methods & techniques	"Annotated Sketch", "Measured Survey", "Photographic Survey", "Survey/Recording Of Fabric/Structure"
Prompt	Planning condition

Project location

Country	England
Site location	NORTH YORKSHIRE YORK YORK 17-21 Piccadilly, York
Postcode	YO1 9TX
Study area	0 Kilometres
Site coordinates	SE 60638 51583 53.956582078716 -1.075788511686 53 57 23 N 001 04 32 W Point

Project creators

Name of	AOC Archaeology Group
---------	-----------------------

Organisation	
Project brief originator	City Archaeologist
Project design originator	N/A
Project director/manager	Mitchell Pollington
Project supervisor	Ian Atkins
Type of sponsor/funding body	Developer
Name of sponsor/funding body	Transcore Limited

Project archives

Physical Archive Exists?	No
Digital Archive recipient	To be confirmed
Digital Contents	"Survey"
Digital Media available	"Images raster / digital photography", "Images vector", "Survey", "Text"
Paper Archive recipient	To be confirmed
Paper Contents	"Survey"
Paper Media available	"Context sheet", "Drawing", "Photograph", "Plan", "Report", "Survey "

Project bibliography 1

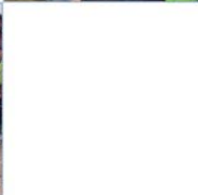
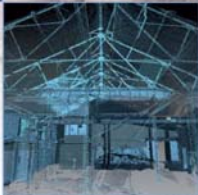
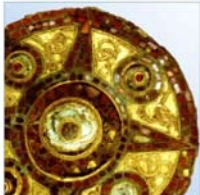
Publication type	Grey literature (unpublished document/manuscript)
Title	17-21 Piccadilly, York: Historic Building Recording Report
Author(s)/Editor(s)	Atkins, I.
Date	2015
Issuer or publisher	AOC Archaeology Group
Place of issue or publication	York
Description	Bound A4 report
Entered by	Ian Atkins (ian.atkins@aocarchaeology.com)
Entered on	6 November 2015

OASIS:

Please e-mail [Historic England](#) for OASIS help and advice

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