

## Context

Coronet Works, 87 Far Gosford Street, Gosford Green, Coventry, CV1 5DP



Figure 1. The Former Coronet Works whilst operating as a Lloyds Bank Branch circa 2013



Figure 2. The Former Coronet Works photographed in the 1970's before the rear section was removed

## Assessment – Discussion

Built circa 1898 as a factory for the assembly of motor cars, the building contributes to an understanding of the notable beginnings of Coventry's motor industry. It connects us both to the people who worked in this developing industry and to the evolution of the motor car itself. A host to many early motor manufacturers In 1898 a group of new motor manufacturers moved into workshop units, the most famous of these being Humber. By 1906 only Humber remained and had taken over the majority of the building. After a fire destroyed most of the rear of the building, Humber began to vacate the works. They moved into new premises in Stoke in 1908, whilst the building appears on a 1906 Ordnance Survey map as 'Coronet Works'.



Figure 3. Image from 1906 following the fire at the Humber Motor Works, showing building pre-ground floor extension and rear section loss.

By 1912, many motor marques had ceased training and the building became a bank branch in the 1920's, the building remained in this use, most recently as a Lloyds Bank branch, which closed in 2016

The building makes a notable contribution to the identity of Far Gosford street, occupying a position of prominence at the eastern point of the conservation area, aside Sky Blue Way. It is an example of a late 19th century factory building, composed of three stories, with a projecting shop front at ground level (note Fig3), built c1912. Fronting Far Gosford Street, there are five windows on the ground floor, with a further three fronting Sky Blue Way which are separated by an entrance door in a chamfered arrangement addressing the junction of the two roads. The first and second floors consist of ten windows facing the street, with sets of two facing toward

Gosford Green. The central frontage of the building extends outwards slightly, featuring a gabled profile, this contained feature formally articulated the original entrance at ground floor level. The building is of brickwork construction, with white rendering over, and whilst there has been some modern replacement window types, a positive proportion of timber sash window types remain.

The building sits aside a number of locally listed properties, and is seen to make a positive contribution to the character of the conservation area, whilst providing a positive townscape response to the junction with Sky Blue way and beyond to the green space of Gosford Green to the East, notable in the evolution of the building is the loss of the rear section (as pictured above in the 1970's).

## Assessment – Criteria

Assessing the heritage asset against the Local List criteria; the heritage asset is valued locally for the following:

**Historic:** The former Coronet works holds a strong association with the cities role in the development of the motor industry, and industry which would go on to form a key part of the cities modern identity.

**Artistic:** Whilst the ground floor extension to the building has eroded some of the designed formality of the elevation, its design and architectural features are still available for appreciation, whilst fenestration remains largely in keeping with the period of development.

**Community:** 87 Far Gosford Street plays a key role in the identity of Far Gosford Street, marking arrival to the conservation area from the junction with Sky Blue way, the building is widely recognised in the community in its landmark role.

**Evidence:** This physical building itself is an important resource for understanding the development of the motor industry in the city, associated with a number of manufacturers including Humber.

**Age.** Circa 1898.

**Rarity.** The building is individual in style and status in the conservation area of Far Gosford Street, and in this primacy delivery a gateway response to a key point of arrival. The property is therefore singular in this role and status in the local context.

**Integrity.** Whilst some modern interventions have taken place the designed aesthetic of the property remains evident and intact, later ground level additions (circa 1912) at street level are present. Notable in the building's evolution is the loss of the rear section (shown in figure 2) which has eroded the buildings eastern elevational response, however the elements remaining on site retain historic interest with little elevational modifications evident.

**Coventry's identity.** The building contributes to the understanding of Coventry's rich motor industry heritage and as such aids understanding of the cities modern development.

## Conclusion

The application for local listing is valid and therefore the proposal may be promoted for public consultation. Further to the findings of the public consultation, CCC conservation officer will finalise recommendation for a future Cabinet Member Meeting.

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