

Greenheys Building, Manchester Science Park, Greenheys, Manchester

Level 2 Historic Building Record

Prepared by



Stephen Levrant Heritage Architecture Ltd

Canada House, 3 Chepstow Street, Manchester, M1 5FW

0161 806 0410

www.heritagearchitecture.co.uk

Prepared for:

Bruntwood SciTech

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Greenheys Building, Manchester Science Park, Greenheys, Manchester – Level 2 Building Recording

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Stephen Levrant : Heritage Architecture Ltd is Registered in England No. 3053944 • VAT GB656883581.

Registered Office: 5 Technology Park, Colindeep Lane, Colindale, NW9 6BX

Correspondence to be addressed to: 62 British Grove, London W4 2NL; or: Suite 2.3a, Canada House, Chepstow Street, Manchester

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1. SUMMARY

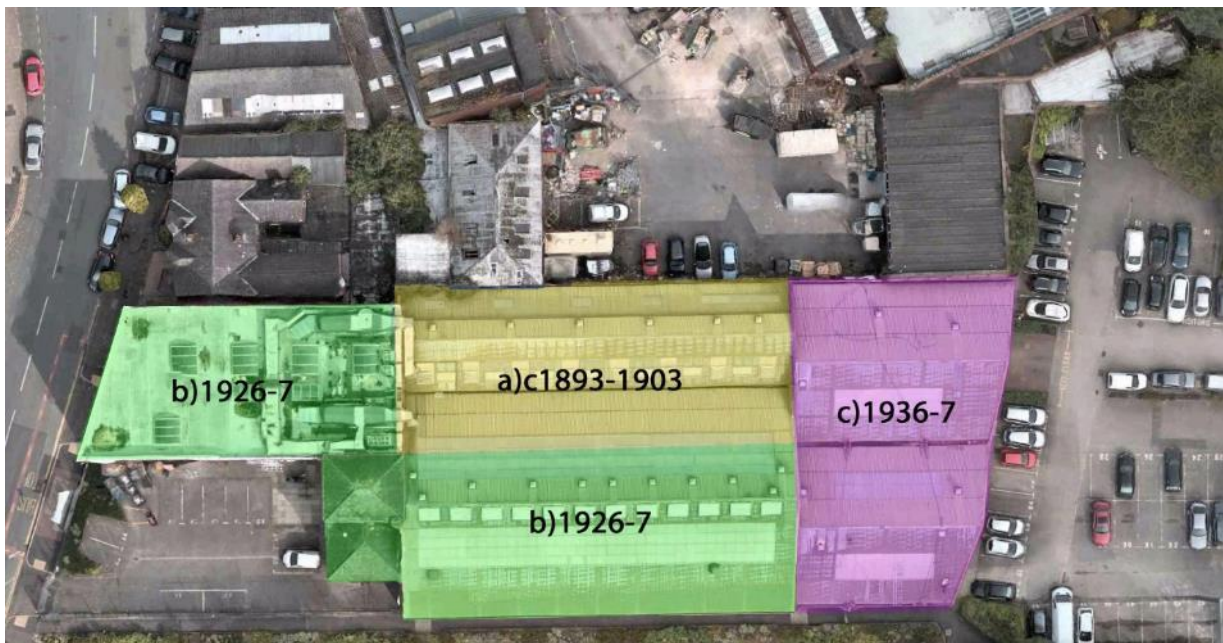


Figure 1: Aerial image (looking north) taken in the past circa 10 years, showing the buildings that form the Site. This image provides a summary of dates for the construction of each building. (Source: Google)

The Site comprises a former newspaper stable built in three phases for Allied Newspapers. It was built between the 1890s and the 1930s on the site of a number of early-19th century houses, villas, and stables. The building is now called the Greenheys Building, which until recently formed part of the Manchester Science Park.

This building is formed of three principal phases of construction, with building “a” (Figure 1 above) being constructed between c1893-1903 as stables, presumably for the use of newspaper deliveries. Building “b” (Figure 1 above) was built in 1926-7 as a newspaper delivery transport depot for Allied Newspapers Ltd, with building “c” (Figure 1 above) being built in 1936-7 as a motor vehicle garage, replacing the earlier newspaper delivery stable buildings for Allied Newspapers Ltd, and designed by J. W. Beaumont & Sons.

2. INTRODUCTION

2.1 Purpose

Stephen Levrant Heritage Architecture Ltd (SLHA), a practice of conservation architects, surveyors, planners and heritage consultants which specialises in the historic environment, has been commissioned by Bruntwood SciTech, to provide a Historic England Level 2 Historic Building Record of the Greenheys Building, Manchester Science Park, Greenheys, Manchester (the Site) prior to the demolition of the building.



Figure 1a: The principal front (western) elevation of the Greenheys Building as seen from Greenheys Lane (Source: SLHA July 2023).



Figure 2: Aerial view looking east at the Greenheys Building (outlined) (Source: Google Maps).

This Historic Building Record (HBR) provides a detailed record of the Greenheys Building as existing. The HBR is in line with the requirements of the National Planning Policy Framework (NPPF), in particular paragraph 141 which states:

“Local planning authorities should make information about the significance of the historic environment gathered as part of plan-making or development management publicly accessible. They should also require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible.”

This report consequently provides a Historic Building Record, meeting the standards established by Historic England for a **Level 2** record, as agreed with Manchester City Council, in order to support the application for planning permission for the redevelopment of the Site.

A digital copy of the report will be provided for deposit with Manchester City Council, the Greater Manchester Historic Environment Record and Manchester Central Library Archive.

3. METHODOLOGY

3.1 Introduction

The below survey has been completed to a **Level 2** standard, as described in Historic England's document '*Understanding Historic Buildings: a guide to good record practice*', and involves a full survey of the undesignated Greenheys Building.

3.2 Scope of Survey

3.2.1 Historical research and descriptions

Supplementary research was based upon primary and secondary sources including maps, drawings and reports from Manchester Central Library Archives, which amongst other items, included architectural plans dating to the 1936-7 phase of the building's construction. Historic mapping of the Site has used the University of Manchester Archives website (<https://luna.manchester.ac.uk>) and the National Library of Scotland website (<https://maps.nls.uk>).

3.2.2 Written record

This survey follows Historic England's guidance set out in *Understanding Historic Buildings, a guide to good recording practice* (2006). This essentially forms a descriptive record of Greenheys Building.

Under the **Level 2** recording guidance; Historic England explains the extent of the approach of the record, that:

"May be made of a building which 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 sometimes 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".

As such, a descriptive record has been compiled of typical, and key room types and features covering both the interior and exterior of the buildings, which is accompanied by general and detailed photographs where necessary. The descriptions comment on construction, materials, architectural details, original uses and likely dates/phasing.

The survey of the Greenheys Building starts with the exterior, followed by the interiors at ground floor level, first floor level, second floor level and concluding at basement level. Where rooms on the ground floor and first floor are connected, these have been discussed simultaneously.

3.2.3 Photographic record

A photographic record of the exterior and interior of the Greenheys Building was compiled in colour digital by Stephen Levrant Heritage Architecture in July 2023.

Photographs typically include general photographs of the exterior and of typical and key rooms internally. Detail photographs were taken of specific historical or architectural features.

3.2.4 Drawn record

Measured survey drawings, including floorplans, elevational drawings and sections, dating to July 2018 have been used to illustrate the building's current planform and room numbers that are used throughout this report.

3.3 Authorship

This report has been prepared by Stephen Levrant Heritage Architecture Ltd., an architectural practice specialising exclusively in the historic cultural environment.

Author:

Lee Hutchings [BSc (Hons)] – Senior Historic Building Consultant

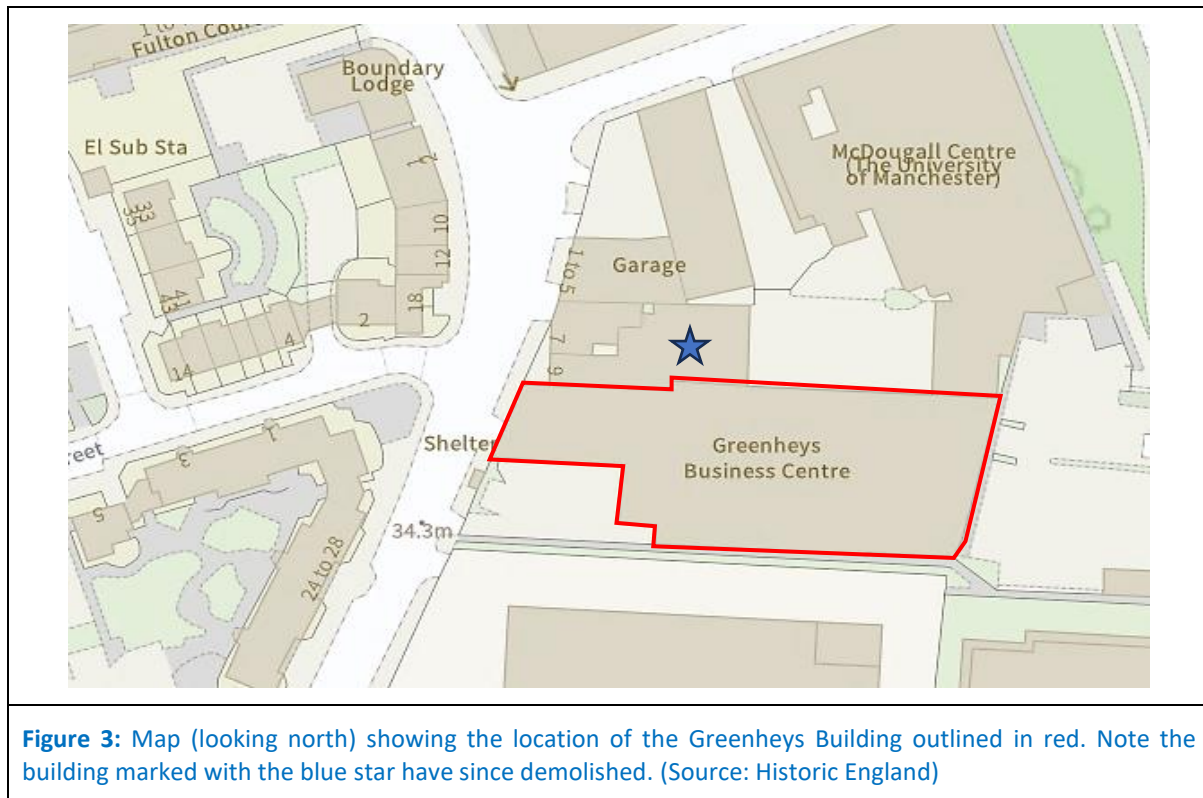
Reviewed by:

Kirsten McKnight [BA (Hons), MA, MSc, IHBC] – Associate Director

4. THE SITE

4.1 Location and Statutory Designations

The Greenheys Building is bounded by No. 9 Greenheys Lane to the north, by Pencroft Way to the east, by the 'Base' building to the south and by Greenheys Lane to the west. The grid reference for the Site is 53.463066, -2.238710



The Site does not contain any statutory designated (listed) buildings or structures and has not been identified as a non-designated heritage asset (NDHA) by Manchester City Council (MCC). The Site is not located within or near to any conservation areas or within the immediate setting of any other listed buildings.

5. HISTORICAL DEVELOPMENT

5.1 Brief Historical Development of Greenheys

Please refer to the desk based assessment of the Site by Salford Archaeology (April 2023) for a detailed history of the area before the 19th century.

The district of Greenheys forms an inner-city area located approximately 1.5 miles south from the centre of Manchester city centre, located between Hulme to the north and west, Chorlton-on-Medlock to the east and Moss Side to the south.

Until the 1830s the area was a largely open, rural area that formed part of Moss Side, and comprised of farmsteads, pastureland and sporadic cottages. The name “Greenheys” is thought to have been coined by Elizabeth De Quincey, the mother of author Thomas De Quincey, who had their family home built immediately north-west of the Site on Greenheys Lane in 1791, calling it “Green Hay”, and later to be called “Greenheys Hall”.

It is thought that the name “Green Hay” stuck as urbanisation from Manchester encroached on the area, and eventually became known as “Greenheys”. As well as the writer Thomas De Quincey, the pioneer socialist Robert Owen also lived at Greenhay Hall, which was demolished in 1852 when it was called Greenheys Hall, (see Figure 5 for its original location circled yellow).



Figure 4: 1840 - Moss Side, Greenheys Lane as it used to be (Source: Manchester Archives)

The western side of Greenheys Lane originally followed the line of the Cornbrook (brook), which formed a feature of the lane, with small bridges constructed over the brook giving access to the villas to its western side. The Cornbrook was subsequently culverted during the 1830s-40s during the first wave of later expansion of the area to form terraced streets.

By the 1820s/30s the area was becoming popular as a semi-rural retreat for wealthy city workers to build their large, detached villas. Elizabeth Gaskell's first novel, 'Mary Barton', published in 1848, opens with a description of Greenheys, which was then still a rural area on the outskirts of the city.

"There are some fields near Manchester, well known to the inhabitants as 'Green Heys Fields,' through which runs a public footpath to a little village about two miles distant. In spite of these fields being flat, and low, nay, in spite of the want of wood (the great and usual recommendation of level tracts of land), there is a charm about them which strikes even the inhabitant of a mountainous district, who sees and feels the effect of contrast in these commonplace but thoroughly rural fields, with the busy, bustling manufacturing town he left but half-an-hour ago. Here and there an old black and white farm-house, with its rambling out-buildings, speaks of other times and other occupations than those which now absorb the population of the neighbourhood. Here in their seasons may be seen the country business of haymaking, ploughing, &c., which are such pleasant mysteries for townspeople to watch: and here the artisan, deafened with noise of tongues and engines, may come to listen awhile to the delicious sounds of rural life: the lowing of cattle, the milkmaid's call, the clatter and cackle of poultry in the old farmyards. You cannot wonder, then, that these fields are popular places of resort at every holiday time; and you would not wonder, if you could see, or I properly describe, the charm of one particular stile, that it should be, on such occasions, a crowded halting-place."

The boom in middle class development in the area was relatively short lived, as by the mid-to-late-19th century the expansion of the city centre saw remaining rural plots and the vast number of early villas and grounds demolished and developed for terraced housing.

Following the end of the Second World War (1939-45) the area became run down and over populated, leading to mass slum clearances during the 1960s-70s, which removed almost all historic property from the area.

5.2 Development of the Site

The plot on which the Greenheys Building is located was first developed at some point before Bancks & Co.'s 1832 Plan of Manchester & Salford had been published (see Figure 5 below), which shows Greenheys Lane to be a semi-rural lane, with the Cornbrook brook running along the western side of the lane at this time, with small bridges constructed over it leading to the villas on its western side.

The Site can be seen to be occupied by three dwellings, comprising a large, detached villa in the north-west of the site (later numbered 9 Greenheys Lane), set back from Greenheys Lane behind a large front garden, with a long, mature planted rear garden with outbuildings, and a pair of semi-detached villas in the south-west of the Site (later numbered Nos. 11 and 13 Greenheys Lane).

The neighbouring properties at this time included a similar sized detached villa just north of the Site on Greenheys Lane (later numbered 7 Greenheys Lane – and now the location of the pair of semi-detached former dwellings numbered Nos. 7-9).

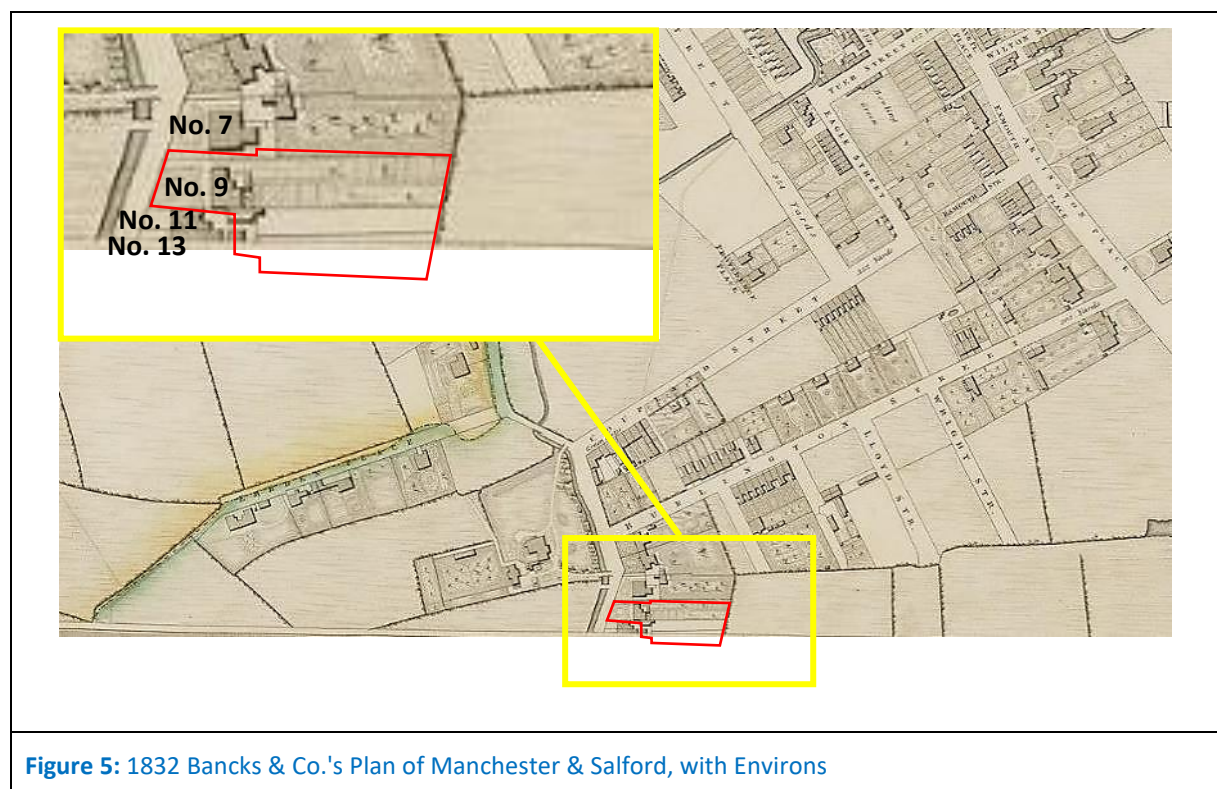


Figure 5: 1832 Bancks & Co.'s Plan of Manchester & Salford, with Environs

The next map available of the area dates to 1845-8 (see Figure 6 below) and 1851 (see Figure 7 below). These maps show that the site largely remained unaltered since 1832, however, the 1845-8 map shows that the eastern end of the site now contains a continuation of Park Street, which ran along the original eastern boundary of the villa site, and has begun development with the construction of five terraced houses.



Figure 6: OS 1845-8 map showing the construction of five new terraced houses on the western side of Park Street, to the eastern end of the site. (Source: National Library of Scotland)



Figure 7: 1850-1 OS map showing a clearer depiction of the three houses on the site at this time. (Source: Manchester University Archives)

Greenheys Lane, <i>Bottom of Burlington st, Greenheys</i> 3 Wiuks Mrs. Elleh 5 Droliau William, ale, &c. agent 7 Peacock James, war. houseman 9 Senior George, manufacturer 11 Whittenbury Mr. Richard Schunck Martin, merchant, <i>Chorlton Abbey</i> CHORLTON GROVE. Whale Henry, cloth agent Du Val Charles A. artist THE ELMS. 6 Germon Rev. Nicholas, M.A. 8 Potter Sydney, calico printer 10 Hallé Charles teacher of music 12 Wolf Arnold Julius, merchant	Greenheys Lane, <i>Greenheys.</i> (Left hand side.) Pratt Wm. D. coach builder Hume Archibald, coach builder Dutton John, mineral water mfr 7 Redfern George, painter, &c. 9 Payne William, cab owner 9 Payne Sarah H. professor of music 11 Binns Mrs. Mary Anne 13 Williamson Jas. jun. horse dealer 13 Williamson James, householder <i>Orchard st</i> 15 Tunstall James, joiner 19 Pratt William D. coach builder 21 Rich Henry Walter, superintendent 23 Hamer John Jones, warehouseman 25 Bailey William Cheney, foreign corres- pondent 27 Sutton Andrew, householder 29 Dearleu Jane, shopkeeper <i>Gore st</i> 33 Rideal George, solicitor <i>Denmark rd</i>
Figure 8: Slaters Directory 1863 (Source: Slaters Directory 1863)	Figure 9: Slaters Directory 1886 (Source: Slaters Directory 1886)

The 1863 Slaters Directory (Figure 8) records that in the villa numbered No. 9 Greenheys Lane, lived manufacturer George Senior, whilst in the northern semi-detached villa to the south of the site, (No. 11 Greenheys Lane), lived Mr Richard Whittenbury.

The 1871 census states that No. 9 Greenheys Lane is home to the Thomas Wilson, from Scotland, who was a “Manchester Warehouseman” living at No. 9 with his wife Eliza, two sons, one daughter and a servant. The 1871 census records that at No. 11 Greenheys Lane lived Mary Ann Binns, who was a widowed “proprietor of buildings” from Yorkshire, who lived at No. 11 with her two sons, one daughter and a servant. No. 13 Greenheys Lane is not recorded in the 1871 census.

The 1871 census records that “Park Mews of Greenheys Lane” is occupied by 61 year old horse dealer James Williamson, who lives there with his wife, two daughters and a servant. Although no house number is given, it can be assumed that the family lived in No. 11 Greenheys Lane, which fronted Park Mews (see Figure 10 below).

The first mention of such equine uses on Greenheys Lane comes from an advert from two years earlier in 1869 (Figure 11), which advertises 5 pairs of carriage horses for sale and several other riding horses are available at James Williamson’s Park Mews, Greene’s Lane. Although the date of construction of the Park Mews stables is yet unknown, it is likely that it was constructed shortly before the earliest advert from 1869.

This advert signalled a marked change in the Site and its uses, which continued to be used for coach manufacturing, horse stabling and riding, cab, coach and cart depots, and later newspaper deliveries by horse and cart and motor vehicles throughout the 19th and 20th centuries.



Figure 10: 1893 OS map showing the future location of the Greenheys Building outlined red.

The map shows that by this year a number of equine uses in and around the site were in operation, including to the rear (east) of No. 7, where there is a north-south range of 6 stables/horse stalls and large open practice ground, which were used by the adjacent Barker's Riding School (marked by red star).

To the south of the site can be seen for the first time Park Mews, which is connected with the rears of Nos. 11 and 13 Greenheys Lane. The operation included a large exercise yard and 14 horse stalls, along with other buildings to the eastern side, presumably containing tack/harness rooms/workshops etc. The blue star denotes the premises of coach builder William Pratt. (Source: Manchester University Archives)

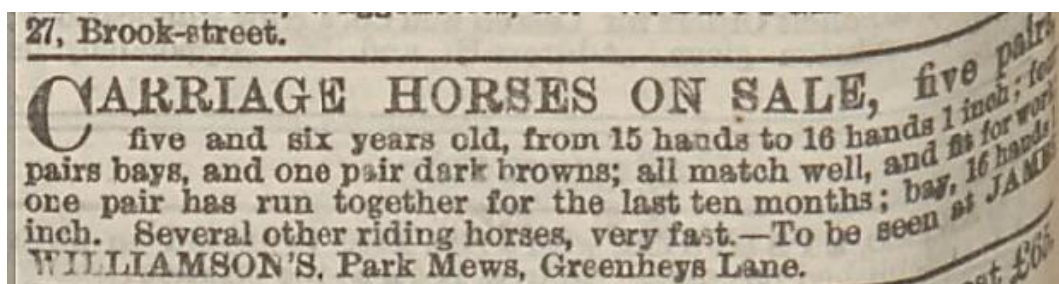


Figure 11: Advertisement for carriage horses for sale at Park Mews. (Source: Manchester Courier, 12th July 1869)

A number of other advertisements for horses and equipment then appear in local newspapers throughout the 1870s and 1880s (See Figures 11 - 16). The 1877 Slaters Directory for Manchester states that No. 9 Greenheys Lane is home to William Payne, cab proprietor. Looking at the 1893 map in Figure 10 above, the rear of No. 9 contains a number of covered sheds and outbuildings, presumably accommodating Payne's cab works.

FOR SALE, Weight-carrying COB, President,
the property of Mr. Edward Collins, of Altrincham, who may
be referred to: steady in saddle and harness: has carried and been
driven by a lady, and is sold for no fault.—May be seen at Mr.
JAMES WILLIAMSON'S, Park Mews, Greenheys Lane.

Figure 11: (Source: The Manchester Guardian, 29th August 1874)

ON SALE, a very Handsome Brown HORSE,
15 hands, rising six years old; steady in harness and to
ride; would make a nice lady's horse; owner can be referred to.
To be seen at **J. WILLIAMSON'S, Park Mews, Greenheys-lane.**

Figure 12: (Source: Manchester Courier, 21st November 1874)

A High-bred BROWN MARE, with great power.
up to 15 st ne: a splendid hunter: quiet in harness.—Apply to
Mr. JAMES WILLIAMSON, Park Mews, Greenheys Lane.

Figure 13: (Source: Manchester Guardian, 30th November 1875)

ON SALE, HUNTER, six years old, 15 3½, good
in harness.—To be seen at **WILLIAMSON'S Park**
Mews, Greenheys-lane.

Figure 14: (Source: Manchester Courier, 15th January 1883)

HART'S Patent Stanhope WAGGONETTE,
second hand, nearly new, **ON SALE.** Apply **Mr. WILLIAMS,**
Park Mews, Greenheys Lane.

Figure 15: (Source: Manchester Guardian, 24th March 1883)

HANDSOME high-wheeled DOG CART, equal
to new.—**J. WILLIAMSON, Jun., Park Mews, Green-**
heys-lane.

Figure 16: (Source: Manchester Courier, 26th February 1884)

The 1881 census records 71 year old retired, widowed horse dealer, James Williamson, as living at No. 13 Greenheys Lane, along with his daughter, whilst No. 11 is still occupied by Mary Ann Binns and her son, daughter and servant.

The 1881 census records that No. 9 is still lived in by the widowed coach proprietor, William Payne, who lived there with his two daughters and one son. An additional house number of “No. 9a” is also recorded, which is lived in by blacksmith John Whitshead, his wife and young son. It is likely that due to William Payne being widowed, he had taken on tenants in a part of his house.

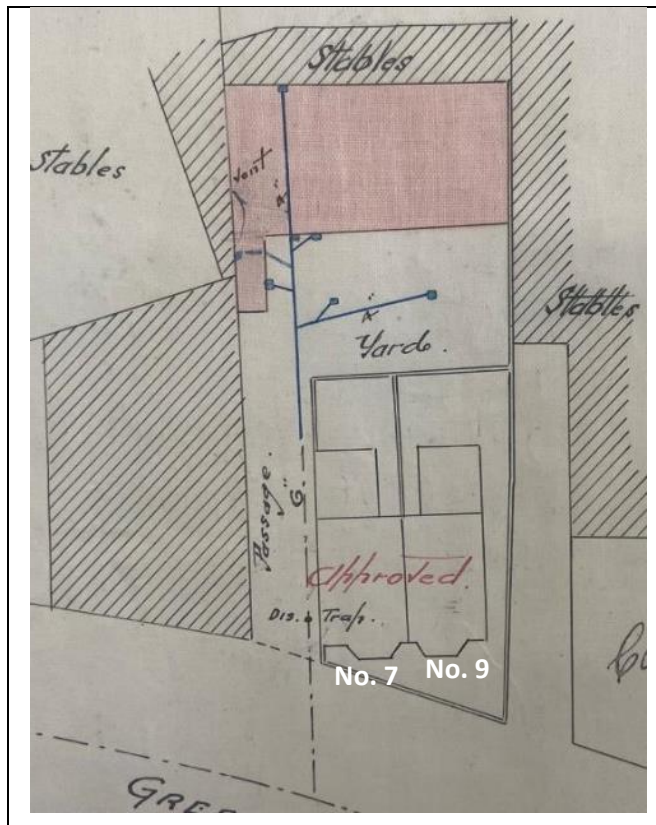


Figure 17: The block plan for the proposal for a detached stable and cab shed block to the rear of Nos. 7 and 9 Greenheys Lane, dated 10th March 1903. This plan provides evidence that the long, narrow range to the east of the Site (top of image) is stables, as well as the building to the south (right), and the building to the north (left). (Source: Manchester Archives)

The 1891 census records that No. 9 Greenheys Lane was occupied by retired watchmaker Thomas Hibbert, along with his wife, four daughters and son.

The census states that although No. 11 Greenheys Lane was occupied by horse dealer James Williamson Junior, the adjacent house at No. 13 was occupied by his father, James Williamson Senior, who is stated as being a retired horse dealer (see 1881 census entry above).

Interestingly, the 1891 census also records that the house on the corner of Greenheys Lane and Burlington Street (No. 105 Burlington Street) was occupied by coach builder William Pratt, and these premises were immediately adjacent to the Barkers horse riding school.

The 1893 map shows the rear of James Williamson Senior's house at No. 13 Greenheys Lane was a long, narrow range of narrow buildings running east-west across the garden, which formed a series of 14 horse stalls/stables. It is presumed that James Junior had been in partnership with

his father, who allowed him to make use of Park Mews for his horse dealership business.

In 1903 the villa at No. 7 Greenheys Lane was demolished and two, new semi-detached dwellings, numbered 7 and 9 Greenheys Lane, were built on the site by Thomas Brumby, who ran a horse and cab business. On the 20th March 1903 plans were deposited to Manchester City Council for a detached stable and cab shed to the rear of the two newly completed dwellings designed for Thomas Brumby for him to run his horse and cab business from, whilst living at No. 7. This stable/cab shed building has been demolished in the past circa 10 years.

Plans dated 30th March 1904 show that it was proposed to construct a single-storey, iron covered cartway to the northern side of No. 7 Greenheys Lane by architect J. Dixon and Company, Windsor Ironworks, Liverpool. However, this iron structure was never built, and instead the current, two-storey brick structure that survives today was built instead. This building formed a first floor stable with ramped access and covered passage to the ground floor level.

Between the 1893 map in Figure 10 and the 1903 block plan in Figure 17, a large new building had been constructed to the rear of No. 9 Greenheys Lane, which is first shown in its entirety in the 1908 map shaded yellow in Figure 18 below. The 1903 block plan states that this new building was “stables”, however it is not known at present who the building was built for and what its original use was. This building forms the first phase of the current Greenheys Building.

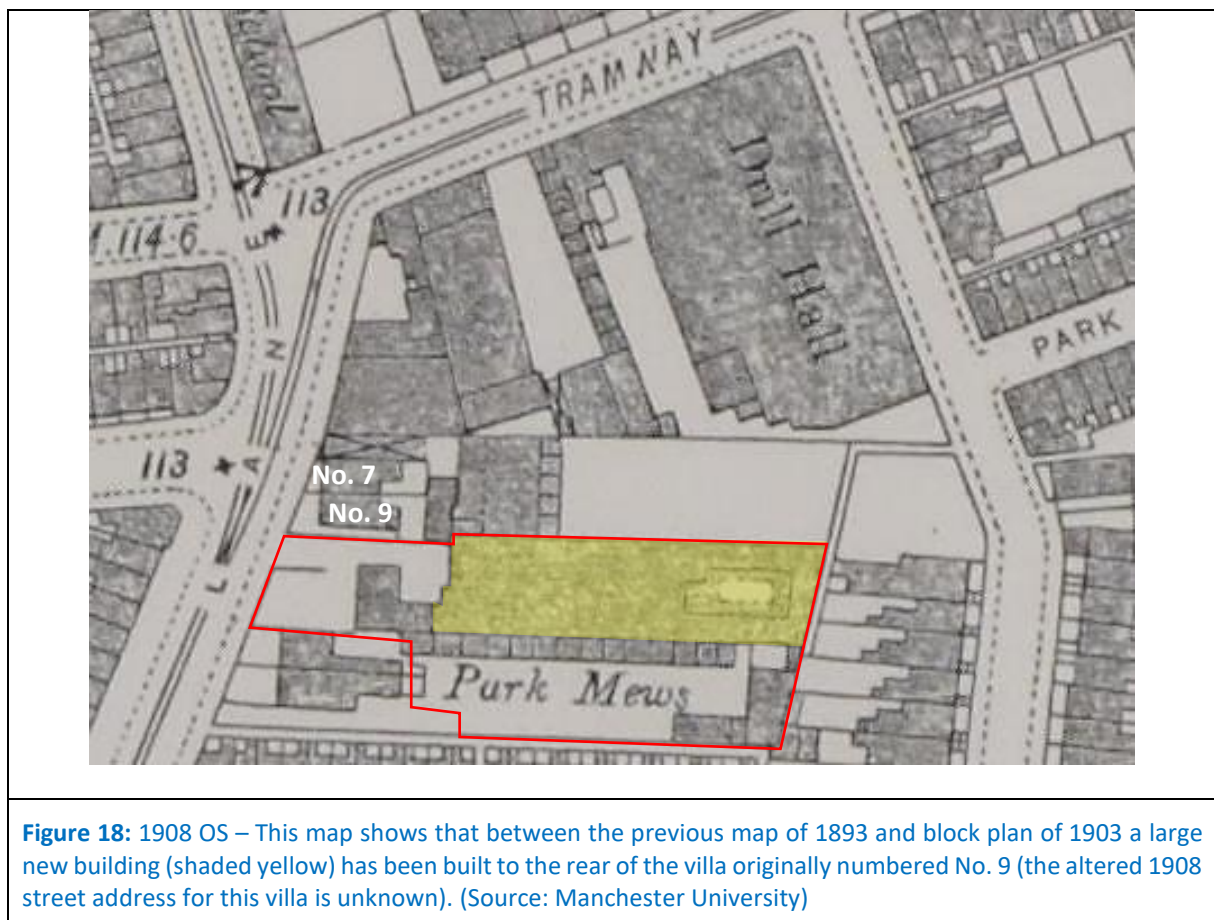


Figure 18: 1908 OS – This map shows that between the previous map of 1893 and block plan of 1903 a large new building (shaded yellow) has been built to the rear of the villa originally numbered No. 9 (the altered 1908 street address for this villa is unknown). (Source: Manchester University)

The large new building occupies the majority of the plot to the rear of the villa, and retains the villa itself fronting onto Greenheys Lane. The new stables building can be seen to contain a large lightwell feature to its eastern end (right), which formed an internal, open lightwell to the stables, which contained stalls around its perimeter. This part of the building appears to have been two stories, possibly containing stables at first floor level also, with what appears to be a first floor gallery (see Figure 18).

The 1908 map (Figure 18) also shows Nos. 7 and 9 Greenheys Lane for the first time, as well as the attached, covered passage/stables to the north of No. 7, and detached stable/cab shed block to its east.



Figure 19: 1922 OS – This map shows the Site to have not altered. (Source: Manchester University Archives)

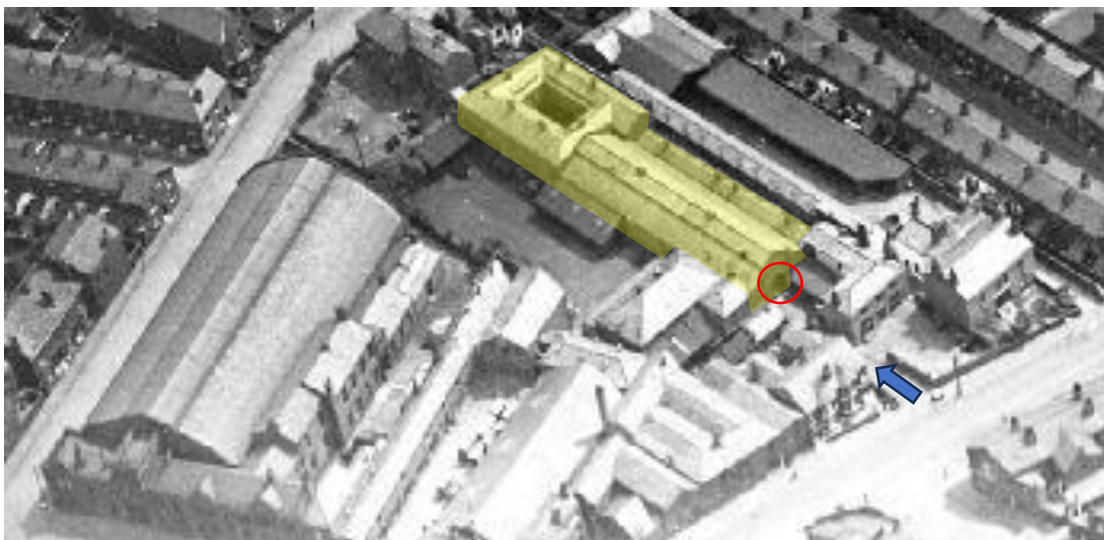


Figure 20: 1924 aerial view looking south-east across the Site and the surrounding buildings, showing the first phase of the newspaper stables development (shaded yellow) dating to 1893 and 1903. The building can be seen to be entered via the alleyway to the north of the villa (see arrow) where the original entrance doors were into the stables (circled). Note the open lightwell to the centre of the stables to the left.

The image also shows the original appearance of the villa at No. 9, which now fronts the new stables building. To the right (south) of this is Nos. 11 and 13 Greenheys Lane. Behind No. 11 can be seen the long range of horse stalls known as Park Mews. (Source: GMLives.co.uk)

The next available map, dating to 1922 (Figure 19), shows the Site to have not altered since 1908.

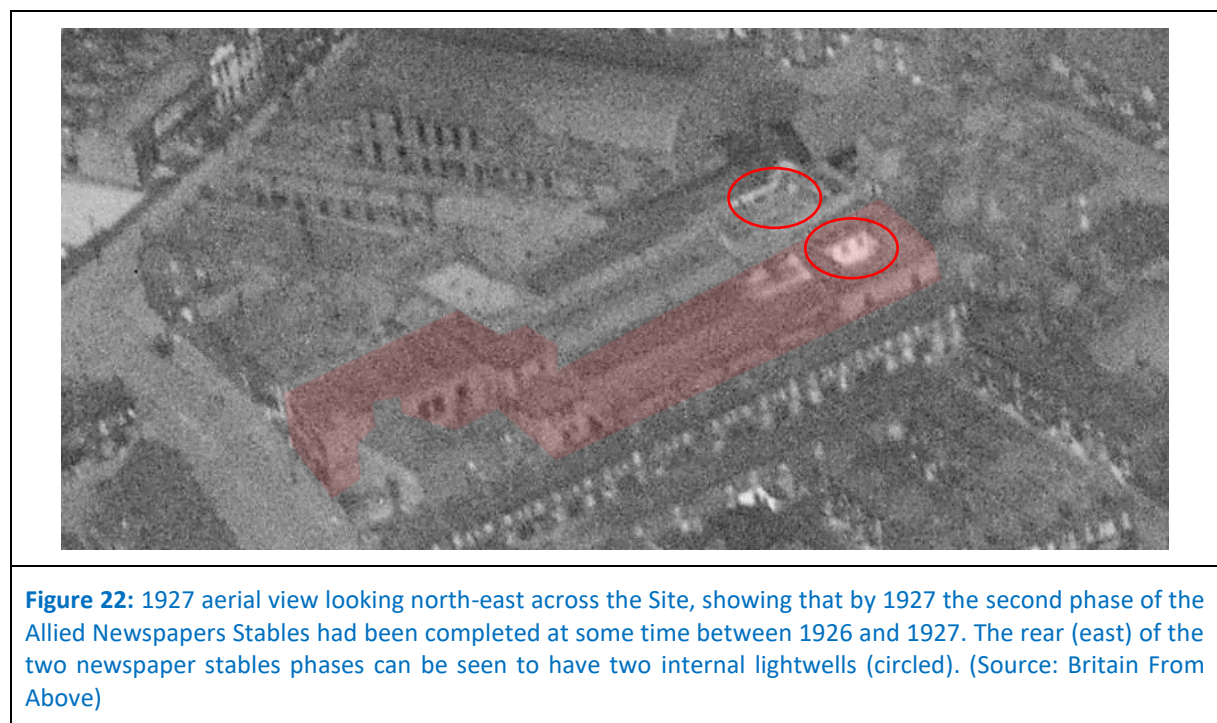
A notice in the Manchester Evening News, dated the 17th April 1926 (Figure 21) alludes to the use of the large new structure shaded yellow in Figure 19 above as being a newspaper stables, owned by Allied Newspapers of Withy Grove, Manchester.

Allied Newspapers Ltd was a newspaper publishing consortium that was formed in 1924 following the amalgamation of various newspaper titles. The company was renamed Kemsley Newspapers in 1943 and was subsequently bought by Lord Roy Thomson of Fleet, in 1959. The printing company was passed on Withy Grove in the centre of Manchester (now The Printworks).



The 1926 advertisement is asking for bricklayers at the “Allied Newspaper Stables on Greenheys Lane”, which marks the second phase of the development of the Greenheys Building, which formed a large new extension across the former Park Mews to the south and on the site of the villa formally at No. 9 to the west.

The new extension (second phase) can be seen to be complete by the date of the 1927 aerial photograph in Figure 21 below, and can be seen to wrap around the earlier phase, forming a new shed to the south and a new frontispiece entrance building onto Greenheys Lane to the west.



Serious Injury to Driver of Newspaper Cart. Arising out of a collision at the corner of Downing Street and Russell Street, Manchester, on October 13, a claim was made by Frederick Walker (59), of 18, Greenheys Lane, for damages for personal injuries against John Frederick Bennison, of 229, Hyde Road, West Gorton, Manchester. The plaintiff was represented by Mr. J. C. Jackson, K.C., and Mr. W. Gorman, while Mr. Eastham, K.C., and Mr. J. Ryecroft appeared for the defendants. Mr. Gorman said the plaintiff was employed by the Allied Newspapers, Ltd., and was returning to the stables with his horse and cart after delivering papers at Mayfield Station, Manchester. It was his intention to turn into Russell Street. A tramcar had stopped by the corner, and the driver held out his hand to stop traffic coming along Downing Street from the direction of Ardwick Green while Walker crossed. Walker began to cross in front of the tram, and when he could see towards Ardwick Green he saw a motor-car coming alongside the tram. It was almost on top of him and struck the side of the trap. Walker was thrown into the air and fell on his head. He was unconscious for thirteen days, and was detained at the Manchester Royal Infirmary for three weeks.	SEQUEL TO FIRE AT A GARAGE. Charge of Arson. As a sequel to a fire last month at a large garage in Park Street, Greenheys, in which there were several motor vans belonging to the Allied Newspapers, Limited, Thomas Athy, aged 35, of Carter Street, Cheetham, said to have been previously employed by the firm as a loader, was remanded for a week by the Manchester City magistrates on a charge of arson after formal evidence had been given. Bail was allowed to the accused, and it was intimated that he strongly denied the charge.
Figure 23: Newspaper article describing an employee of Allied Newspapers Stables as having returned from delivering newspapers to Mayfield Station (highlighted). (Source: The Manchester Guardian, 4th March 1927)	Figure 24: Newspaper article describing a fire at Allied Newspapers "garage", with the address as being the rear of the site on Park Street. (Source: The Manchester Guardian, 21st August 1928)
GARAGE FIRE SEQUEL. Former Employee Charged with Arson. The charge of arson against Thomas Athy (35), of Carter Street, Cheetham, formerly a loader employed by Allied Newspapers, Ltd., in connection with a fire which caused £1,000 damage at the firm's Greenheys garage last month, was again considered by the Manchester City magistrates yesterday. It was stated that after leaving the firm's employ the prisoner was heard to utter threats. There were suspicious circumstances about the fire, and it was suggested that some intruder had sprinkled the motor-lorries with petrol, the result being that as one outbreak was subdued another started. At the time of his arrest by Detective Inspector Dewar, Athy, it was alleged was wearing boots which were smeared with green paint similar to that found on a fence at the garage. Athy was committed to the sessions, bail being allowed.	Greenheys Lane, Greenheys. 97 Coupland street to Denmark road. K 13 & 14. East side. Here is Burlington street 1 Charles Wm. & Son, taxi-cab prprs 3 Mezbourian Myhran, laundry 5 & 7 Brumby Thomas, coach propr 7 Robson Paling & Co. scenic artists 9 Allsop David, electrl. engnr Allied Newspapers Ltd. (stables) 11 Mellor Norman
Figure 25: Notice describing the prosecution of an employer of Allied Newspapers, describing the building he set fire to as being at the firm's "Greenheys garage" (Source: The Manchester Guardian, 29th August 1928)	Figure 26: 1929 Kelly's Directory, recording that behind No. 9 was the Allied Newspapers Ltd stables.

Subsequent adverts in the Manchester Guardian in 1927 and 1928, (Figures 23 - 25 above) give further evidence of the use of this building as being for Allied Newspapers, and that by 1928 the site contained motor vans for delivery of newspapers.

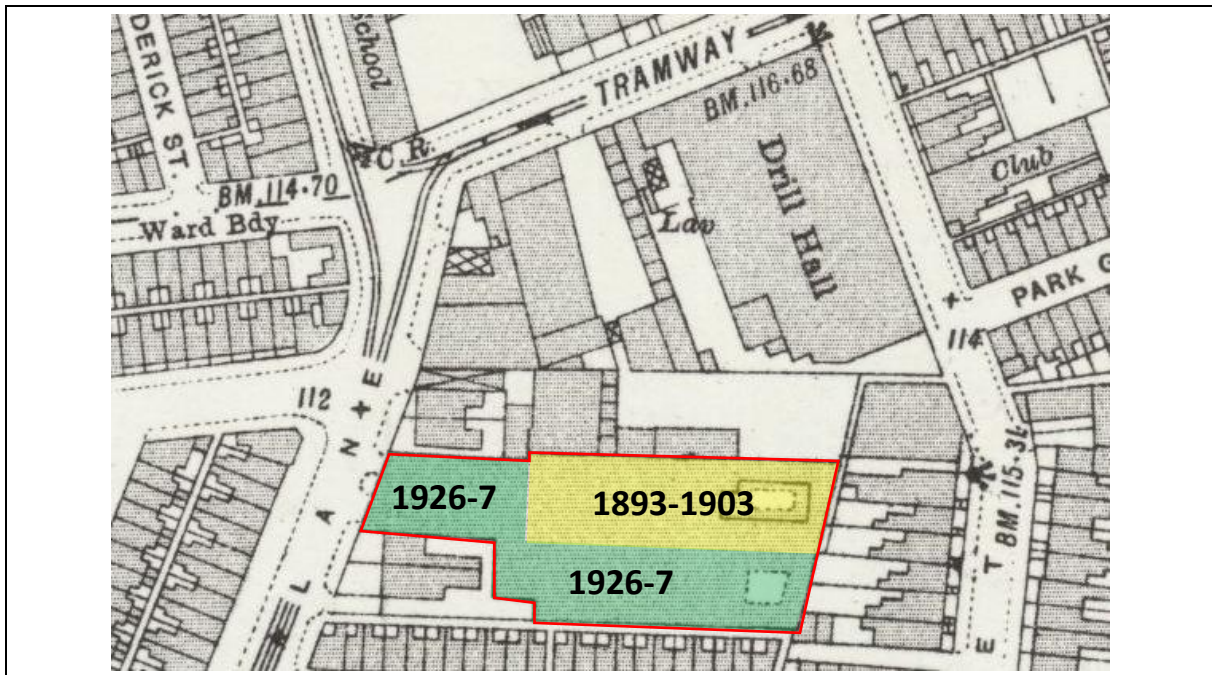


Figure 27: 1934 OS - Showing the location of Nos. 7 and 9 shaded red and the rear stable block shaded blue. Figure 39 below shows an aerial view of the Site in 1927, showing the second phase of the Allied Newspaper Stables to have been completed (shaded green) having been built between 1926-1927.

The second phase included the demolition of the early villa at No. 9 and the construction of a new building fronting Greenheys Lane and a large rear extension (both shaded green). The yellow shaded building denotes the extent of the first phase of the newspaper stables development (Source: Manchester University Archives)

An entry in the Manchester Archives dated 1936 describes proposals for “Garage for Motor Transport” in Greenheys Lane for Allied Newspapers Limited, and that the work is “new build”. This marks the third and final phase of the building’s development, and included the demolition of the eastern end of the building (containing the two lightwells), and their replacement with two mono-pitched roof structures, (see Figures 27a/27b)

The reconstruction was designed by prolific local architects J. W. Beaumont & Sons, and included the demolition of the interiors of the earlier stable buildings (retaining earlier external walls), and its conversion into a single, open-plan motor garage for newspaper delivery vehicles by the lowering of the height of the building and replacement of roofs with new, steel trussed roof structures, which was complete by 1937 (see Figure 28).

These plans illustrate the earlier internal planform of these eastern buildings, which can be seen to comprise two separate halves, each with a number of individual horse stalls. As aerial views show (Figures 22 & 22), one or both of these buildings were of two stories, with internal horse ramps giving access to the first floor stables.

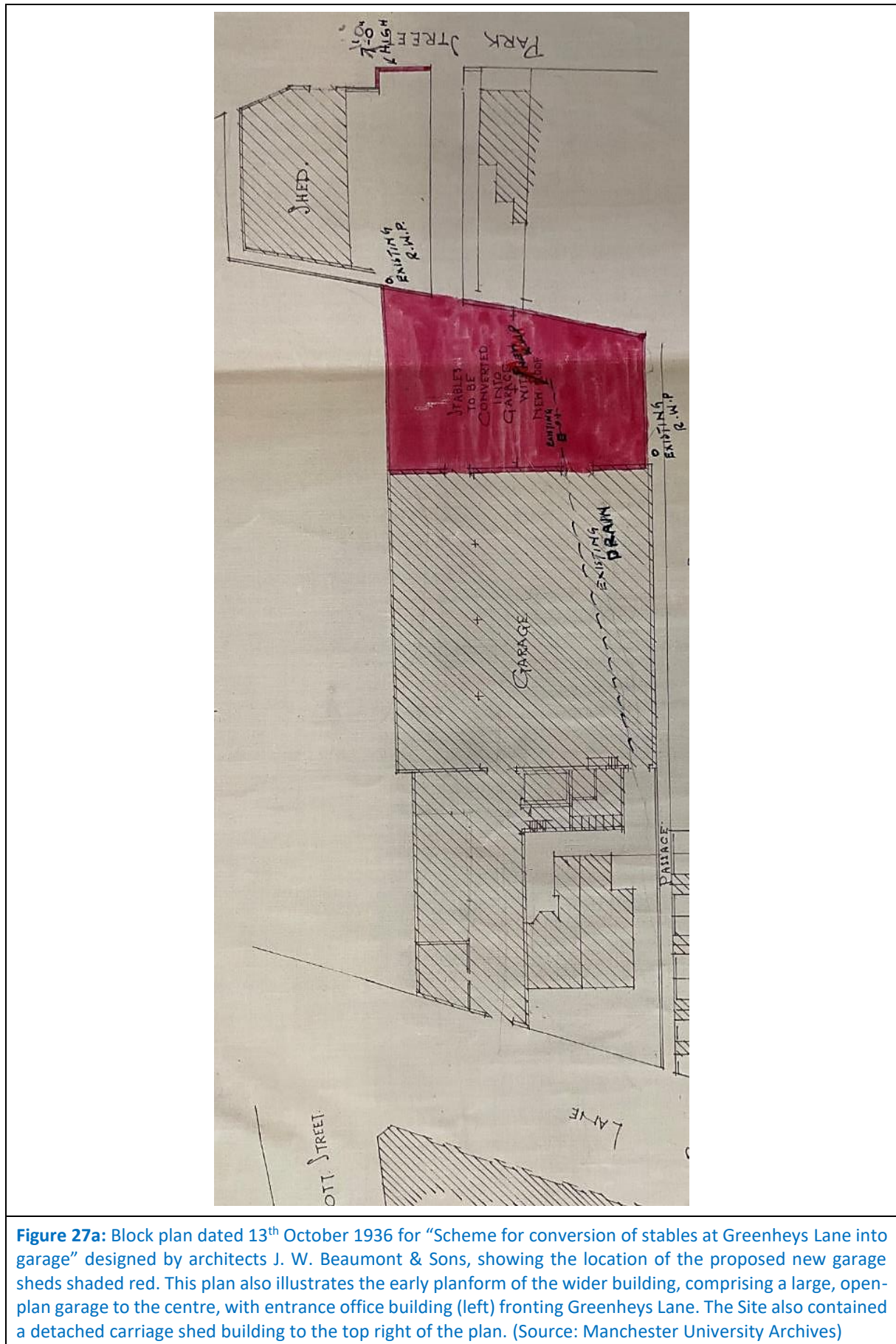
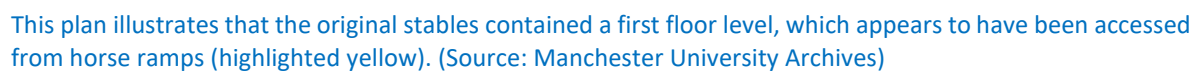


Figure 27a: Block plan dated 13th October 1936 for “Scheme for conversion of stables at Greenheys Lane into garage” designed by architects J. W. Beaumont & Sons, showing the location of the proposed new garage sheds shaded red. This plan also illustrates the early planform of the wider building, comprising a large, open-plan garage to the centre, with entrance office building (left) fronting Greenheys Lane. The Site also contained a detached carriage shed building to the top right of the plan. (Source: Manchester University Archives)





The 1939 register shows that the Allied Newspaper stables had a “back entrance” from No. 18 Park Street (See Figure 29 below). Following on from Allied Newspaper Ltd the newspaper garage became known as the Transport Department for Kemsley Newspapers Ltd from the 1940s. In the 1950s the building was used by the Evening Chronicle (see Figure 33).

During the 1970s-80s the building was used to house all of the newspaper delivery vehicles for Thomson House printing works, Withy Grove, Manchester, and appears to have closed by 1989 (Figure 34)

16	ditto	2	Furness Olive June
18	ditto	21	House demolished ✓
20	ditto	22	Back entrance to Garage
		2	Coates Elizabeth A
		1	Caughan Genev

Figure 29: Entry for 18 Park Street in the 1939 register (Source: Ancestry)

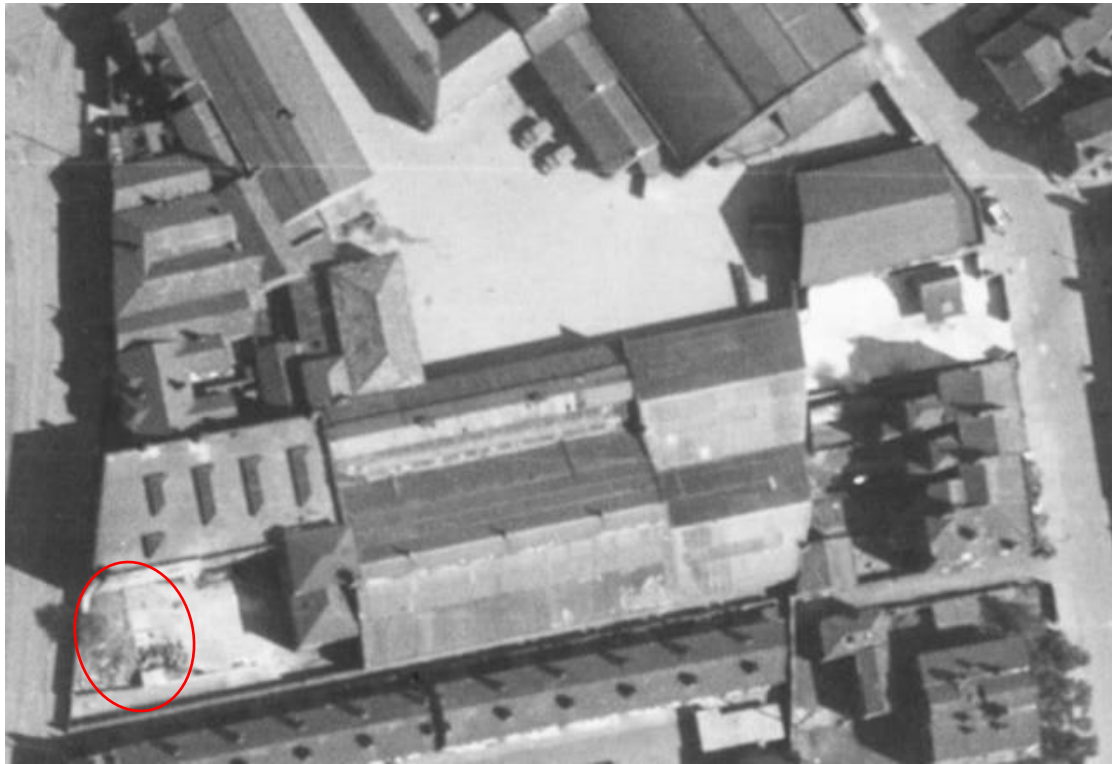


Figure 30: 1946 aerial view looking north, showing that although the Site has not altered, the two semi-detached houses to the western front of the site (Nos. 11 and 13) have been demolished (circled) between 1937 and 1946, presumably in preparation for an expansion of the newspaper stables. (Source: Historic England)



Figure 31: 1953 aerial view looking north, showing the Site to have remained the same. Note that the site of the demolished Nos. 11 and 13 has yet to be developed. (Source: Britain From Above)



Figure 32: 1955 aerial view looking north, showing the Site to have not altered apart from an area of re-roofing to the first phase of the building. (Source: Britain From Above)

CROSS THE BALL No. 165. EVENING CHRONICLE.
11, GREENHEYS LANE, MANCHESTER (COMP.).
2½d. postage required on envelope.
The Editor reserves the right to amend the result. No responsibility accepted for entries lost or mislaid. No correspondence. Employees and members of their families not eligible.

Figure 33: A newspaper article from 1956 for the “Cross The Ball” competition, giving the address of the Evening Chronicle as being at 11 Greenheys Lane. (Source: Manchester Evening Chronicle, 08th June 1956)

AN inter-city wildlife haven will partly disappear under a scheme to create jobs in a work-starved Manchester suburb.
Plans to turn a former newspaper transport depot at Greenheys Lane, Hulme, into workshops units will hit the Abbey Villa nature reserve.

Figure 34: A newspaper article from 1989 showing that by this date the former newspaper depot on Greenheys Lane had closed. (Source: Manchester Evening News, 23rd March 1989)

6. DESCRIPTION/GAZETTEER OF THE EXTERIOR



Figure 35: The principal western front of the 1926-7 building, showing the original entrance for the stables to the right. All windows were originally multi-pane timber sash windows, with only the two ground floor sashes now surviving. This elevation was intended to be extended to the right at a later date when the adjacent Nos. 11 and 13 Greenheys Lane were demolished, thus making a symmetrical frontage. It is not known why this later extension was never realised.



Figure 36: The empty plot to the south of the entrance building, which originally contained Nos. 11 and 13 Greenheys Lane.



Figure 37: Looking north at the southern elevation of the 1926-7 entrance building.



Figure 38: Looking east at the toilet block (right) and staircase hall (left)



Figure 39: The south elevation of the entrance building, showing the original location of the gable wall of No. 11 (red square), whilst the two red circles show the location of a fireplace and a doorway which it is presumed was in anticipation of future expansion of the building on the empty plot in the foreground.



Figure 40: The south elevation of the 1926-7 shed (left) where it meets the 1936-7 shed extension (right).



Figure 41: The join between the 1920s and 1930s shed, showing an area of brown glazed brickwork and stone lintel in the eastern gable end of the 1920s building, which is likely to have originally formed part of the two lightwell structures that were demolished and replaced with the current 1930s shed to the right.



Figure 42: The eastern elevation of the 1930s shed (showing a modern brick skin) with the gable of the 1920s shed in between.



Figure 43: The north elevation of the 1893-1903 stables, showing the original external wall and now blocked arched entrance (left).



Figure 45: The now blocked original entrance into the stables from the north.



Figure 46: The original western front elevation of the 1893-1903 stables, which now forms part of the rear yard of the adjacent No. 9 Greenheys Lane. This elevation uses higher quality red brick and moulded capping stones.



Figure 47: A view of the 1893-1903 stables (left) and the later, 1926-7 entrance building (right).

7. DESCRIPTION/GAZETTEER OF THE INTERIOR



Figure 48: Current ground floor plan (dated 2018) showing room numbers used in the building descriptions below. NTS

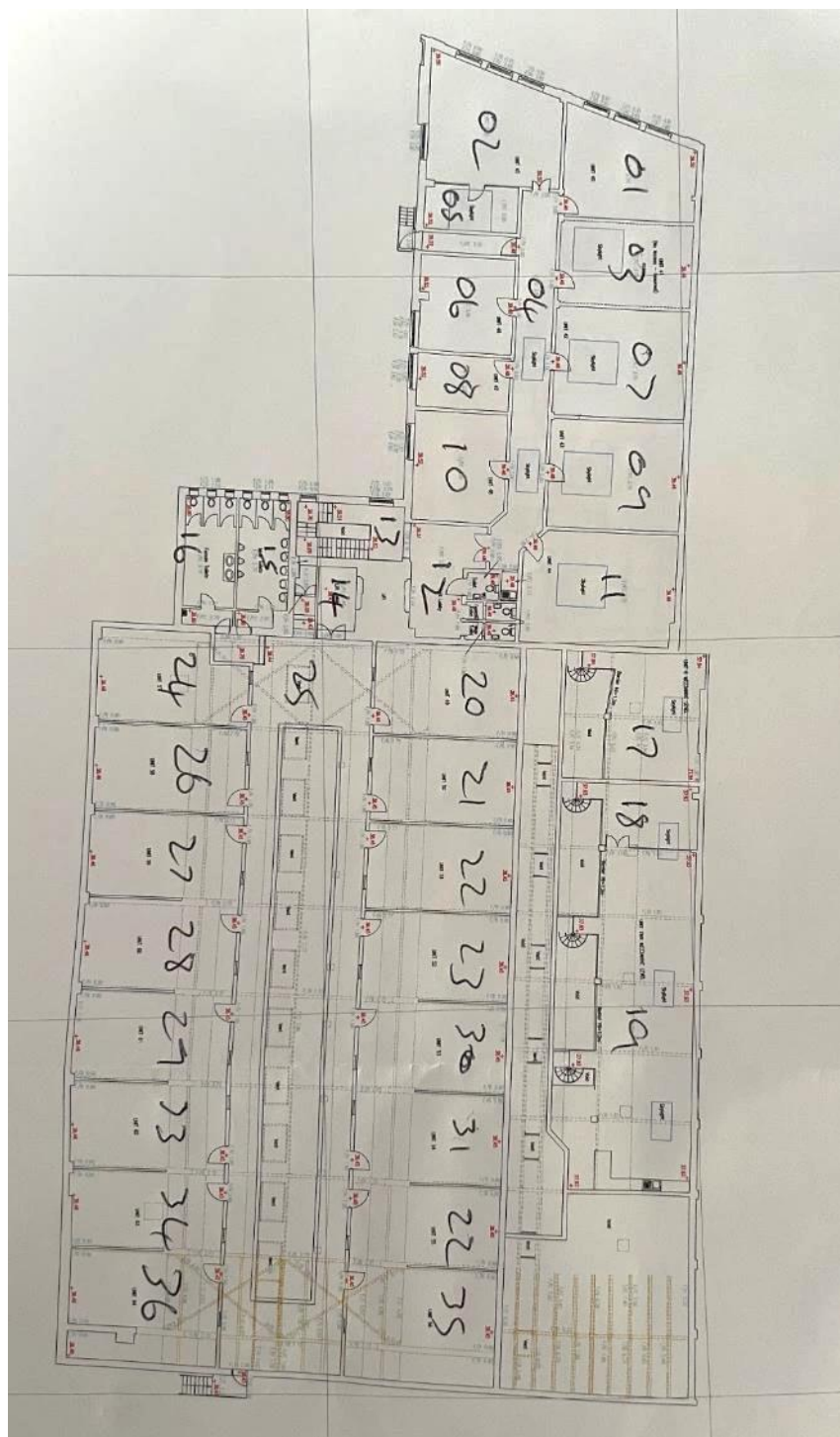


Figure 48a: Current first floor plan (dated 2018) showing room numbers used in the building descriptions below. NTS

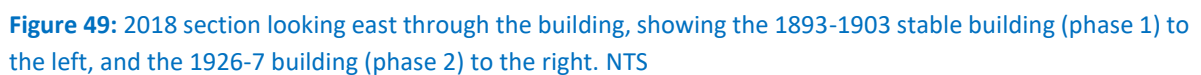
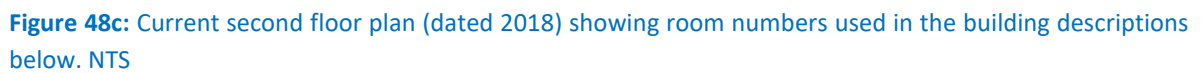




Figure 50: Looking west towards the original 1893-1903 entrance wall of the first phase of the stables (room 17), showing the original exposed roof structure and hay loft.

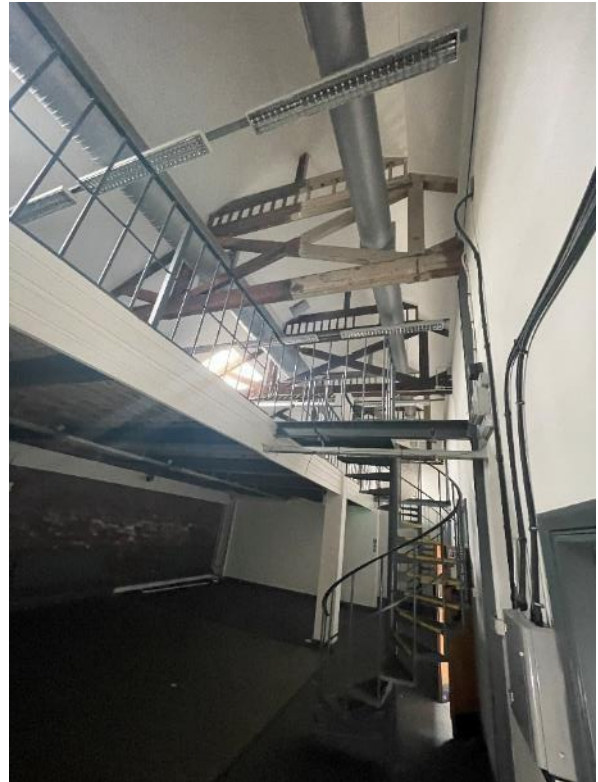


Figure 51: A view looking east through room 27 showing the continuation of the original exposed roof structure, and modern spiral staircases leading up onto the original hay loft.



Figure 52: A view from the hay loft in room 17 (looking east).



Figure 53: The northern wall of the hay loft in room 17, showing three now blocked openings.



Figure 54: Looking west at the exposed roof structure in room 17's hay loft.



Figure 55: An example of the decorative flower nut and bolt to the underside of the roof structure. Note the decorative chamfer mouldings.



Figure 56: The west wall of room 17 and its hay loft, showing later alterations to the centre and right sides, whilst the applied painted boarding to the left denotes the original location of the stable's entrance from Greenheys Lane.



Figure 57: Looking north/north-west into the corner of room 17, showing what appears to be a chimneybreast and some alterations to the brickwork.



Figure 58: The exposed underside of the original hay loft floor as seen from room 26.



Figure 59: The hay loft in room 27, showing one of the original moulded stone corbels in the external wall.



Figure 60: Looking west through the hay loft above room 27.

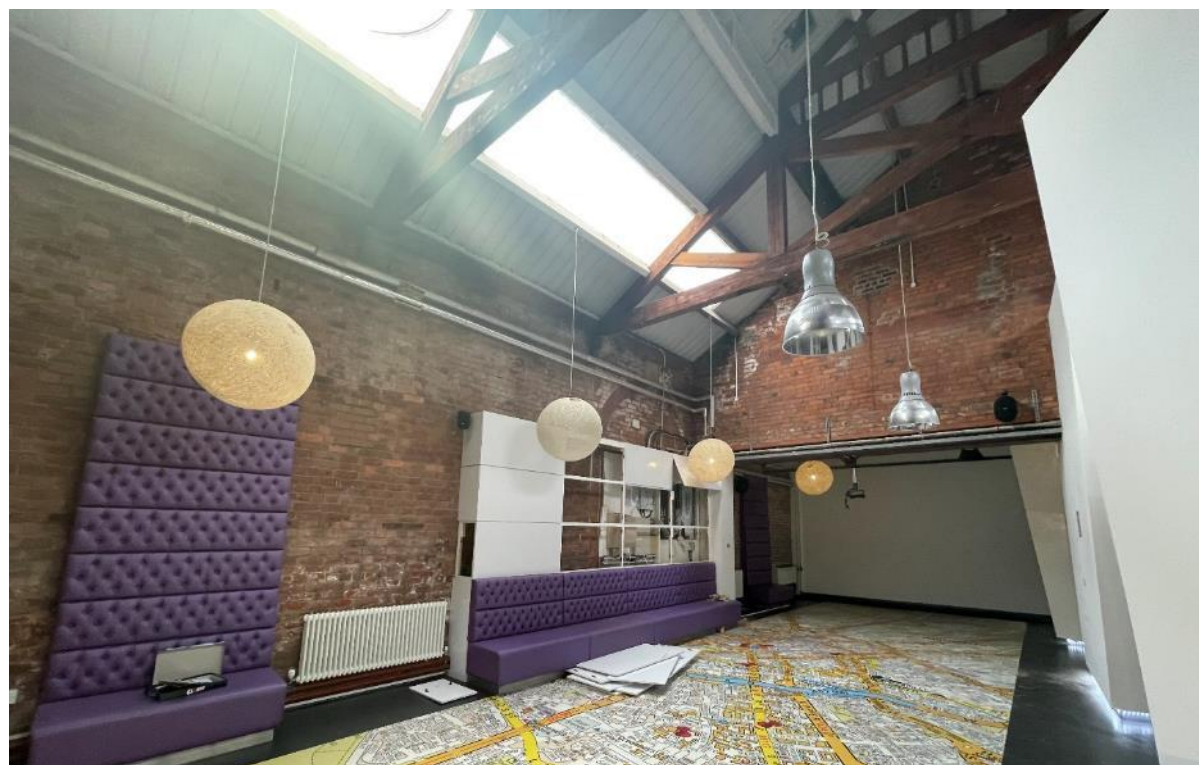


Figure 61: Looking north-east through room 46, showing the full height of the first phase of the stables. To the left is a blocked, arched entrance, which can be seen in Figure 45 above.



Figure 62: The blocked original entrance.



Figure 63: Looking east through room 46 into room 52.



Figure 64: Looking east through the corridor in room 25, showing the modern blockwork rooms either side, and a narrow area of the building's original 1893-1903 roof structure.



Figure 65: Looking east through the 1926-7 extension (room 37) showing the modern blockwork rooms to the left and right, and original steel truss roof structure.



Figure 66: Looking east through the 1926-7 extension (room 37).



Figure 67: Looking west from room 19 into room 13, showing the original 1926-7 blue brickwork of a door jamb (left) and the insertion of a wider, modern double doors.

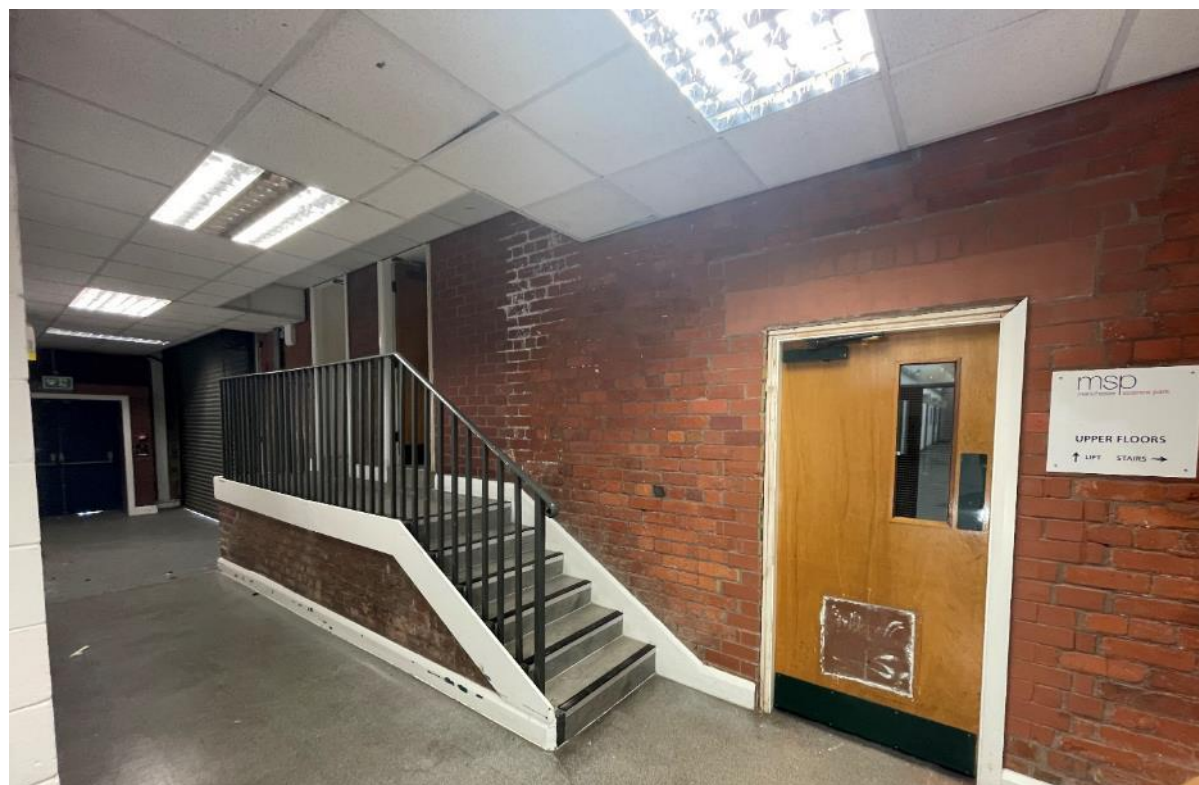


Figure 67a: The original staircase to the male toilets in room 20.

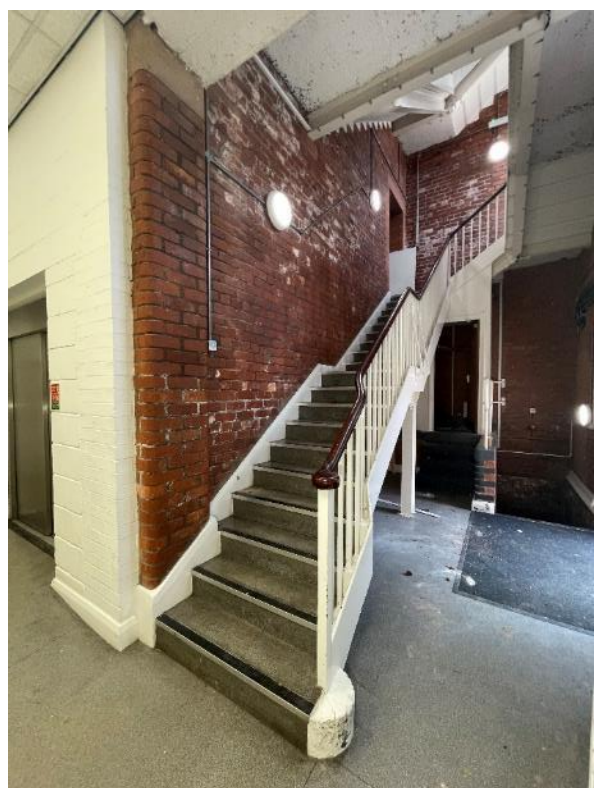


Figure 68: The 1926-7 staircase in room 13.



Figure 69: Detail of the 1926-7 staircase.

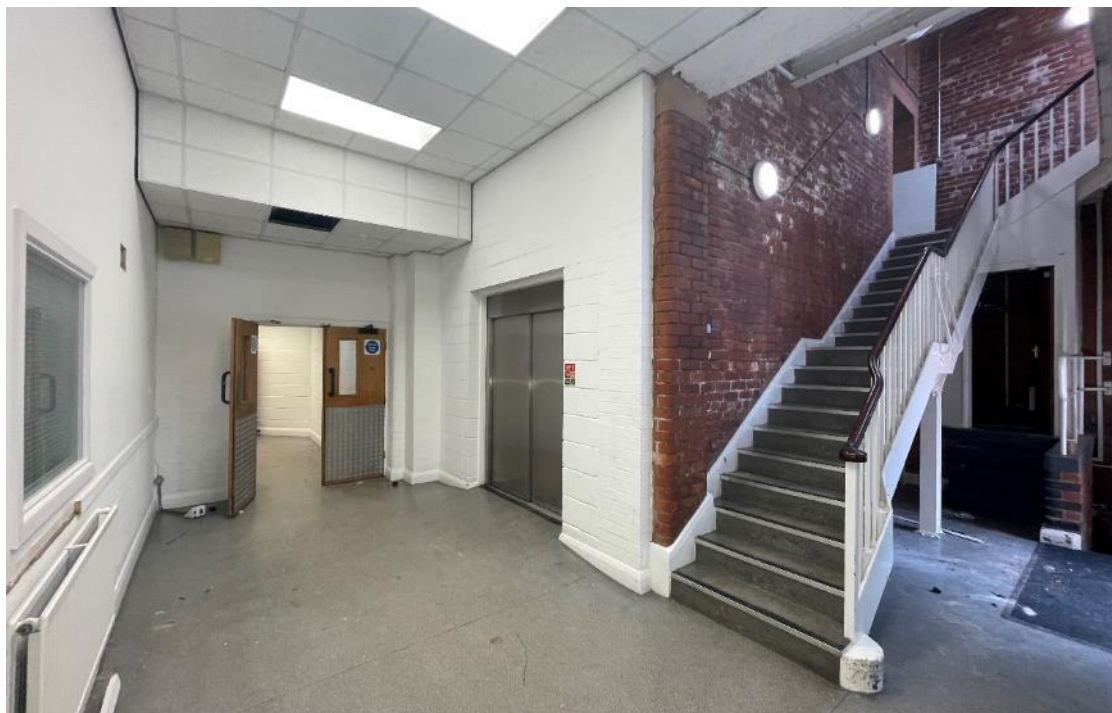


Figure 70: Looking east through room 13. The double doors marked the entrance into the vehicle sheds from the entrance building.



Figure 71: Looking south into the original entrance into the male toilets beneath the main staircase. The entrance into the toilets (rooms 15-16) is now accessed from room 20.



Figure 72: The blocked door opening into the original male toilets.



Figure 73: Looking west through room 07 (left) and room 08 (right).

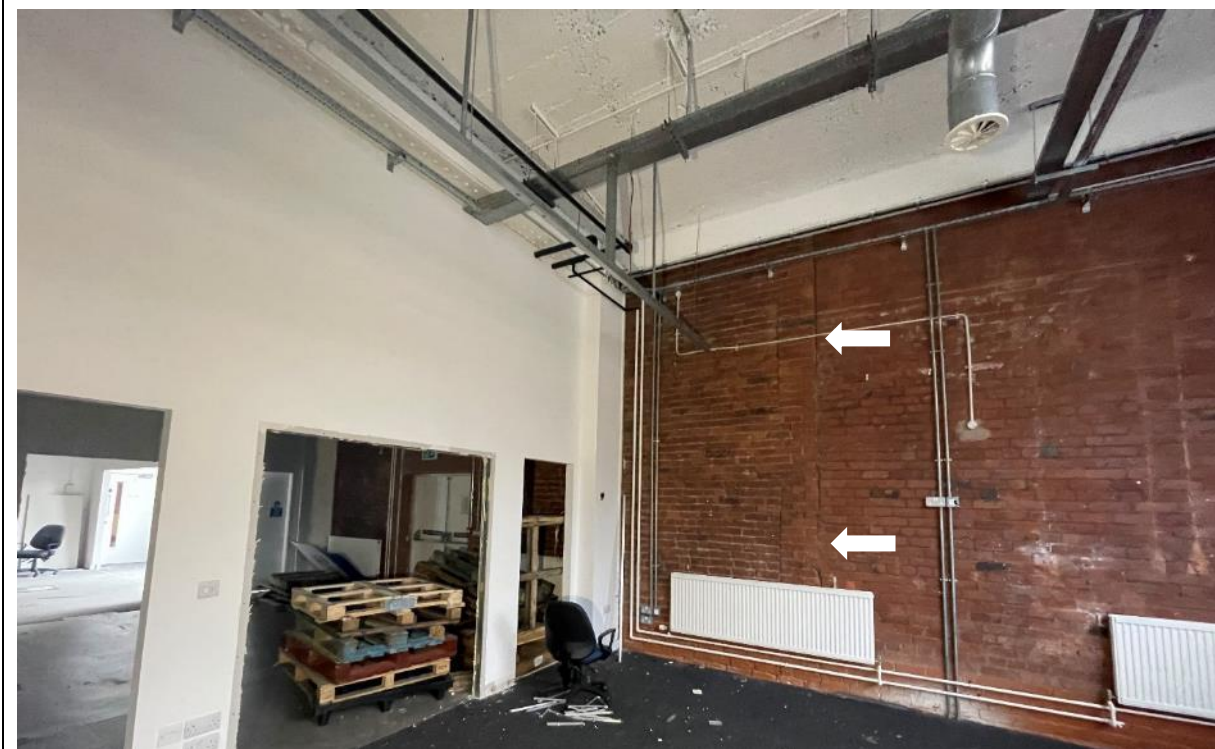


Figure 74: The southern wall of room 01 (right) and room 03 (left) showing the remains of the northern gable of No. 11 Greenheys Lane, which was incorporated into the 1926-7 building. The arrows show the external face of the former dwelling, whilst the wall to its left forms the northern gable. (see Figure 77)



Figure 75: A detail of the original front (west elevation) of No. 11.



Figure 76: A detail of the remaining original painted stucco on the front elevation of No. 11.



Figure 77: 1924 aerial view looking south-east across the site, showing the early 19th century northern gable end of No. 11 Greenheys Lane outlined. When the 1926-7 newspaper stables extension was undertaken No. 11 was still standing, and so the gable was incorporated into the new build. No. 11 was then demolished in the 1930s/40s.

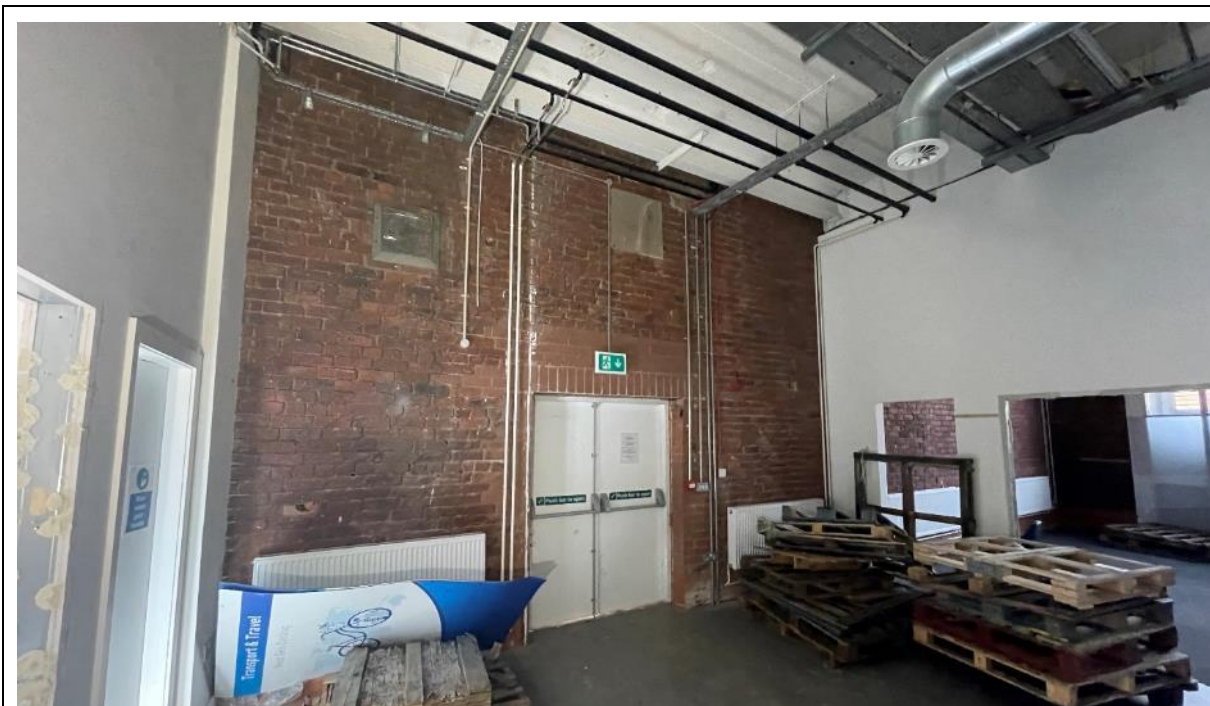


Figure 78: The southern elevation of room 03, which is entirely comprised of the original, early 19th century northern gable end of No. 11 Greenheys Lane.



Figure 78a: The two remaining original 1926-7 multi-pane timber sash windows to the west elevation of room 02.



Figure 78b: Detailed view of one of the two sashes.



Figure 79: Room 07, showing the corner of the gable end of No 11 as it met with the rear elevation of the dwelling.



Figure 80: Closer view showing the end of No. 11 (right) and the 1926-7 building to the left.

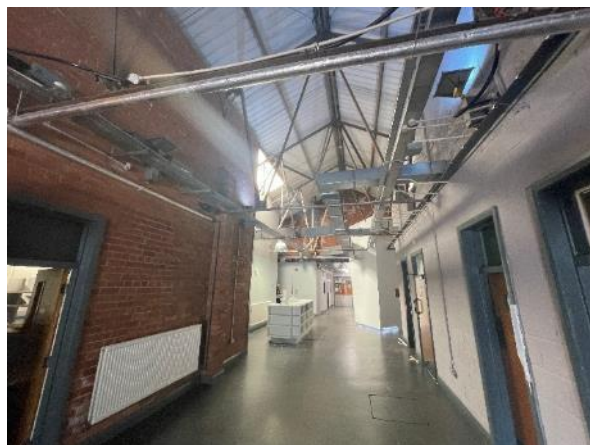


Figure 80a: Looking east through the 1936-7 extension (room 52)



Figure 80b: Looking east at the steel truss roof of the 1936-7 extension (room 52)

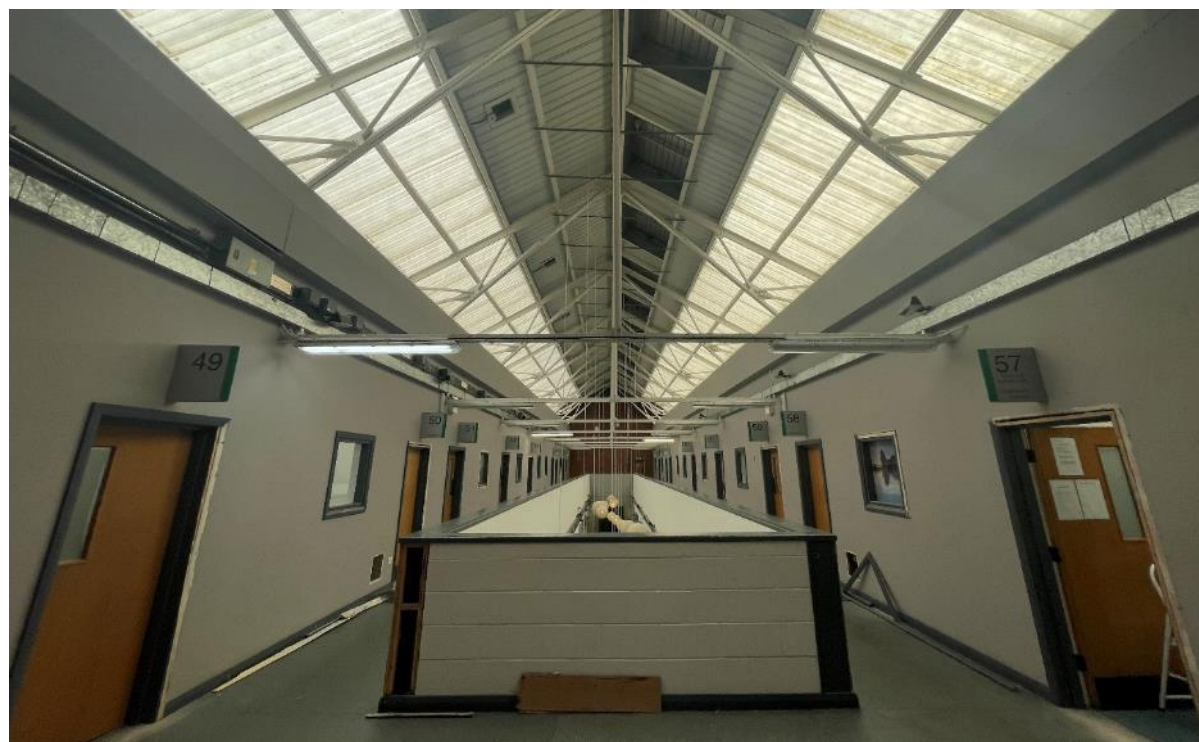


Figure 81: The first floor level of the 1926-7 building (room 25), which was formed in the late-20th century, showing the modern inserted floor and blockwork rooms. Note the 1920s steel truss roof.

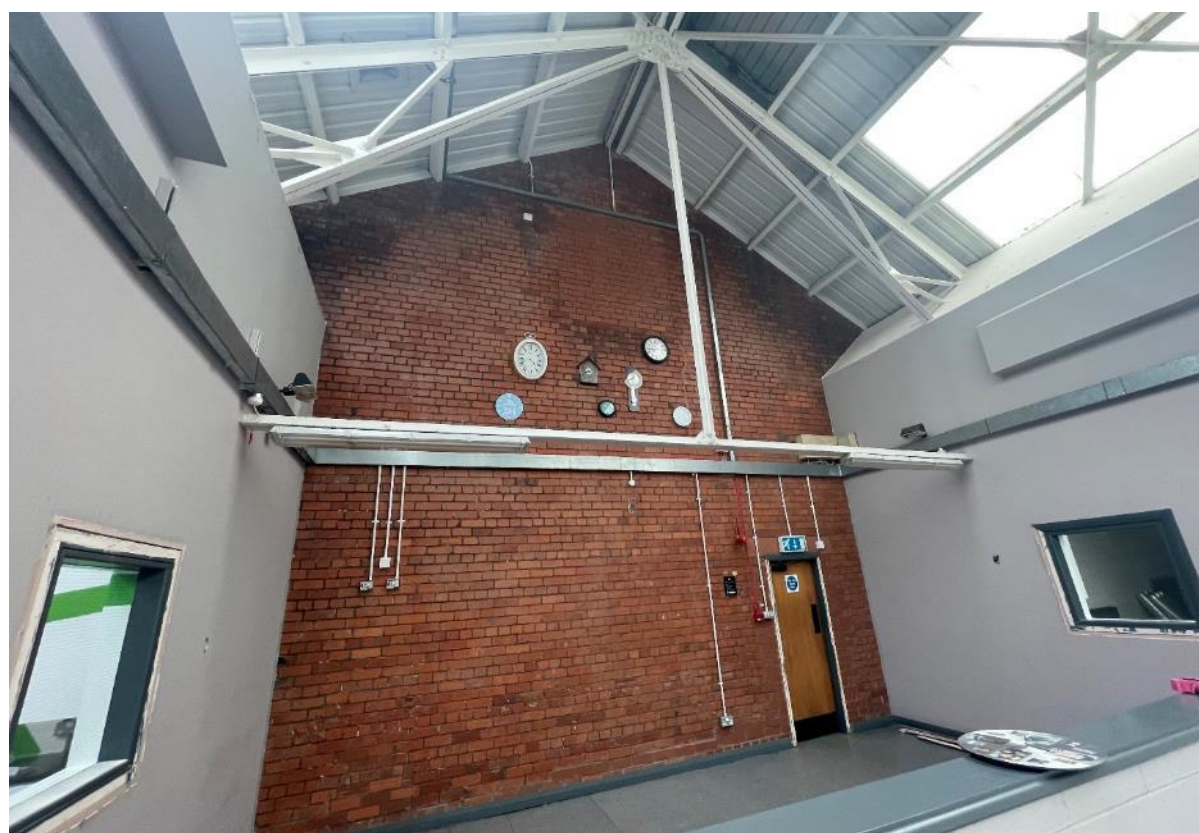


Figure 82: Looking west at the wall dividing the entrance building from the shed (room 25).



Figure 83: Looking east through the open plan rooms along the southern side of the first floor of the 1926-27, which are accessed from room 25.



Figure 84: Looking north-east through room 11.



Figure 85: The southern wall of room 06, showing the first floor section of gable wall from No. 11, including the chimney and pitched roof (left).



Figure 86: Detail of the outline of the pitched roof and chimney of No. 11.



Figure 87: The vertical joint marking the end of No. 11's gable (right) and the start of the 1926-7 building (left).

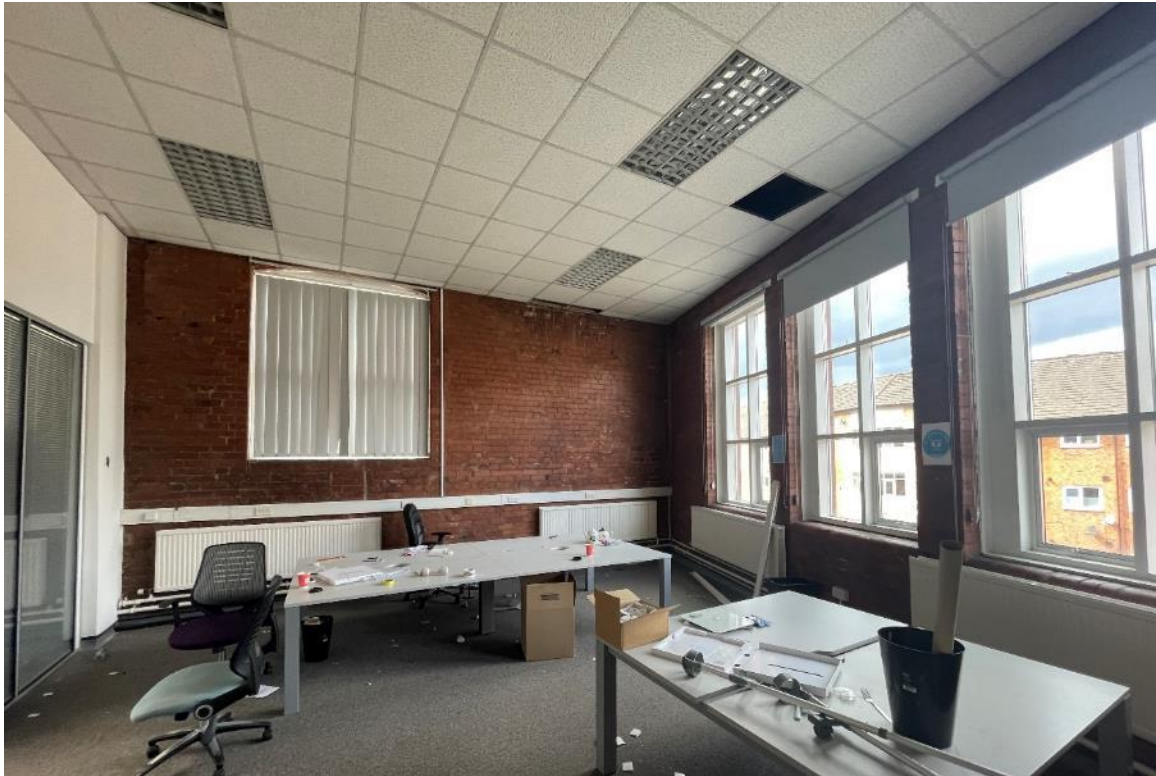


Figure 88: Looking south across room 02, which includes part of No. 11's gable wall in its southern elevation.

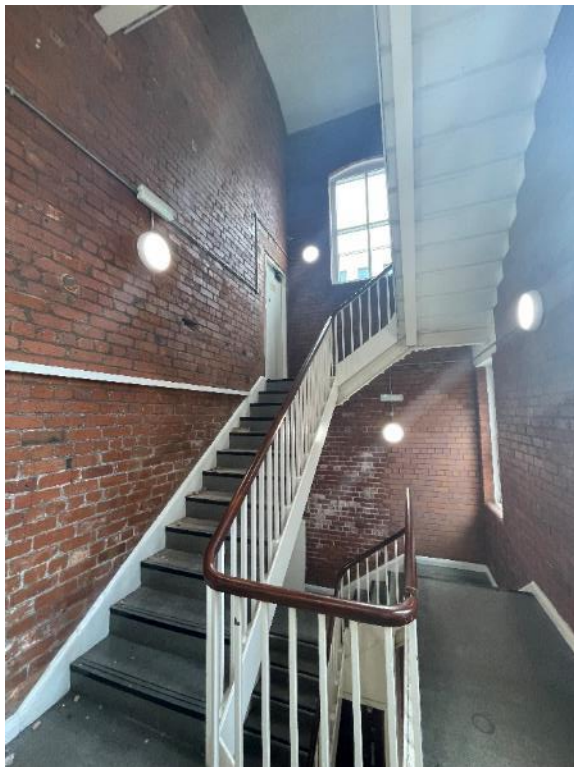


Figure 89: The first floor level of the 1926-7 staircase in room 13. The door on the mid-landing leads into a boiler room.



Figure 90: Looking up into the second floor level from the staircase, which gives access to the roof level.



Figure 91: The lift mechanism room looking north-west.



Figure 92: The second floor landing.



Figure 93: Looking into the basement stairs from room 13



Figure 94: The basement entrance.



Figure 95: The stone basement steps with original non-slip treads cut into the stonework.



Figure 96: The basement boiler room (looking east)



Stephen Levrant : Heritage Architecture Ltd

CONSERVATION ARCHITECTS & HERITAGE CONSULTANTS

62 British Grove, Chiswick, London

0208 748 5501

Canada House, 3 Chepstow Street, Manchester M1 5FW

0161 806 0410