



University of
Salford
MANCHESTER

Archaeological Desk-Based Assessment

Land bound by King
Street West, St Mary's
Parsonage, Garden
Lane and Smithy Lane,
Manchester

Client:

Property Alliance Group

Technical Report:

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Report No:

2022/18



Site Location: The development area is located within Manchester City Centre and is bounded by Smithy Lane to the east, Garden Lane to the north, St Mary's Parsonage to the west, and King Street West to the south

NGR: Centred at NGR SJ 83526 98366

Prepared for: Property Alliance Group

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Summary

Property Alliance Group are devising proposals for the construction of a 14-storey building and the refurbishment of the grade II listed buildings at 3 Smithy Lane and the Carriage Works on Garden Lane/ St Mary's Parsonage. The existing buildings at 27-29 King Street West and 31-33 King Street West will be demolished as part of the proposed plans. The development area is located within Manchester City Centre, which falls within the Parsonage Gardens Conservation Area (NGR SJ 83526 98366).

In order to facilitate the planning process Property Alliance Group commissioned Salford Archaeology to carry out an archaeological desk-based assessment of the proposed development site. This was intended to establish, as far as possible, the nature and significance of the sub-surface archaeological resource in order to enable informed recommendations to be made for the designs of the proposed scheme and the future treatment of any surviving remains.

The development area remained as rural land during the mid-eighteenth century. By the late eighteenth century development had spread to the study area, including the construction of workers' housing. In 1805 a coach manufactory was present within the Site and two shops were constructed in the early nineteenth century. The manufactory was redeveloped by 1841 and the surrounding houses demolished. A showroom was added to the manufactory in 1849 and the warehouse rebuilt in 1855. The same buildings still occupy the site today, although the showroom was later remodelled. The commercial premises and manufactory were occupied by various industries throughout the late nineteenth and early twentieth centuries.

The development of the site from the mid-eighteenth century likely removed any remains associated with the prehistoric, Roman, medieval and post-medieval periods. This assessment has identified that there is potential for the remains of workers' housing, other eighteenth-century commercial or industrial buildings and nineteenth-century commercial and industrial properties to survive within the site. If present, these remains would be of local significance. Therefore, it may be anticipated that archaeological investigation via a programme of archaeological evaluation trenching, may be required to establish the presence or absence of buried archaeological remains and, if present, their extent and significance. It may also be anticipated that an archaeological building survey will be required of the former carriage showroom set to be demolished as part of the proposed works.

Should significant archaeological remains be encountered during the archaeological evaluation, further excavation may be required to offset the harm of the development to the buried archaeological resource, in line with the guidance provided by the National Planning Policy Framework. The scope and extent of any such further investigation will be determined by the Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Manchester City Council.

1. Introduction

1.1 Planning Background

In February 2022, Property Alliance Group commissioned Salford Archaeology to carry out an archaeological desk-based assessment to support the redevelopment of land on King Street West, Manchester (centred on NGR SJ 83526 98366; referred to herein as ‘the Site’). The proposed development will include the construction of a 14-storey building, the refurbishment of the two listed buildings (3 Smithy Lane and the Carriage Works) at the rear of the Site, and the demolition of 27-29 and 31-33 King Street West. The delivery of these proposals will necessitate earth-moving works that have potential to damage or remove any below-ground archaeological remains.

The desk-based study aimed to identify as far as possible the nature, extent and significance of the sub-surface archaeological resource within the Site so as to enable informed recommendations to be made for the designs of the proposed scheme and for the future treatment of any surviving remains.

1.2 Government and Local Planning Policies

1.2.1 National Planning Policy Framework (NPPF)

The significance of the archaeological resource identified within this report has been assessed as recommended in the revised *National Planning Policy Framework* (Ministry of Housing, Communities and Local Government, revised July 2021). The NPPF sets out the Government’s planning policies and outlines the presumption in favour of sustainable development, which is defined by three principles: economic, social and environmental. Of the core planning principles underpinning decision making, conserving heritage assets ‘in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations’ is one. Section 16 deals specifically with this historic environment (paragraphs 189-208), and states that local planning authorities should consider:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;
- the desirability of new development making a positive contribution to local character and distinctiveness; and
- opportunities to draw on the contribution made by the historic environment to the character of a place.

Paragraph 194 states that local planning authorities, when determining applications, should require the applicant to describe the significance of any affected heritage assets, including any contribution made by their setting. ‘The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets

assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation’.

Paragraph 203 states that the effect of a proposal on non-designated heritage assets (designated assets are covered in paragraphs 199-202) should be taken into account in determining a planning application.

Paragraph 205 states that local planning authorities should require developers to record and advance understanding of any heritage assets to be lost, in a manner appropriate to their importance and impact, and to make this evidence publicly accessible.

1.2.2 Local Development Framework

The NPPF outlines the need for local planning policies to create local plans and frameworks to implement the NPPF at a local level. Manchester City Council adopted a Core Strategy in 2012, which is scheduled until 2027. The heritage strategy is outlined in *Objective 6: Environment* and summarises the approach the local authority will take in determining planning applications which may affect the historic environment.

Policy EN3 states:

‘Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains. Proposals which enable the re-use of heritage assets will be encourage where they are considered consistent with the significance of the heritage asset.’

Manchester City Council is advised on archaeological matters by the Greater Manchester Archaeological Advisory Service (GMAAS).

2. Method Statement

The assessment considers the potential impact of the proposed development upon any buried archaeological remains within the Site, and comprises a desk-based study. The production of the assessment followed the Chartered Institute for Archaeologists (CIfA) standard and guidance for undertaking archaeological desk-based assessments (*Standard and Guidance for Historic Environment Desk-based Assessment*, 2017).

2.1 Research Sources

The desk-based assessment made use of the following sources:

- Published and unpublished cartographic, documentary and photographic sources;
- The Greater Manchester Historic Environment Record, maintained by the Greater Manchester Archaeological Advisory Service;
- The National Heritage List for England;
- The North West England Regional Research Framework

The aim of the research was to provide the relevant historical and archaeological background relating to the development of the Site. The available sequence of historical mapping was the principal source of information, as this provides evidence for the development of the Site since the late eighteenth century. The results of the historical and archaeological research are analysed against the current framework for the region, *The North West England Regional Research Framework*, in order to identify whether there is potential for Site to contribute to the current initiatives and research questions listed within the agenda.

2.2 The Document

The following presents the historical and archaeological evidence for the Site. A gazetteer (Chapter 5) is presented of heritage assets and sites of potential archaeological interest identified within the Site and this information, along with a map regression (Figs 1-9), is used to assess the significance of the remains (Chapter 6) and impact of the proposed development (Chapter 7).

3. The Setting

3.1 Location

The Site (centred on NGR SJ 83526 98366) is situated on King Street West, which lies within Manchester City Centre (Figs 1 and 2). The Site comprises a retail and office unit at the former 27-29 King Street West and adjacent Reedham House at 31-33 King Street West. To the rear of the Site remains a former carriage workshop and a warehouse at 3 Smithy Lane/ St Mary's Parsonage (Plate 1). The Site is bound by Garden Lane to the north, Smithy Lane to the east, St Mary's Parsonage to the west and King Street West to the South. The Site lies at a height of approximately 32.9m above Ordnance Datum (aOD).



Plate 1: Recent aerial view looking north across the Site

Topographically, the Manchester conurbation as a region lies within an undulating lowland basin, which is bounded by the Pennine uplands to the east and to the north. The region as a whole comprises the Mersey River valley, whilst the rivers Irwell, Medlock, and Irk represent the principal watercourses in Manchester (Countryside Commission 1998, 125).

3.2 Geology

The solid geology of the area comprises the Chester Sandstone Formation. No superficial deposits were recorded for the Site area. Immediately to the east, the solid geology of the area comprises the Chester Sandstone Formation, which is overlain by glaciofluvial deposits of sand and gravel (British Geology Society).

3.3 Designations

The Site contains the grade II listed buildings of 31-33 King Street West and 3 Smithy Lane (Table 1). The southern section of 31-33 King Street West is currently known as Reedham House. The Site falls within the Parsonage Gardens Conservation Area (Table 2). It does not contain any Scheduled Monuments, or any Registered Parks and Gardens.

HER No.	Description	Grade	NGR
8447.1.0	31-33 King Street West, including 3 Smithy Lane	II	SJ 8353 9837

Table 1: Summary of listed buildings within the Site

Parsonage Gardens Conservation Area Description: *"The first recorded reference to the plot of land now known as Parsonage Gardens was in 1066 when, after the Norman Conquest, William granted tenancies to Albert Greslet, then Baron of Mamecestre. Along with the manor house this land was transferred to the La Warre family in 1309. Thomas La Warre succeeded as the twelfth baron in 1398 and later became the parson of St. Mary's, the parish church. The church, subsequently rebuilt, is now Manchester Cathedral. La Warre was responsible for elevating it to a collegiate church by procuring a licence in 1421 from King Henry V. Extensive gardens were needed to cater for its pupils and consequently the area now known as Parsonage Gardens was cultivated to provide food.*

In 1547 the college was dissolved. The wardens were provided with a college house in 1578 and in 1635 they were further provided with the two-acre parcel of land known as Parsonage Croft, now called Parsonage Gardens. Kite-shaped in plan, it is easily identified on old maps of Manchester. During the 18th century the increase in population led to pressure for development, and a new church was built on the site of Parsonage Gardens and consecrated in 1756. This was St. Mary's Church, as building which reflected the cultural elegance and proportions of the period. The earlier Church of St. Mary had also been dedicated to St. Denys and St. George at the same time that it became a collegiate church.

During the Victorian era many of the affluent congregation moved away from the city centre. Despite its architectural merit, the church was demolished in 1891 and Parsonage House, the residence of Thomas La Warre, was demolished in 1897. The site then became Parsonage Gardens, which has changed little up to the present day.

The names of streets in the immediate locality reflected the ownership of the land by the church: Parsonage Lane, St. Mary's Parsonage, College Land and St. Mary's Street linked the church with Deansgate. The derivation of the name Deansgate is uncertain but it may suggest either 'way to the Dean', 'way to Denys' or possibly a gate or route used by the Deans of the College. Parsonage Gardens and its buildings today

The Gardens are bordered by large and impressive buildings. Most are in orange-red brick or terracotta, although one modern-style steel and glass structure merges well into its surroundings. Arkwright House on the south side stands out, as it is clad in white Portland stone. It is an impressive 7- storey office block with gigantic 3-storey Corinthian pilasters, cornices and arched windows on the ground floor. Built in 1929 it

is one of the City's most recent constructions to be listed by the Department of the Environment as being of special architectural or historic interest.

The Kendal Milne's department store on Deansgate is an even more recent listed building. Built a decade later than Arkwright House, it is a prime example of the Modern Movement in Manchester, with its plain facades of vertical glass brick windows divided by flat ribs and without any external expression of the intermediate floors.

Also on Deansgate, at numbers 62-66, is Hayward's Building, dating from 1875. It is probably Manchester's most complete shop of the period, with elliptical arches over the windows and some of the original mahogany fittings and showcases inside. The front of the building is elaborately carved stonework in Italian Palazzo style with paired windows, stone mullions and figurehead key-blocks, plus a balustrade over the projecting cornice.

The conservation area extends as far south as Bridge Street, which is a busy shopping street of small-scale Victorian and Edwardian shops, providing a variety of height, material and detail of high architectural and aesthetic quality. Few streets of this kind in Manchester have been preserved in such good condition.

The oldest building remaining in the area was originally built as a pair of 3-storey Georgian houses, at numbers 31 and 33 on King Street West. The building was constructed around 1800 in red brick with two pairs of stone pilasters and a central pediment. The ground floor has been replaced by modern shopfronts. The present appearance would be enhanced if the building were to be restored to its original state.

Parsonage Gardens conservation area embraces a length of river frontage to the Irwell and this also includes part of the bridge on Blackfriar's Street, half of which is in Salford. This heavy stone bridge was built around 1820 to replace a light timber footbridge of 1761. One of the three semi-circular arches is partly embedded in the river bank on the Manchester side. Since the 1870s the open balustrade above the cornice had been replaced in cast iron, which purposely obscured a view of the river as it was so polluted. In 1991 the parapet was replaced with stone-clad reinforced concrete, which restored the exterior, river face of the bridge, close to its original appearance.

There are 15 statutory listed buildings (Table 2) and four Conservation Areas within a 250m radius of the Site. The Conservation Areas within close proximity to the Site include St Ann's Square, Albert Square, Flat Iron and Deansgate/Peter Street. The proposed development will not have a physical impact on these designated heritage assets, and so they are not considered further in this report.

HER No.	Description	Grade	NGR
15482.1.0	Former warehouse, St Mary's Parsonage	II	SJ 83524 98420
8645.1.0	Hydraulic Power Station (formerly)/ The Pump House/ People's History Museum	II	SJ 8328 9831
12059.1.0	28 King Street (formerly Laura Ashley Shop)	II	SJ 8373 9829
12130.1.0	14 St Mary's Parsonage (National Buildings)	II	SJ 8356 9847
12058.1.0	19 King Street	II	SJ 8373 9832

12057.1.0	15 and 17 King Street	II	SJ 8373 9833
276.1.0	John Rylands Library and attached gates, railings and lamp standards	I	SJ 8357 9821
8381.1.0	105-113 Deansgate	II	SJ 8367 9827
8530.1.0	Arkwright House	II	SJ 8359 9842
8295.1.0	Masonic Temple	II	SJ 8349 9827
8380.1.0	95-103 Deansgate	II	SJ 8368 9830
8375.1.0	Sawyers Arms public house	II	SJ8362 9825
8374.1.0	98-116 Deansgate (formerly part of Kendal Milne's Dept Store)	II	SJ 8365 9837
8373.1.0	Haywards Building	II	SJ 8371 9850
8296.1.0	Albert Bridge	II	SJ 8330 9837

Table 2: Summary of listed buildings within a 175m radius of the Site

4. Historical Background

The following section provides a framework to the present study, working chronologically through the periods listed below (Table 3). Key sites are summarised in the Gazetteer of Sites (Section 5, below).

Period		Date Range
Prehistoric	Palaeolithic	Pre-10,000 BC
	Mesolithic	10,000 – 3500 BC
	Neolithic	3500 – 2200 BC
	Bronze Age	2300 BC – 700 BC
	Iron Age	700 BC – AD 43
Romano-British		AD 43 – AD 410
Early Medieval		AD 410 – AD 1066
Late Medieval		AD 1066 – AD 1540
Post-medieval		AD 1540 – c 1750
Industrial Period		c AD1750 – 1914
Modern		Post-1914

Table 3: Summary of British archaeological periods and date ranges

4.1 Prehistoric Period

4.1.1 Archaeological Evidence

The current understanding of any human activity in the Manchester region during the prehistoric period is poor, although it is reasonable to suggest that several areas in the centre of the city, such as Castlefield and Ardwick, may have been conducive for late prehistoric settlement on account of the natural topography and the abundance of natural water sources (i.e. rivers) (Gregory 2007).

Physical indications of human activity in the Manchester area are provided by a small number of residual finds. A Neolithic stone hammer and arrow head, for instance, were unearthed in the Castlefield area of Manchester in 1845 (HER 119.1.0), whilst excavations at 77-83 Liverpool Road (HER 13944.1.0) produced two Mesolithic flints, one Neolithic/Bronze Age waste flake and a single sherd of late Bronze Age/Iron Age pottery. Nearer to the Site, a Neolithic flint flake was also discovered at Spinningfields, c. 165m south (HER 414.1.0). These finds complement a growing regional body of finds representing prehistoric activity, known to be concentrated on well-drained sand and gravel sites in proximity to watercourses and moss lands.

4.1.2 Archaeological Potential

There is no known evidence for prehistoric activity within the boundary of the Site, and whilst chance prehistoric finds within the local area may point towards wider activity, any buried remains are likely to have been heavily disturbed by the later development of the Site during the industrial period.

4.2 Romano-British Period

4.2.1 Archaeological Evidence

The first military occupation of Manchester was established during the governorship of Agricola (AD 77-84), and commenced with a five-acre wooden fort, known as *Mamucium* (Bruton 1909), situated c. 860m south-west of the Site. The fort underwent several phases of development subsequently, the earlier defences being deconstructed and improved. The military complex evolved in response to the on-going military campaigns, from a purely defensive site to an established supply depot, essential to the expansion and consolidation of control in the region. The maturation of the military complex can be seen in the growing body of evidence for a military annexe, occupying an area to the north and east of the fort (Arrowsmith 2016, 9-12). Evidence pertaining to this annexe is relatively scant and thus the exact nature of early settlement is unclear.

As this military complex developed, a grid of roads was laid out and a substantial extramural settlement, or *vicus*, grew up. This settlement was made up of civilians, attracted by the security and commercial benefits of the nearby fort. Based on archaeological excavations and the distribution of Roman finds, the limits of this civilian settlement appear to have extended south-eastwards along Chester Road, terminating somewhere in the vicinity of Great Jackson Street, northwards from the fort to approximately Quay Street, westwards along Liverpool Road for c. 100m from the north-west corner of the fort, and eastwards across Deansgate to the area now occupied by Beetham Tower. Roads from the fort linked Manchester with Buxton to the south-east, Chester to the south, Wigan to the north-west, Ribchester to the north, and Castleshaw and York to the north-east. The settlement was well-connected in terms of trade and consequently lasted until the late third century AD.

The Site lies approximately 158m west of Deansgate, one of Manchester's oldest streets. During the Roman occupation Deansgate formed part of the road between Manchester and Ribchester, situated between two river crossings, the ford of the River Medlock to the south and the River Irwell to the north (HER 14.1.0).

4.2.2 Archaeological Potential

The potential for buried archaeological remains deriving from Romano-British activity within the Site is considered to be low. The possibility of isolated artefacts should not be dismissed entirely, although it is considered unlikely that artefacts will be found *in-situ* given the later development of the Site.

4.3 Medieval Period

4.3.1 Historical and Archaeological Evidence

There is very little archaeological evidence in the region that represents the period between the end of Roman occupation and the Norman conquest of 1066. During the early medieval period, the political landscape of Britain changed, and many kingdoms and sub-kingdoms were formed as a result of invasions from Angles, Saxons and Jutes. The area around Manchester came under the control of several kingdoms during this period. In AD 620, Edwin occupied Manchester, and it may have been at this time that settlement in the town was established around the cathedral (Farrer and Brownbill

1908). In AD 919, the Anglo-Saxon king, Edward the Elder, established a fortified base, or burh, at Manchester, which was then part of Viking Northumbria. It has been suggested that the burh lay within the area around the cathedral, which had become a focus for settlement by the late-eleventh century. The site occupied presently by Chetham's School is thought to have been the site of a castle founded by Manchester's Norman barons and is situated approximately 625m north-west of the Site. It likely during the early medieval period that the name Deansgate emerged for the stretch of road leading from the junction of Cateaton Street, south of the present cathedral, to Peter Street.

Following the Norman Conquest, William I assigned most of the land between the Ribble and Mersey rivers to Roger of Poitou, who retained the manor of Salford demesne (Tupling 1962, 116), but divided his other newly acquired land into several fiefdoms (Kidd 1996, 13). The largest of these was the landholding centered on Manchester, created by the grant of extensive lands in the hundreds of Salford, Leyland and West Derby to Albert Grelley (Tupling 1962, 116).

By the thirteenth century, the Grelley family had established a manor house at the confluence of the rivers Irwell and Irk, located approximately 515m to the north-east of the Site. The medieval town of Manchester grew up around the house and the parish church of St Mary (Hartwell *et al* 2004, 256). It was from their hall that the Grelleys governed both the manor and the extensive barony. In 1222 Manchester was granted an annual fair, and in 1301 Thomas Grelley was granted the Great Charter of Manchester by Edward I, and thus it became a free borough (*ibid*).

The Site falls within the Parsonage Gardens Conservation Area. Parsonage Gardens was first recorded as a plot of land in 1066, when after the Norman Conquest, William granted tenancies to Albert Greslet, then Baron of Mamecestre. The manor house and land formerly belonging to Albert Greslet was transferred to the La Warre family in 1309. Thomas La Warre was the twelfth baron in 1398 and became the parson of St. Mary's, the parish church. La Warre elevated the church to a collegiate church by procuring a licence in 1421 from King Henry V. Extensive gardens surrounding the church catered for the pupils, and consequently, the area is known as Parsonage Gardens. It is also possible that the name Deansgate derives from the college, possibly meaning 'way to the Deans' or a 'route used by the Deans' of the College (https://secure.manchester.gov.uk/info/511/conservation_areas/1100/parsonage_gardens_conservation_area). Parsonage gardens are located approximately 120m north-east of the Site.

A deer park, known as Aldport Park was located at the southern end of Deansgate during the medieval period. It was bordered to the north by the modern-day Peter Street and Quay Street and is believed to have existed until the sixteenth century. Aldport Lodge, the manor house of the town, was located to the south of Peter Street and the southern area of Deansgate was then known as Aldport Lane. The name Deansgate would not cover that area until the Victorian period.

The only find related to the period within a 250m radius of the Site was a post pit discovered during excavations at Spinningfields, c. 190m south (HER 16257.1.0).

4.3.2 Archaeological Potential

It is likely that the Site remained undeveloped throughout the medieval period and no medieval finds have been discovered within the Site boundary. Therefore, the potential for buried medieval archaeological remains is considered to be low, especially given later development at the Site.

4.4 Post-medieval and Industrial Period

4.4.1 Historical Setting

In 1547, the college at St Mary's was dissolved. The wardens were provided with a college house in 1578 and in 1635, the area known as Parsonage Croft, two acres plot of land now called Parsonage Gardens, was also given to the wardens (https://secure.manchester.gov.uk/info/511/conservation_areas/1100/parsonage_gardens_conservation_area). During the medieval period the community of Manchester had prospered as a centre for trade in coarse woollen cloth and by 1650 had grown into the 'fairest, best builded, quickest and most populous town of Lancastershire'. Four to five thousand people lived in the area with the population spreading westward towards Deansgate and eastward to Cheetham Hill Road (https://secure.manchester.gov.uk/info/511/conservation_areas/964/cathedral_conservation_area/2).

During the eighteenth century, south-east Lancashire as a whole was predominantly an agricultural area of isolated settlements and market towns, with the burgeoning town of Manchester at its heart (Williams with Farnie 1992, 3). By the 1780s, the national demand for textiles and concomitant mill building transformed Manchester into a centre of the factory-based cotton-manufacturing industry (Baines 1835). The industrialisation of Manchester was greatly facilitated by an expansion of the region's waterways and the introduction of the canal network, which provided an efficient means of transporting bulk loads of goods. This crystallised with an Act of Parliament that made the rivers Mersey and Irwell navigable from Warrington to Manchester, opening up trade to Manchester and Salford from the expanding port of Liverpool.

The industrialisation of Manchester and increased national demand for textiles also led to the rapid expansion and population of Manchester (https://secure.manchester.gov.uk/info/511/conservation_areas/1100/parsonage_gardens_conservation_area). A new St. Mary's Church was constructed and consecrated in 1756, reflecting the period. The church and land were a gift for the wardens and fellows of the collegiate church (HER 404.1.0). However, during the Victorian Period, the congregation moved away from the city centre and so the church was demolished in 1891. The residence of Thomas La Warre, known as Parsonage House, was demolished in 1897 and the site became known as Parsonage Gardens. Names of the surrounding streets include Parsonage Lane, St Mary's Parsonage, College Land and St Mary's Street (https://secure.manchester.gov.uk/info/511/conservation_areas/1100/parsonage_gardens_conservation_area).

4.5 Development of the Site

The development of the Site may be traced reasonably well from the sequence of available historic mapping. The earliest reliable published map that shows the study area at a useful scale is Casson and Berry's map of 1746 which showed Spinningfields and Wood Street laid out to the south. Parsonage Croft, later Parsonage Gardens, was to the north and Deansgate to the east. The map showed that the area to the north-east of the Site had been largely developed by the mid-eighteenth century, as the area of Deansgate was already well-established by this period (Plate 2). Although, the Site remained within a plot of undeveloped land by the mid-eighteenth century.

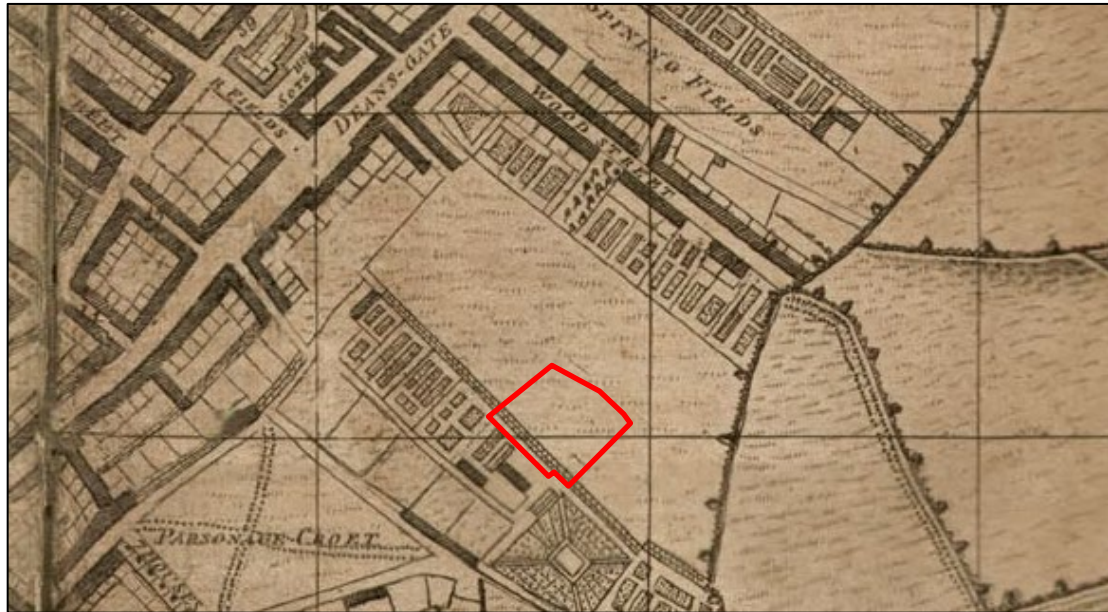


Plate 2: Extract from Casson and Berry's map of 1746 showing the approximate location of the Site

Towards the end of the eighteenth century, development in the area had spread westwards. Laurent's map of 1793 showed that Garden Lane, bordering the north of the Site, and Smithy Lane along the east border, had been laid out (Plate 3). The presence of Smithy Lane indicated the former presence of a smithy in close proximity to, or within, the Site. Windmill yard was located to the south and King Street West had not yet been laid out. Green's map of 1787-1894 appeared similar in plan to Laurent's map (Plate 4; Fig 3). Both maps show that the Site had been developed on. Buildings were constructed along Smithy Lane and adjoining the southern boundary of the Site was Harrop's Court. Scholes' 1797 directory revealed four people residing at the court, their occupations including warehousemen and a fustian cutter (Table 4).

A riding school was labelled on Green's map to the west of the Site boundary. The school opened in 1789 (*Manchester Mercury* 31 March 1879). In 1800 the riding school at Windmill Yard was advertised for sale. It was described as 'all that large Edifice or Building, now used as a Riding School, and the Messuage or Dwelling House, Stable and Buildings'. The sale also included a vacant plot of land at the back of the riding school and the school was in the hands of Mr. Thomas Oldham, riding master (*Manchester Mercury* 21 October 1800). It is likely that the building crossing the western boundary of the Site was associated with the school, possibly a house or stables. The building was also present on Laurent's map.

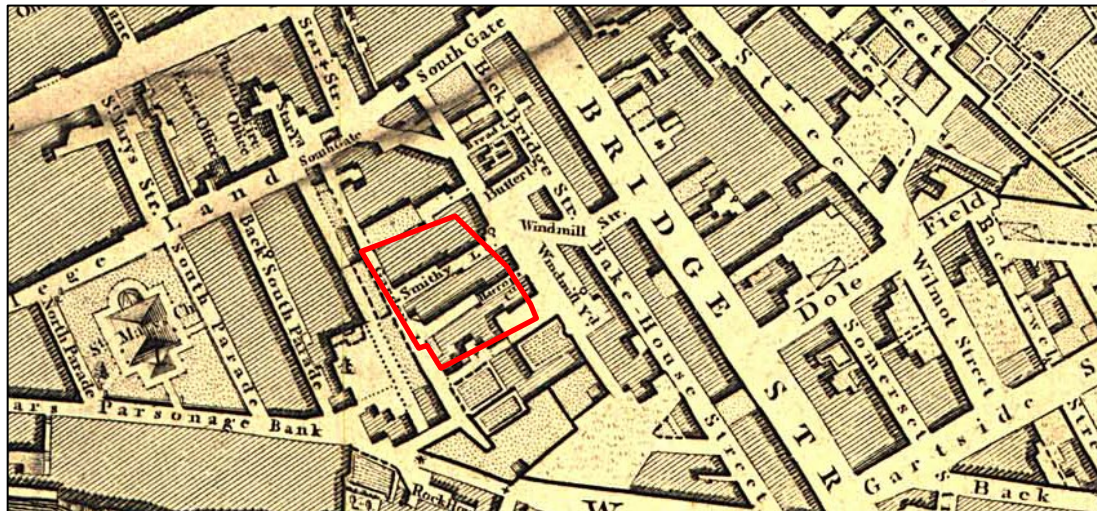


Plate 3: Extract from Laurent's map of 1793 showing the approximate location of the Site



Plate 4: Extract from Green's Map of Manchester & Salford 1787-94

First Name	Surname	Occupation
John	Bromley	Warehouseman
Ann	Dawson	Fustian-cutter
Peter	Hooley	-
John	Lilly	Warehouseman

Table 4: The occupants listed at Harrop's Court, Windmill Yard in Scholes directory of 1797

A coach manufactory was present on the Site by 1805 when Allen Carr and his family were making carriages in rented premises (Historic England 2022a). In an 1821 directory, Carr was listed as a coach-maker at Windmill yard. His residence was at 46 Bridge Street to the south (Pigot and Dean 1821). Carr died in 1825 and Thomas Yates and William Carr purchased his business and building (*Manchester Guardian* 02 April 1825; Baines and Parson 1825).

Swire's *Map of Manchester & its Environs*, published in 1824, shows some further development had taken place within the Site by this time (Plate 5; Fig 4). The buildings present on Laurent's and Green's map were still shown in 1824 and the footprint of them remained unchanged. The riding school was no longer present. Buildings on the land to the west had been constructed, labelled as 26, situated outside of the Site boundary. The accompanying key states this was a gas works. The gas works had been established near Water Street in 1817, built by the Police Commissioners to supply gas for streetlamps and to police offices on a commercial basis (<https://discovery.nationalarchives.gov.uk/details/r/ff6702cb-4699-463a-b567-25a658abd56f>).

Bancks' map published seven years later shows some development at the site and each property in more detail (Plate 6; Fig 5). Harrop's court was still present in the southern section of the centre of the Site, although not labelled on the map. Further workers' housing or workshop dwellings were shown on Bancks' map along Smithy Lane. It's likely that they were also present on the earlier maps in the same location. Those at the southern end were back-to-back with the buildings at Harrop's Court. More back-to-back dwellings were located in the north-west of the Site. It's possible that these were named 'Lofthouse Buildings', which were listed on Pigot's 1828 directory at Garden Lane (Pigot & Son 1828). These buildings were not present on earlier maps and so may have been constructed around the same time as the coach manufactory.

The central section of the Site was occupied by various buildings around a central courtyard, accessed via Garden Lane. It's possible that this shows Carr's original manufactory. Although, the layout of the Site appears differently to that of Swire's map, produced only seven years earlier. It is unknown if the manufactory moved, or the detail was not included on Swire's map. In the south-west section of the Site, two larger rectangular properties had been constructed. It's possible that these represent those that would later become 27 and 29 King Street West.



Plate 5: Extract from Swire's Map of Manchester & the Environs 1824

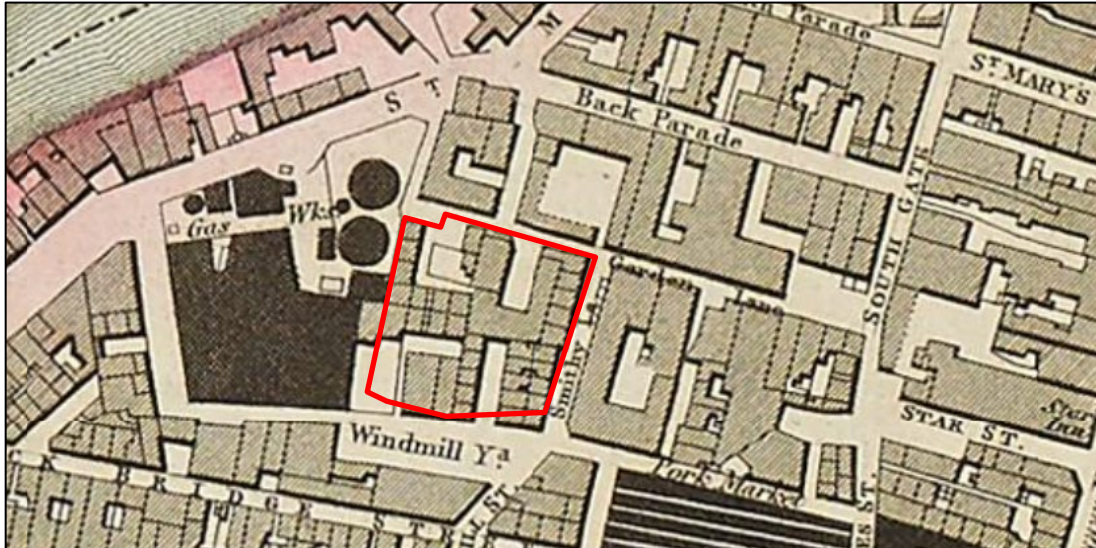


Plate 6: Extract from Bancks' 1831 map

Carr's coach manufactory was subject to a fire in 1836 and by 1841 the business was advertised as 'the new and commodious establishment on the site of his old premises'. It is likely that the earlier fire had led to the building's redevelopment. It also appears that the houses within the Site were also demolished around the same time, likely also as part of the redevelopment. Houses at Harrop's Court, Smithy Lane, Lofthouse Buildings and Garden Lane were listed on the census returns of 1841, although by this time many of the houses were unoccupied. The occupations of those remaining included servants, a cabinet maker, brush maker and butchers. Other occupations included those associated with the textile trade including cotton factory workers, cotton reelers and silk winders (See Appendix 1). However, they do not appear on later census returns and the building materials from the houses on Harrop's Court and Lofthouse Buildings were offered for sale in a newspaper in February 1842 (*Manchester Courier and Lancashire General Advertiser* 26 February 1842), indicating the houses were demolished in c 1842.

By 1842 Lower King Street (later known as King Street West) had been laid out, running through the former Windmill Yard, extending towards the coach manufactory in the north (Historic England 2022a). In 1843 Carr had bought the coach manufactory business, consisting of a workshop and adjoining 'bazaar' where he sold his carriages (*Manchester Courier and Lancashire General Advertiser* 01 April 1843). In 1844 the premises were advertised to let. They were described as:

'having a frontage to Lower King-Street of 70 feet, and to Smithy-lane of 99ft. 6in. The buildings are well calculated for cabinet works. Shops, or warehouses, three stories high, with excellent lights; and contains, in each story, and area of upwards of 400 yards' (Manchester Courier and Lancashire General Advertiser 02 November 1844).

In 1849 Carr constructed a showroom fronting Lower King Street. It was built 'under his personal directions, by London workmen, of acknowledged celebrity, and of the best and well-seasoned materials' (*Manchester Courier and Lancashire General Advertiser* 14 April 1849). A carriage entrance was also constructed leading to the central courtyard (Historic England 2022a). The main workshop was situated in the

west range of the manufactory and included a basement boiler, ground floor engine, two floors for wood working, a trimming floor and a top floor painting room (Historic England 2022a).

Slater's directory of 1850 listed Francis H. Thode at Carr's Buildings, Lower King Street (Slater 1850). F. H. Thode occupied a warehouse at the north-east section of Carr's premises, bound by Smithy lane and Garden Lane (*Manchester Times* 09 June 1855). Samuel and James Bradley were also listed as engravers to calico printers occupying Carr's Buildings in the directory, along with William Carr who was listed as a coach maker on Lower King Street (Slater 1850). However, the Bradleys were not listed at the buildings in 1853 and must have moved sometime after 1850. Carr's address was labelled as 25 Lower King Street, this later changed to 31-33 (Whellan 1853).

The 1851 Ordnance Survey map was the first to show the footprint of the Site after redevelopment had taken place in the first half of the nineteenth century (Plate 7; Fig 6). The dwellings within the Site had all been demolished and replaced with Carr's larger coach manufactory complex. The map showed Lower King Street to the south of the Site. A wide carriage entrance was shown along Lower King Street, providing access to a central courtyard of Carr's coach manufactory. Further entrances were shown along Smithy Lane and Garden Lane. The coach manufactory comprised of four buildings around the courtyard, including the leased warehouse in the north-east corner. A smithy was present in the north-west corner and the two shops present on Banks' map were still shown in 1851. The layout of the Site in this form would remain largely the same until the early twentieth century.

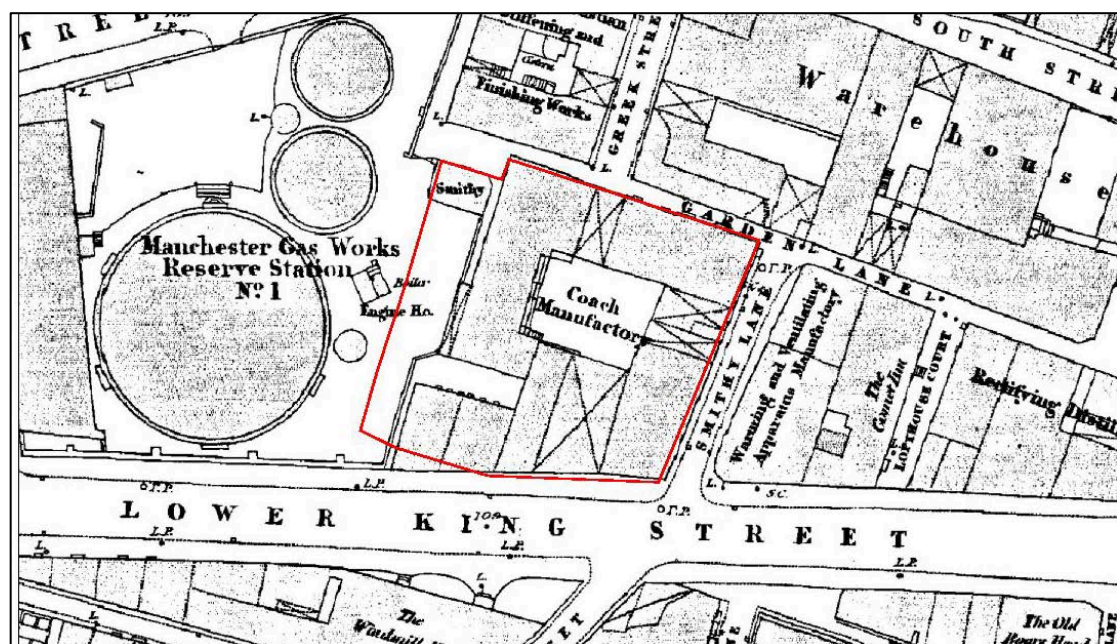


Plate 7: Extract from the 1851 OS map showing the Site

In October 1854 a fire destroyed the north-east sections Carr's coach manufactory. A newspaper article described the fire and also provided an insight into the layout of the buildings. It stated that the section consumed by fire at the north-east was the warehouse belonging to Mr. Thode that was 'stocked with general Manchester goods'. Mr Carr's premises were described as extending along Lower King Street to Smithy Lane. The lower storey of this southern section contained various types of vehicles

and a large arched doorway to the central yard. The showroom was located on the second storey. The room extended backwards over the yard, resting upon iron pillars. The five-storey building to the north and west was the workshop of Carr, as previously described. The north-east section of the building extending towards Smithy Lane was the warehouse of Thode, where the fire had started. The article stated that:

'Part of Mr. Carr's premises attached to it (Thorne's warehouse) on the left, were in flames, and from the combustible nature of the materials, the fire spread round the four sides of the open yard; a low, one-storey portion to the right, partially escaping.

The showroom of Mr. Carr, seen in the front of the street, is connected to the buildings at the back by a bridge or gangway, which stretches over the yard. This gangway is burnt, and no doubt served, along with the intense heat, to set fire to that side of the show room. Many carriages were got out of the lower part of the premises. Mr. Carr and his workman being called to the place; but some of those in the principal showroom were reduced to charcoal, and others were seriously damaged, and the remainder injured by water. The central portion of the roof was burnt, and from its height above the floor, the flame from the carriages beneath must have been very great, and nothing but an enormous quantity of water could have prevented its entire destruction. The other portions of the building, as also the warehouse of Mr. Thode were completely destroyed, the contents consumed'
(Manchester Times 26 October 1854).

Only a safe, which fell from the second story to the basement of the warehouse survived the fire in the north-east section (Manchester Times 09 June 1855). The damages to Carr's property were estimated to have been around £12,000 (Manchester Times 26 October 1854). The author of the article made some assumptions about the intensity of the fire and so the true extent of the damage caused is unknown. However, by 30th December 1854, Carr had resumed his carriage business (Manchester Times 30 December 1854). By 1855 a four-storey warehouse was in construction, replacing the earlier warehouse, which would become known as 3 Smithy Lane. The warehouse was built with a basement (Historic England 2022a).

When the fire of 1854 broke out the shops fronting Lower King Street suffered water damage as a hose was taken through them to access Carr's showroom roof. The shops at this time were occupied by a Mr. Chadwick and Mr. Smith (Manchester Courier and Lancashire General Advertiser 28 October 1854). In 1864 W. H. Chadwick was listed as a looking glass and picture frame maker at 23 Lower King Street, which would later be renumbered to 27 (Williams 1864).

William Carr died in 1876 and his buildings were sold to Peter Howarth and Sons and the Site would continue to be used by industrial and commercial businesses for the next fifty years. The company used the workshop space for their leather goods factory (Historic England 2022a). In 1879 Peter Howarth and Sons were listed at 25 Lower King Street as manufacturers and dealers in waterproof and air-proof fabrics and garments, leather dressers, leather factors, machinery band and strapping manufacturers, and portmanteau, trunk and travelling bag makers. Windover & Co, coach builders, were also registered at 25 Lower King Street (Slater 1879). From 1877 Howarth and sons had let out the warehouse and showroom to the company (Historic England 2022a).

C.W. Julius Blancke and Co, machinists and engineers, were listed at 21 and 23 Lower King Street. An engineer for the company, R. Dorendorff, was also listed at 23 Lower King Street in 1877, possibly residing within the living accommodation (Slater 1877). It is likely that the company occupied the shops adjoining the leather factory, at what would later be known as 27-29 King Street West.

Lower King Street was renamed King Street West by 1883 and Slater's directory of that year provides an insight into who was residing at or operating from the Site (Table 5). A year later C.S. Windover and Sons left for a bigger premises at 29 Oxford Street (*Manchester Courier and Lancashire General Advertiser* 04 July 1884). By 1886 the properties along the street had been changed to their current numbers, with Peter Howarth and Sons at 31 King Street West and John J. Royle at 27 and 29 (Slater 1886).

Address	Occupant in 1883
25 King Street West	Peter Howarth and Sons, carriers, machinery band and strapping manufacturers
25 King Street West	Windover & Co, coach builders
21, 23, 25 King Street West	Moody J. Roberts, veterinary surgeon
21, 23, 25 King Street West	John J. Royle, engineer
Smithy Lane, 25 King Street West	F. Genth & Co, merchants
Smithy Lane, 25 King Street West	Geo F. Mandley & Co, merchants

Table 5: Occupants of the Site from Slater's directory of 1883

The Ordnance Survey map of 1891 provided a detailed plan of the Site as it was at the end of the nineteenth century (Plate 8; Fig 7). The footprint of the Site remained largely the same, although it appears that Carr's workshop had been extended west, adjoining which, a long rectangular building had been constructed along the western border of the Site, with a chimney to the north. The building was later labelled as 21, 23 and 25 King Street West (Plate 9, p. 21). The map showed the new warehouse in the north-east corner of the Site. The properties at 27 and 29 King Street West were shown as one building and a small building had been constructed adjoining the shops to the workshop to the north. An extension had also been constructed at the southern end of the inner courtyard of P. Howarth & Sons premises. A chimney was labelled in the north-west corner of the courtyard.

In 1891 an auction was held at 29 King Street West on behalf of W.H.Smith and Sons who had suffered a fire at their own premises. A collection of 60,000 volumes, books, serials, illustrated papers, pamphlets and stationery were moved to 29 King Street West for the sale (*Manchester Courier and Lancashire General Advertiser* 21 March 1891). The same year 27 King Street West was advertised to let to 'letterpress and lithographic printers and others', as a shop and works (*Manchester Courier and Lancashire General Advertiser* 18 March 1891).

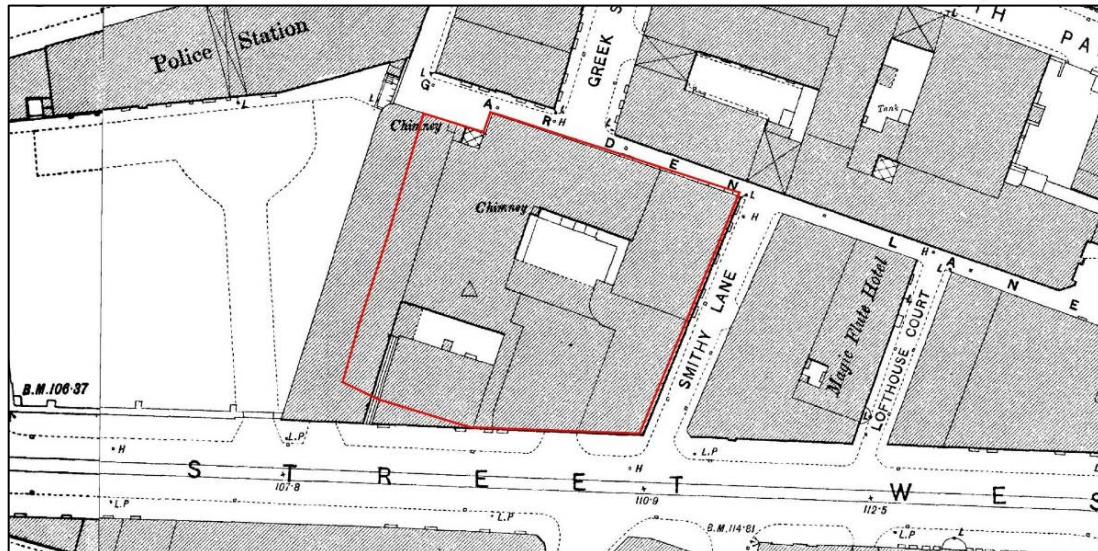


Plate 8: Extract from the 1891 OS map showing the Site

In 1892 John Bye & Co. occupied 29 King Street West to manufacture funeral items (*Manchester Evening News* 19 March 1892). By 1893 the property, known as *Warwick Works*, was advertised to let, described as a front shop or warehouse (*Manchester Courier and Lancashire General Advertiser* 09 November 1893). The funeral furnishers, John Yates and Co, had taken it over by 1895. By this time Thomas Griffiths, a brass finisher, had occupied 27 King Street West and James Russel & Sons Ltd. were listed as tube manufacturers at 33 King Street West (Slater 1895). The same companies, along with Peter Howarth & Sons at 31, would remain at the Site in 1903 (Slater 1903).

Charles Goad's Insurance map, revised in 1901, is particularly useful in documenting the use of each building occupying the Site at the beginning of the twentieth century (Plate 9). The map showed the Site in the same layout as 1891. Situated at 27 and 29 King Street West was a 'Brass Work & Undertaker', that of Thomas Griffiths and John Yates & Co. The building was depicted as 3 storeys high and without a basement. In the rear courtyard was a steam boiler and the small building constructed in the courtyard by 1891 was depicted as a wooden building, possibly a shed or a store.

Goad's map also showed that the former carriage showroom at 31 King Street West was in use as a machinery and leather warehouse for P. Howarth & Sons. The warehouse was depicted as 2 storeys. To the north-west, adjoining the warehouse, was P. Howarth & Sons 4 storey leather goods factory, occupying the space of the former carriage workshop. The 1 storey extension to the west of the warehouse was depicted with a drying stove.

To the east was the warehouse currently occupied by Binyons Robinson & Co., in use for storing tea and coffee. In the north-west corner of the warehouse was a disused ten horsepower steam engine set in brick. A further steam engine was in the central courtyard of the Site. A chimney remained in the north-west corner of the courtyard. The buildings along the western border of the Site, constructed by at least 1893, were occupied by a veterinary surgeon at the south. A shoeing forge was located at the northern end, along Garden Lane.

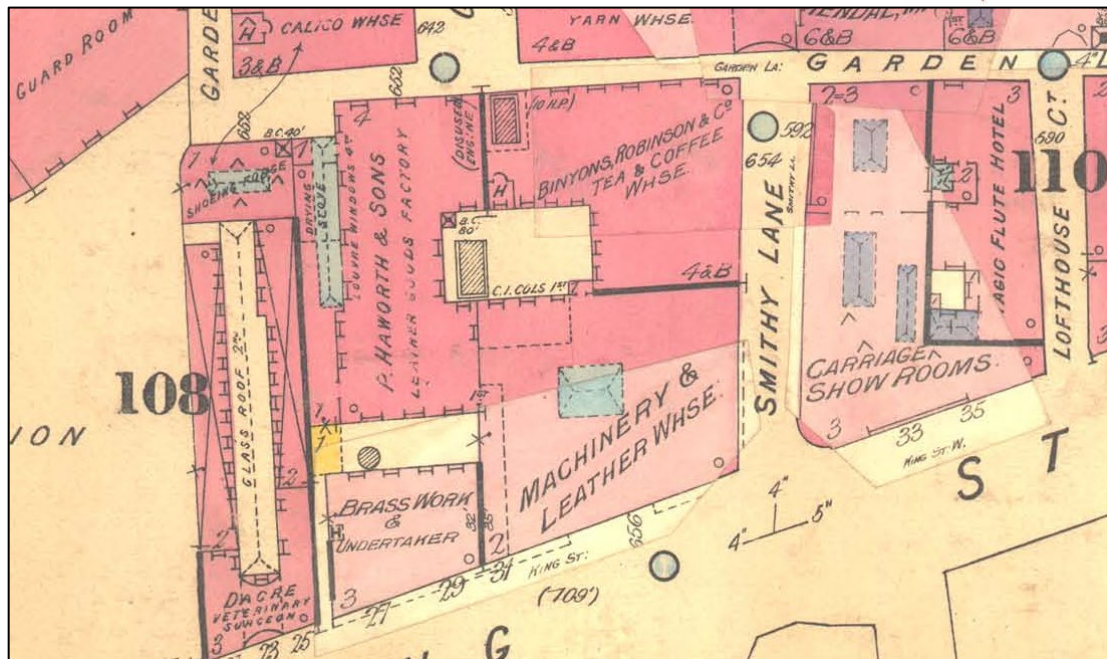


Plate 9: Goad's fire insurance map revised in 1901 showing the Site

Slater's 1909 directory revealed that James Smithies, an art metal worker, had moved to 27 King Street West and John Collier & Co, electrical engineers, to 29 King Street West (Slater 1909). John Collier & Co. had been at the property from at least 1905 when electric radiators were advertised for sale at Warwick Works (Plate 10). The same businesses remained on the Site in 1911 (Slater 1911).

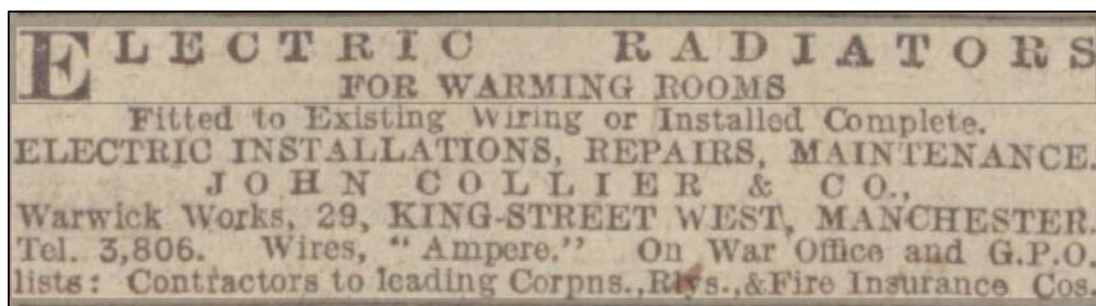


Plate 10: Newspaper article advertising John Collier & Co.'s business (*Manchester Evening News* 01 December 1905)

Little development had taken place within the Site between 1893 and 1922 (Fig 8). Alterations were made to 31-33 King Street West in 1926. The showroom at the south of the property was converted into offices and extended to three storeys, the south and east walls were rebuilt, and a new shop front was added at ground level. A new staircase was also inserted at the junction between the showroom and the workshop (Historic England 2022a).

More alterations were made to 31-33 King Street West after the second world war, and this was potentially when the workshop space was altered by lowering the tall perimeter chimney stacks and 80-foot boiler chimney down to eaves level. It appears that 27 and 29 King Street West were destroyed during the war and were replaced by 1953 with a three-storey retail and office unit, adjoining 31-33 (Historic England 2022a). The 1956 ordnance survey map showed the changes that had taken place in the Site

in the first half of the twentieth century, including the new office building that had replaced 27 and 29 King Street West (Plate 11; Fig 9). The properties at 21-25 King Street West had also been removed and Alberton Street had been constructed outside the western boundary of the Site. 31-33 King Street West and 3 Smithy Lane remained.

A photograph was taken of the southern end of the Site in 1968 (Plate 12). The image shows the front of the office unit replacing the shops at 27 and 29 King Street West. The buildings were occupied by Entwistle Thorpe & Co. To the east is the three floored former showroom building and behind, the top of the former workshop and factory can be seen. Modern mapping shows that no further development has taken place within the footprint of the Site (Fig 2).

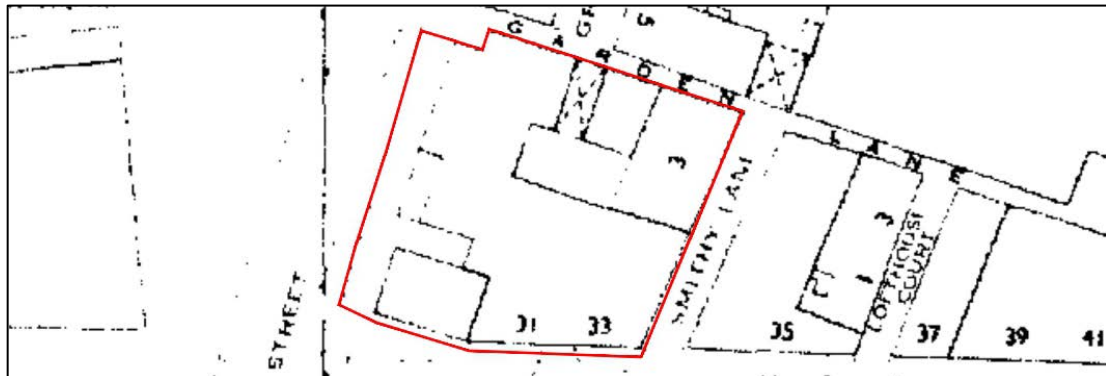


Plate 11: Extract from the 1956 OS map showing the Site



Plate 12: Photograph of the Site taken in 1968 (Manchester Local Image Collection)

5. Gazetteer

The following gazetteer entries summarise the sites of potential archaeological interest within the Site. The identification of these non-designated heritage assets is drawn primarily from the historic map regression analysis. The locations of the gazetteer entries are given on Figure 10-12 (*Appendix 2*).

Gazetteer Entry 01

Site Name	Carriage Manufactory Showroom (31 and 33 King Street West, including 3 Smithy Lane)
Designation	Grade II listed building
HER number	8447.1.0
Site Type	Coach works showroom
Period	1849
NGR	SJ 83531 98359
Source	HER; OS mapping; Goad 1901; Historic England
Description	The 2-floor carriage showroom was constructed in 1849. In 1854 it was subject to fire damage. The extent of the damage remains unknown. The building also included a carriage store and entrance. It was later used as a machinery and leather warehouse. The showroom was altered in 1926 and converted for office use. The showroom does not have a basement.
Assessment	This part of the Site is set to be demolished as part of the proposed works.

Gazetteer Entry 02

Site Name	Carriage Manufactory Workshop (31 and 33 King Street West, including 3 Smithy Lane)
Designation	Grade II listed building
HER number	8447.1.0
Site Type	Coach works workshop
Period	1840
NGR	SJ 83517 98377
Source	HER; OS mapping; Goad 1901; Historic England
Description	A 4 floor workshop for William Carr's coach manufactory was built around 1840. The building included a basement for the boiler. A single storey extension was added to the west in the late nineteenth century. The workshop was later used as a leather goods factory.
Assessment	The workshop will be retained and refurbished as part of the proposed development and the building is unlikely to be adversely affected by the works. The single-storey extension to the west of the warehouse will be demolished as part of the proposed works.

Gazetteer Entry 03

Site Name	3 Smithy Lane (31 and 33 King Street West, including 3 Smithy Lane)
Designation	Grade II listed building
HER number	8447.1.0
Site Type	Warehouse
Period	1855
NGR	SJ 83541 98372
Source	HER; OS mapping; Goad 1901; Historic England
Description	A warehouse was constructed as part of Carr's complex in 1855, replacing an earlier warehouse destroyed by a fire. It was leased to various companies and was later used as a tea and coffee warehouse.
Assessment	The warehouse will be retained and refurbished as part of the proposed development.

Gazetteer Entry 04

Site Name	Early nineteenth-century buildings (site of)
Designation	No designation
Site Type	Coach manufactory
Period	Early nineteenth century
NGR	SJ 83528 98374
Source	Historic England; Bancks 1831
Description	Bancks' 1831 map shows buildings in the central section of the Site, around a courtyard accessed from Garden Lane. A coach manufactory was present on the Site from 1805 and so it's possible that this was its location. Fire damaged the manufactory in 1836 and so the buildings were replaced by 1841. It's also possible that the buildings represent other early industrial or commercial buildings.
Assessment	The extent of the fire damage caused to the original manufactory buildings is unknown. It is also unknown if the buildings were cellared. However, it is possible that archaeological remains of the buildings remain within the Site, particularly within the current central courtyard which has seen little development.

Gazetteer Entry 05

Site Name	Early nineteenth-century warehouse (site of)
Designation	No designation
Site Type	Warehouse
Period	Early nineteenth century
NGR	SJ 83542 98378
Source	Historic England; OS 1851 map
Description	Carr's coach manufactory complex was rebuilt and extended in 1841. The original warehouse was shown on the 1851 OS map in the north-east corner of the Site. It was damaged by fire in 1854 and replaced with a new warehouse. The 1893 map shows the footprint of the new warehouse over the former.
Assessment	The 1855 warehouse was constructed over the footprint of the former, including a basement. It is therefore unlikely that any remains associated with the original warehouse survive. The 1855 warehouse will also be retained as part of the proposed works and therefore remains of the early nineteenth-century buildings are unlikely to be affected.

Gazetteer Entry 06

Site Name	27-29 King Street West (site of)
Designation	No designation
Site Type	Commercial and industrial properties
Period	Early nineteenth century
NGR	SJ 83511 98357
Source	Bancks 1831; OS mapping; Goad 1901
Description	Two shops first shown on Bancks' map of 1831 and then adjoining Carr's showroom in 1851. They were occupied by numerous industrial and commercial businesses throughout the nineteenth and twentieth centuries. The buildings were demolished by 1953 and replaced with the current office building.
Assessment	Archaeological remains of 27-29 King Street West may survive within the footprint of the present-day offices. Although, the remains may have been damaged by the construction of the present-day offices, which are cellared. The offices are to be demolished as part of the proposed works, and a basement constructed in the new building, which has the potential to impact any buried remains of 27-29 King Street West.

Gazetteer Entry 07

Site Name	Harrop's Court (site of)
Designation	No designation
Site Type	Workers' housing
Period	Eighteenth century
NGR	SJ 83524 98356 (approximate)
Source	Laurent's 1793; Scholes 1797; Green's 1787-94; Swire's 1824; Bancks' 1831
Description	Workers' houses removed by 1842 and replaced with Carr's showroom. It is unknown if the buildings incorporated cellars.
Assessment	Harrop's Court lay within the study area and there is some potential for buried remains to survive. The 1849 showroom constructed within the footprint of the court was built without a basement. The demolition of the showroom building and the planned construction of a basement within the proposed development may therefore damage any remains associated with Harrop's Court.

Gazetteer Entry 08

Site Name	Late eighteenth-century houses, Smithy Lane (site of)
Designation	No designation
Site Type	Housing
Period	Eighteenth Century
NGR	SJ 83540 98370 (approximate)
Source	Laurent's 1793; Green's 1787-94; Swire's 1824; Bancks' 1831
Description	A row of houses shown fronting Smithy Lane, with some back-to-back houses adjoining Harrop's Court. The houses were first present on Laurent's map of 1793 and were constructed after the publication of Casson and Berry's 1746 map. The houses were likely demolished in 1841 when the new coach manufactory was constructed. It is unknown if the buildings incorporated cellars.
Assessment	Carr's 1849 showroom and earlier warehouse were constructed over the footprint of the buildings. The later 1855 warehouse likely destroyed any surviving remains of them in the northern section of the site. However, there is a possibility of remains within the southern section as the 1849 showroom was constructed without a basement. The demolition of the showroom building and the planned construction of a basement within the proposed development therefore may damage any remains associated with the houses.

Gazetteer Entry 09

Site Name	Houses on Garden Lane (site of)
Designation	No designation
Site Type	Buildings, possible housing
Period	Late eighteenth/ early nineteenth century
NGR	SJ 83512 98376 (approximate)
Source	Bancks' 1831
Description	Terraced buildings, likely workers houses, some back-to back, were shown in the north-west section of the Site on Bancks' 1831 map. The houses were not present on Green's 1787-94 map and were constructed sometime after, potentially when the original coach manufactory was constructed in 1805. The houses were likely demolished in 1841 when the new coach manufactory was constructed. It is unknown if the buildings incorporated cellars.
Assessment	Carr's workshop was constructed over part of the footprint of the houses. The workshop includes a basement, likely destroying any remains in that area. The workshop will be retained as part of the proposed works. However, some of the houses were located along the western border of the Site and later buildings constructed on this area were built without a basement, increasing the likelihood for survival of remains of the houses under the present pavement.

Gazetteer Entry 10

Site Name	Late eighteenth-century building (site of)
Designation	No designation
Site Type	Building
Period	Late eighteenth century
NGR	SJ 83506 98374 (approximate)
Source	Laurent's 1793; Green's 1787-94
Description	Possible houses or stables associated with the riding school to the west of the Site. The school opened in 1789. The building was no longer present by 1824. It is unknown if the building incorporated a cellar.
Assessment	It is possible that archaeological remains of the building survive under the present pavement, although any remains may have been damaged by later development. However, 21-25 King Street West built over the footprint of the building was constructed without a basement, increasing the chance for survival.

Gazetteer Entry 11

Site Name	Smithy (site of)
Designation	No designation
Site Type	Smithy
Period	Mid nineteenth century
NGR	SJ 83511 98390
Source	OS mapping
Description	A smithy shown in the north-west corner of the 1851 OS map. The building had been removed and replaced by 1893 by 21-25 King Street West. It is unknown if the smithy incorporated a cellar.
Assessment	There is some potential for buried remains of the smithy to survive within the Site, although any remains may have been damaged by later development. However, 21-25 King Street West built over the footprint of the building was constructed without a basement, increasing the chance for survival.

Gazetteer Entry 12

Site Name	21, 23 and 25 King Street West (site of)
Designation	No designation
Site Type	Commercial and industrial buildings
Period	Nineteenth century
NGR	SJ 83507 98376
Source	OS mapping; Goad 1901
Description	A long rectangular building separated into various businesses, reaching Garden Lane to the north and King Street West to the south. First shown on the 1893 OS map. Goad's 1901 map showed the building occupied by a veterinary surgeon and a shoeing forge and without a basement. The building had been demolished by 1956.
Assessment	Archaeological remains of the property likely survive within the Site given the lack of later development.

6. Significance

6.1 *The Policy Context of Heritage Assets*

The archaeological resource of an area can encompass a range of assets, including below-ground remains, earthworks, and standing buildings and other structures. Some of these remains may have statutory protection, such as Scheduled Monuments or listed buildings. Others do not, but may nevertheless be of archaeological significance. Under both national and local planning policy, as outlined below, both statutory and non-statutory remains are to be considered within the planning process.

The NPPF sets out the Government's planning policy and framework for England, and how these are expected to be implemented. The NPPF places particular emphasis on assessing the development proposals in line with an up-to-date local plan. Consequently, Manchester's Core Strategy (adopted July 2012) was consulted as the key Development Plan Document in the Local Development Framework (LDF), with particular reference to Policy EN3: Heritage. In determining applications, local planning authorities must be able to understand the significance of any heritage assets affected by a proposed development in order to assess its impact. This enables the conservation of heritage assets in a manner suitable to their significance so that they can be enjoyed for their contribution to the quality of life of this and future generations, or else they can be recorded and advance understanding of the significance of any heritage assets to be lost in a manner proportionate to their importance and the impact, and to make this evidence publicly accessible.

6.2 *Assessment Methodology and Significance Criteria for Below-Ground Archaeological Remains*

An accepted methodology for assessing archaeological significance is the Secretary of State's criteria for the scheduling of ancient monuments, outlined in Annex 1 of *Scheduled Monuments: identifying, protecting, conserving and investigating nationally important archaeological sites under the Ancient Monuments and Archaeological Areas Act 1979* (DCMS March 2010). These criteria have all been utilised in this assessment and are listed below:

- Period
- Rarity
- Documentation
- Group Value
- Survival/Condition
- Fragility/Vulnerability
- Diversity
- Potential

6.3 *Baseline Significance Conditions*

6.3.1 *Period*

No prehistoric, Roman or medieval activity is known to have taken place within the Site, and the potential for such remains is considered to be low due to the intensive development of the Site since the mid- to late eighteenth century.

The most likely remains to be encountered within the Site would date to the industrial period, which would include the early to mid-nineteenth-century remains associated with commercial and industrial premises at 25 and 27 King Street West (GE06) and 21-25 King Street West (GE12), and also sections of early nineteenth-century buildings located partially under the footprint of the central courtyard (GE04).

Other remains may include a mid-nineteenth-century smithy (GE11) and mid- to late eighteenth-century back-to-back workers houses' at Harrops Court (GE07), Smithy Lane (GE08) and Garden Lane (GE09).

The eighteenth and nineteenth centuries represent a significant period in the development of Manchester and therefore remains dating to these periods would be considered significant due to period.

6.3.2 *Rarity*

Any surviving eighteenth-century remains of would be considered significant due to rarity as these were often disturbed by the later industrial development of the town during the nineteenth and twentieth centuries. The mid-nineteenth-century commercial and industrial properties fronting King Street West and Garden Lane would not be considered significant due to rarity as these were a common feature of the industrial landscape and many remain standing.

6.3.3 *Documentation*

The historical development of the Site from the mid-eighteenth century can be traced reasonably well from cartographic and other primary sources. Further documentary research would undoubtedly furnish additional evidence, although this is unlikely to alter the outline and conclusions presented in this assessment.

6.3.4 *Group Value*

The study area lies within Manchester which expanded industrially and commercially from the mid-eighteenth century. The potential buried remains within the Site are associated with this period, and include workers housing, and industrial and commercial properties fronting King Street West and Garden Lane. Any eighteenth or nineteenth-century remains within the Site may therefore have some group value.

6.3.5 *Survival / Condition*

The survival, extent and condition of any below-ground archaeological remains within the Site is presently unknown. The remains of cellars outside the footprint of the coach manufactory workshop and the warehouse at 3 Smithy Lane likely survive. It is likely that the remains of early nineteenth-century buildings survive within the footprint of the current central courtyard at the Site as this area has seen little development.

It is possible that remains of workers' houses survive under the showroom at 31-33 King Street West, which was constructed without a basement and is due to be demolished as part of the proposed works. Although it is unknown if the houses were cellared.

It is unknown whether the remains of eighteenth-century workers' houses, a possible stable or house, and a later smithy survive along the western border of the Site as 21-23 King Street West was later constructed over the footprint of the buildings, which may have affected any remains. However, 21-23 King Street West was built without a cellar and the impact of this development remains unknown. It is likely that the remains of 21-23 King Street West do survive under the present pavement as this area of the Site saw little further development.

It is also possible that remains of 27-29 King Street West survive *in-situ*. Although office buildings were later constructed over the footprint of the commercial properties, including the construction of a cellar and therefore the impact of this development remains unknown.

6.3.6 Fragility/Vulnerability

Any buried archaeological remains, should they be present and survive *in-situ*, are vulnerable to damage or destruction during any earth-moving works associated with the proposed development.

6.3.7 Diversity

The diversity of the below-ground remains within the Site is presently unknown. However, the heritage assets within the Site are most likely related to the commercial and industrial development of Manchester during the industrial period. The remains of eighteenth-century houses would add some diversity.

6.3.8 Potential

There are no prehistoric sites within the Site or its environs, and the potential for prehistoric, Romano-British or medieval remains is considered to be very low. There is, however, some potential for the presence of archaeological remains dating to the industrial period within the Site, particularly in areas devoid of modern basements.

Two listed buildings at the northern end of the Site are to be retained as part of the design plans. The buildings comprised the former workshop (GE02) and the 1855 warehouse at 3 Smithy Lane (GE03). Therefore, any buried archaeological remains surviving beneath them will not be affected by the proposed development.

A small area of the Site still comprises a central courtyard space, which has remained open throughout the nineteenth century and offers a potential space for early eighteenth-century remains to survive. It is possible that this area could contain remnants of Carr's original coach manufactory, or earlier industrial or commercial business shown on Bancks 1831 map (GE04).

Carr's 1849 showroom, constructed fronting King Street West, is due to be demolished as part of the design plans. The showroom was built without a cellar and so there is potential for eighteenth-century workers houses at Harrops Court (GE07) and Smithy Lane (GE08) to survive within the Site, although it is unknown if these houses were

cellared. The design proposals include the addition of a basement to this area which would affect any remains associated with these.

The current 27-29 King Street West offices were constructed over the footprint of former commercial and industrial buildings, built in the early nineteenth century. The current offices are cellared reducing the potential for the early nineteenth century 27-29 King Street West to survive (GE06).

There is also potential for the remains of a smithy (GE11), eighteenth century houses at Garden Lane (GE09), and a possible eighteenth century stable or house (GE10) to survive along the western boundary of the Site. However, it is likely that the development of the study area between in the late nineteenth century resulted in the loss of these. Although any cellars may survive. 21-25 King Street (GE12) was constructed over the footprint of these buildings and early twentieth-century mapping shows it without a cellar. The western boundary of the Site is currently comprised of a pavement and there is potential for remains of 21-25 King Street survive.

A large number of back-to-back or blind-back housing was constructed in Manchester in the eighteenth and nineteenth centuries. However, slum clearance from the end of the nineteenth century onwards meant that they were demolished. Therefore, any buried remains associated with these buildings is of archaeological interest and the study of workers' housing has been highlighted as a legitimate avenue of research. This is articulated in the current Archaeological Research Framework for North West England (<https://researchframeworks.org/nwrf/the-industrial-and-modern-period/#section-39>), which identified several initiatives that should be prioritised for archaeological research of the industrial period, including Initiative 7.24 and 7.25:

Initiative 7.24: "Need to excavated urban cellars to examine life 'below stairs' in the middle-class house and cellar dwellings and workshops in working-class houses".

Initiative 7.25: "Where threatened with possible redevelopment excavations are required of now undeveloped and cleared former working-class areas regarded as slums".

Initiative 7.6: "A study of the development of workers' housing in Greater Manchester and east Lancashire should be undertaken to examine the development of different housing types to inform conservation agendas"

6.4 Significance of Below-Ground Archaeological Remains

It can be concluded from the information gained from the desk-based research that the Site is of archaeological interest and has the potential to contain remains of local significance, including remains associated with mid- to late eighteenth-century workers' housing (GE07; GE08; GE09) and a possible stable or house (GE010).

The Site also has the potential to contain below ground remains of remains of mid-nineteenth-century commercial and industrial properties (GE04; GE06; GE012), which would be of very low significance as many examples dating to this period survive as extant buildings within Manchester.

7. Impact of Development

7.1 Development Proposals

The design proposals for the Site include Full Planning Application and Listed Building Consent for the erection of a 14-storey building and the refurbishment of the existing buildings at 3 Smithy Lane and the Carriage Works on Garden Lane / St Mary's Parsonage. Also, with a ground floor extension to comprise office accommodation (Class E) and with front of house and commercial floorspace at ground floor (Class E). The proposals will also include associated landscaping and other works following the demolition of existing buildings at 27-29 King Street West and 31-33 King Street West and a link bridge from Carriage Works on Garden Lane / St Mary's Parsonage to 3 St Marys Parsonage to the north. The delivery of the proposals involves ground-breaking works that have the potential to affect any surviving archaeological remains within the Site.

7.2 Impact of Development on Below-Ground Remains

The assessment has demonstrated that the Site has the potential to contain the remains of the earlier eighteenth-century houses (GE07; GE08) and early nineteenth-century commercial properties (GE04; GE06). Furthermore, the nineteenth-century buildings at 21-25 King Street West (GE12) were not shown with basements/cellars on nineteenth century maps, and so there is also potential for remains of earlier structures (GE09; GE10; GE11) to survive in this area of the Site.

Any such remains that do exist within the Site are likely to be of local significance and, without a programme of mitigation, the scheme could damage or destroy these remains.

8. Further Investigation

8.1 Heritage Assets

The NPPF makes clear that where the loss of the whole or a material part of a non-designated heritage asset's significance is justified by a development, the developer should be required to record that asset and advance understanding of its significance, and to make this evidence publicly accessible.

The assessment has demonstrated that there is potential for buried archaeological remains to exist on the Site, which, pending the extent of their survival and condition, would merit preservation 'by record'.

8.2 Further Investigation

The scope and extent of any such further investigation will be determined by the Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Manchester City Council. It may be anticipated, however, that further archaeological investigation via evaluation trenching may be required to establish the presence or absence of buried archaeological remains and, if present, their extent and significance. It may also be anticipated that the former carriage showroom set to be demolished as part of the proposed works (GE01) will require recording via an archaeological building survey, prior to development works commencing on site.

Within the footprint of the carriage manufactory workshop (GE02) and 3 Smithy Lane (GE03) no further archaeological investigation is anticipated, as the existing buildings will be retained.

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Appendix 1: Census Return Data

The tables below give details of household names, number of residents per house and the occupations of the residents living at the houses within the immediate area of the Site. The census returns of 1841 have been included. Any houses that were not listed or were uninhabited have been left blank.

Address	Household Name(s)	Number of Residents	Listed Occupations of Residents
Garden Lane	Cross; Sadler; Barker; Parker; Brougham	6	...; Male Servant; Female Servants
Garden Lane	Pembert; Holland; Eaves	7	...; Female Servants

Table 6: Residents of Garden Lane, 1841

Address	Household Name(s)	Number of Residents	Listed Occupations of Residents
Lofthouse Buildings	Willis; Dawson; Sadler; Bennett	5	Independent; ...; Waiter; Butcher; Silk Winder
Lofthouse Buildings	Hampson; Wakeley	2	Butcher
Lofthouse Buildings	Howarth	3	-
Lofthouse Buildings	Hesketh	8	Fustian Cutter; Cotton Factory; Warehouseman

Table 7: Residents of Lofthouse Buildings, 1841

Address	Household Name(s)	Number of Residents	Listed Occupations of Residents
Smithy Lane	-	-	-
Smithy Lane	-	-	-
Smithy Lane	Williams	4	Brush M
Smithy Lane	Pendlebury	6	Independent; Cotton Reeler; Cotton Winder; Silk Winder
Smithy Lane	Albert	5	Labourer; Cotton Factory
Smithy Lane	-	-	-
Smithy Lane	Dean	5	Book Binder; Painter
Smithy Lane	France; Warburton	2	...; Hatter
Smithy Lane	Rae; Davies	5	Porter; Female Servant

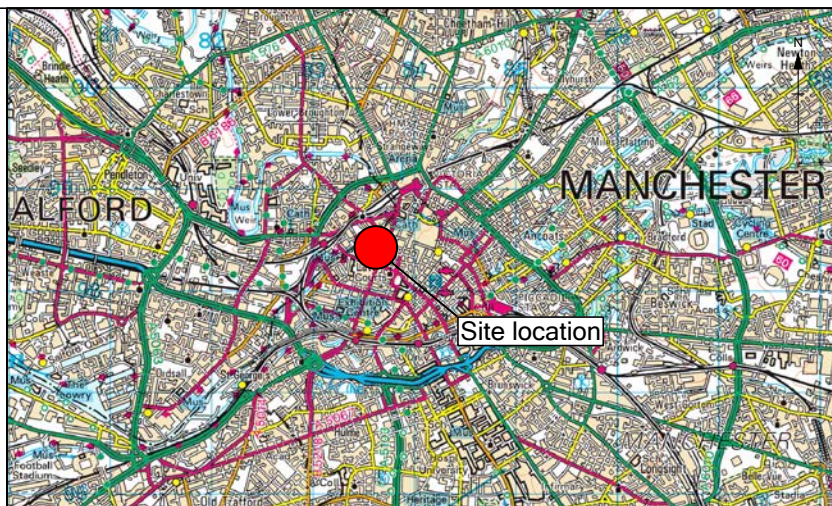
Table 8: Residents of Smithy Lane, 1841

Address	Household Name(s)	Number of Residents	Listed Occupations of Residents
Harrops Court	-	-	-
Harrops Court	Morris	4	Not Known
Harrops Court	-	-	-
Harrops Court	-	-	-
Harrops Court	-	-	-
Harrops Court	-	-	-
Harrops Court	-	-	-
Harrops Court	-	-	-
Harrops Court	Preston	3	Cabinet M

Table 9: Residents of Harrops Court, 1841

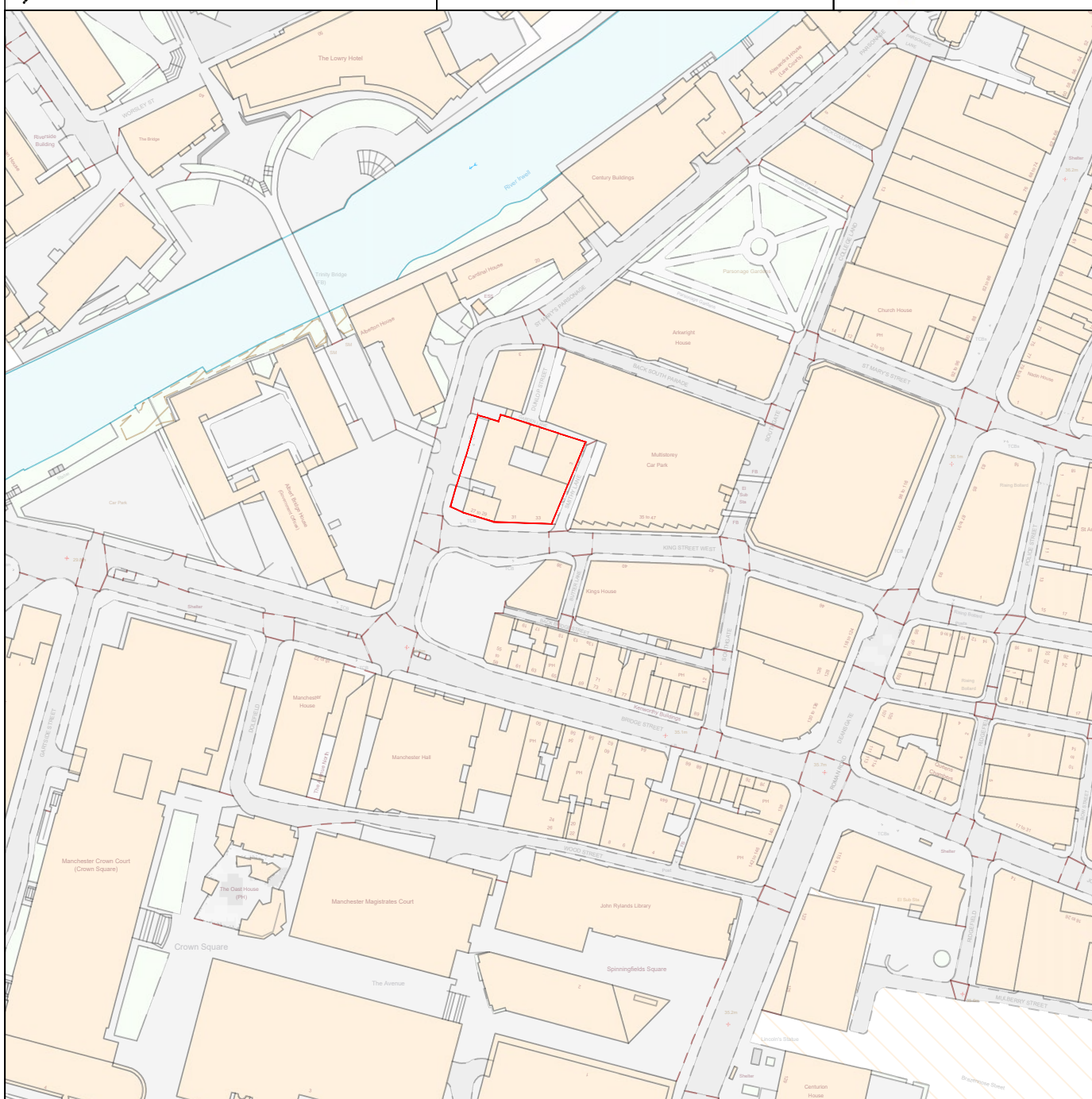
Appendix 2: Figures

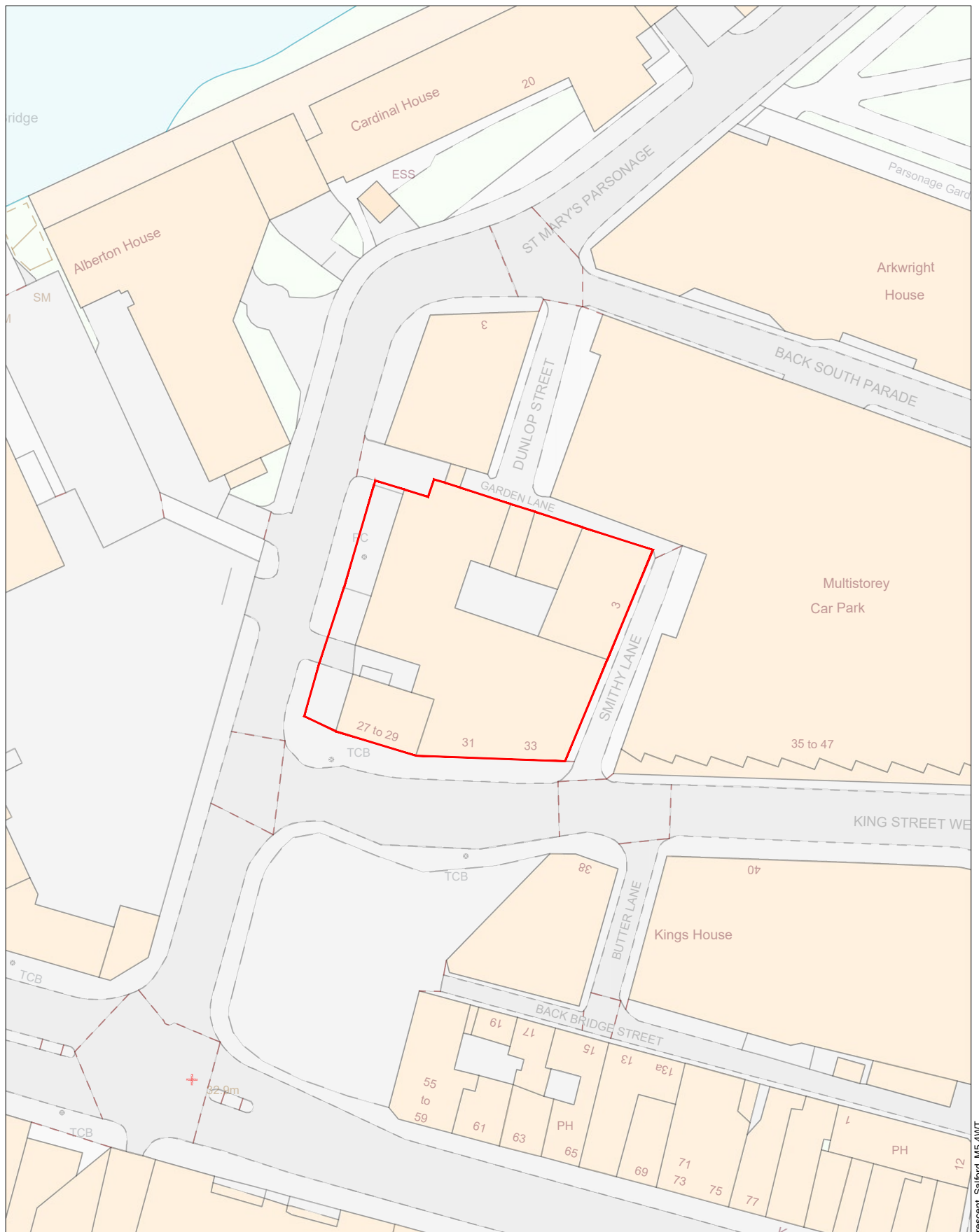
- Figure 1: Site location map
- Figure 2: Site boundary superimposed on modern mapping
- Figure 3: Site boundary superimposed on Green's map of 1793
- Figure 4: Site boundary superimposed on Swire's map of 1824
- Figure 5: Site boundary superimposed on Bancks & Co's map of 1831
- Figure 6: Site boundary superimposed on the Ordnance Survey 60": 1 mile map of 1851
- Figure 7: Site boundary superimposed on the Ordnance Survey 1: 500 Town Plan of 1891
- Figure 8: Site boundary superimposed on the Ordnance Survey 25": 1 mile map of 1922
- Figure 9: Site boundary superimposed on the Ordnance Survey 25": 1 mile map of 1956
- Figure 10: Gazetteer locations superimposed on modern mapping
- Figure 11: Gazetteer locations superimposed on modern mapping
- Figure 12: Gazetteer locations superimposed on modern mapping
- Figure 13: Areas of Archaeological Potential



Kings Street West

Figure 1: Site location

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Figure 2: Site boundary superimposed on the modern Ordnance Survey map



Key:

Site boundary



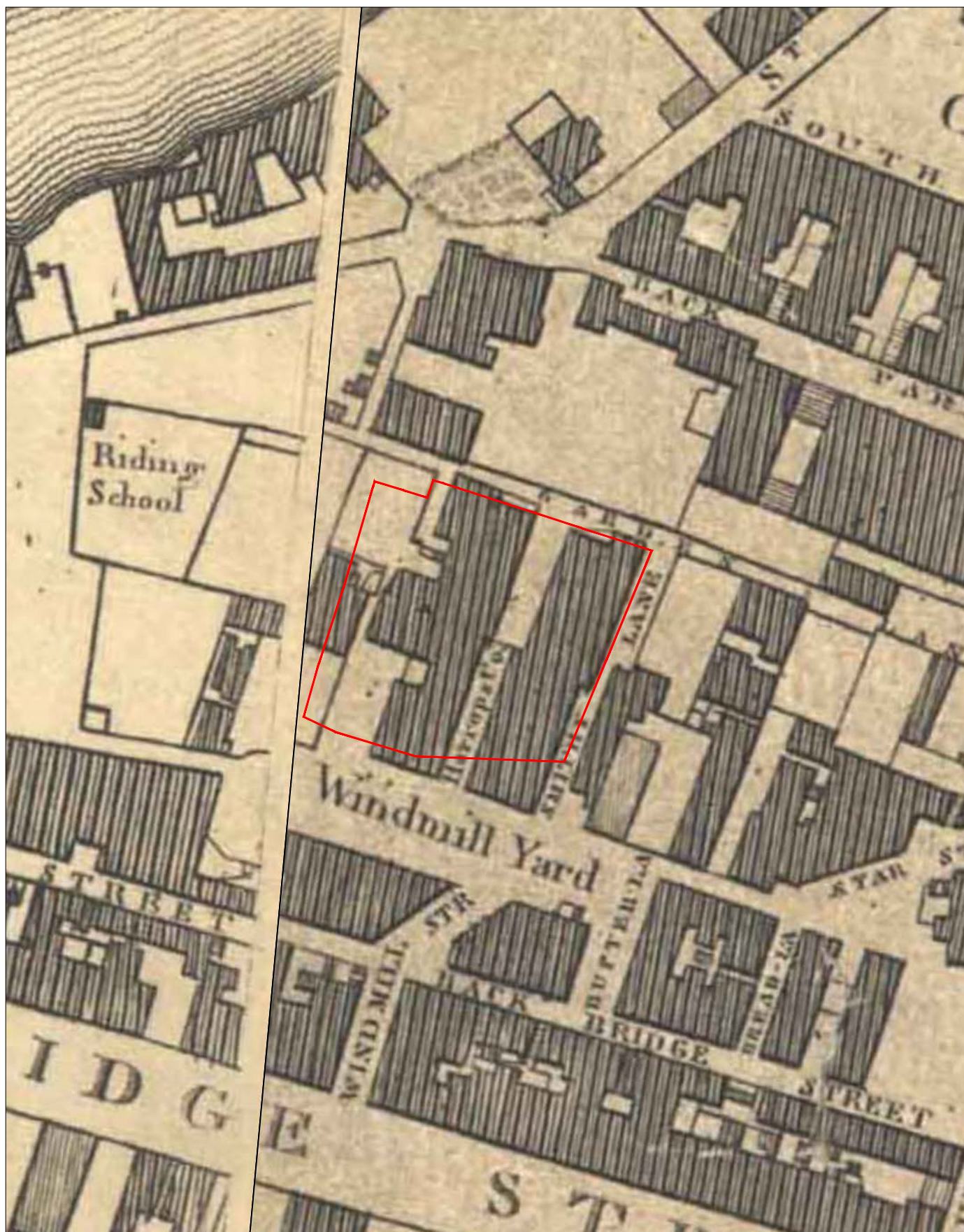
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50 m



Scale at A4 1:750



King Street West

Figure 3: Site boundary superimposed on Green's map of 1797



Key:

Site boundary



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Scale at A4 1:750



King Street West

Figure 4: Site boundary superimposed on the Swire's Map of Manchester & its Environs 1824

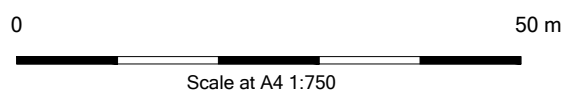


Key:

Site boundary



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Figure 5: Site boundary superimposed on the Bancks & Co's Map of Manchester & Salford 1831



Key:

Site boundary



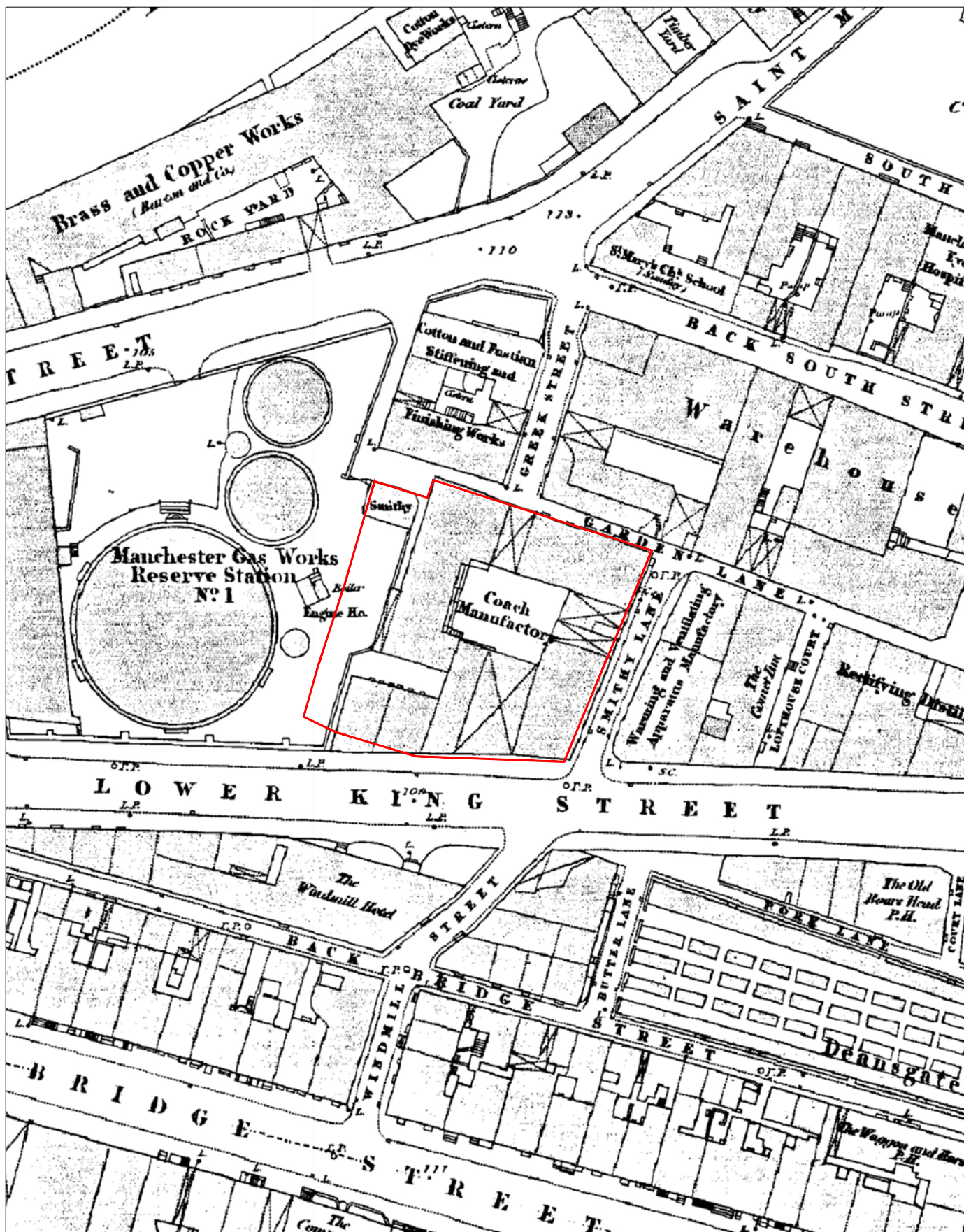
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Figure 6: Site boundary superimposed on the Ordnance Survey map of 1851

Key:

Site boundary

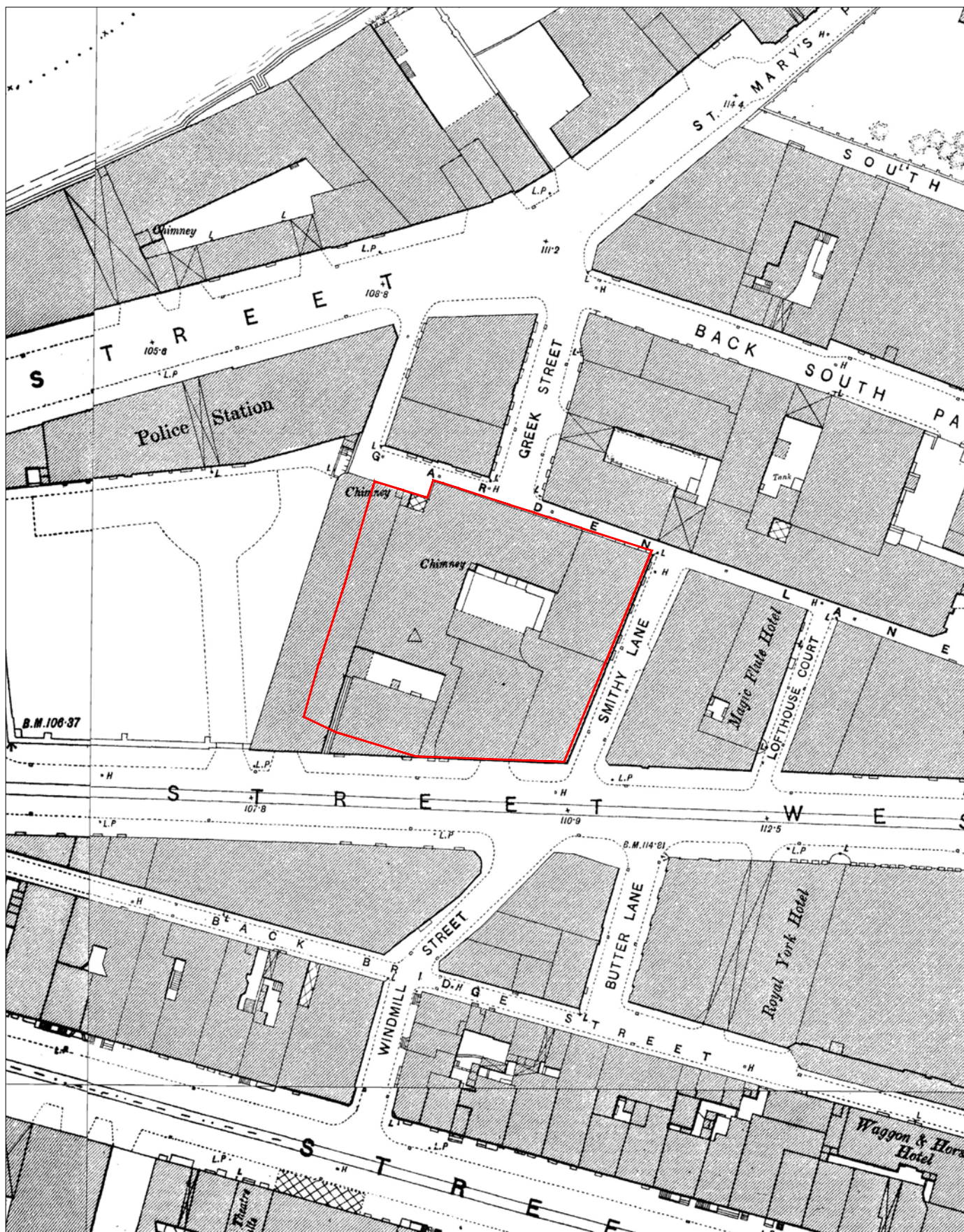


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Figure 7: Site boundary superimposed on the Ordnance Survey map of 1891



Key:

Site boundary



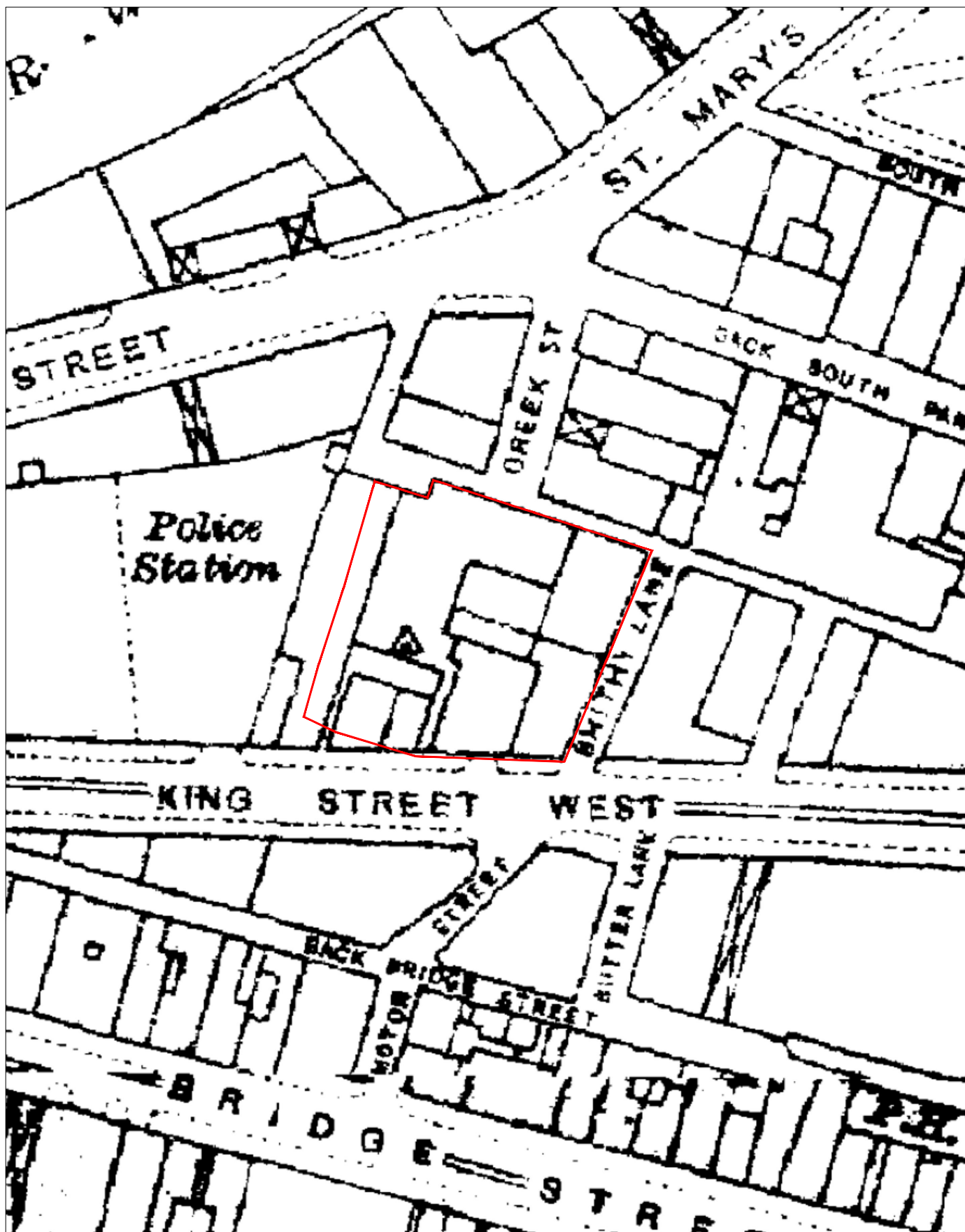
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Figure 8: Site boundary superimposed on the Ordnance Survey map of 1922



Key:

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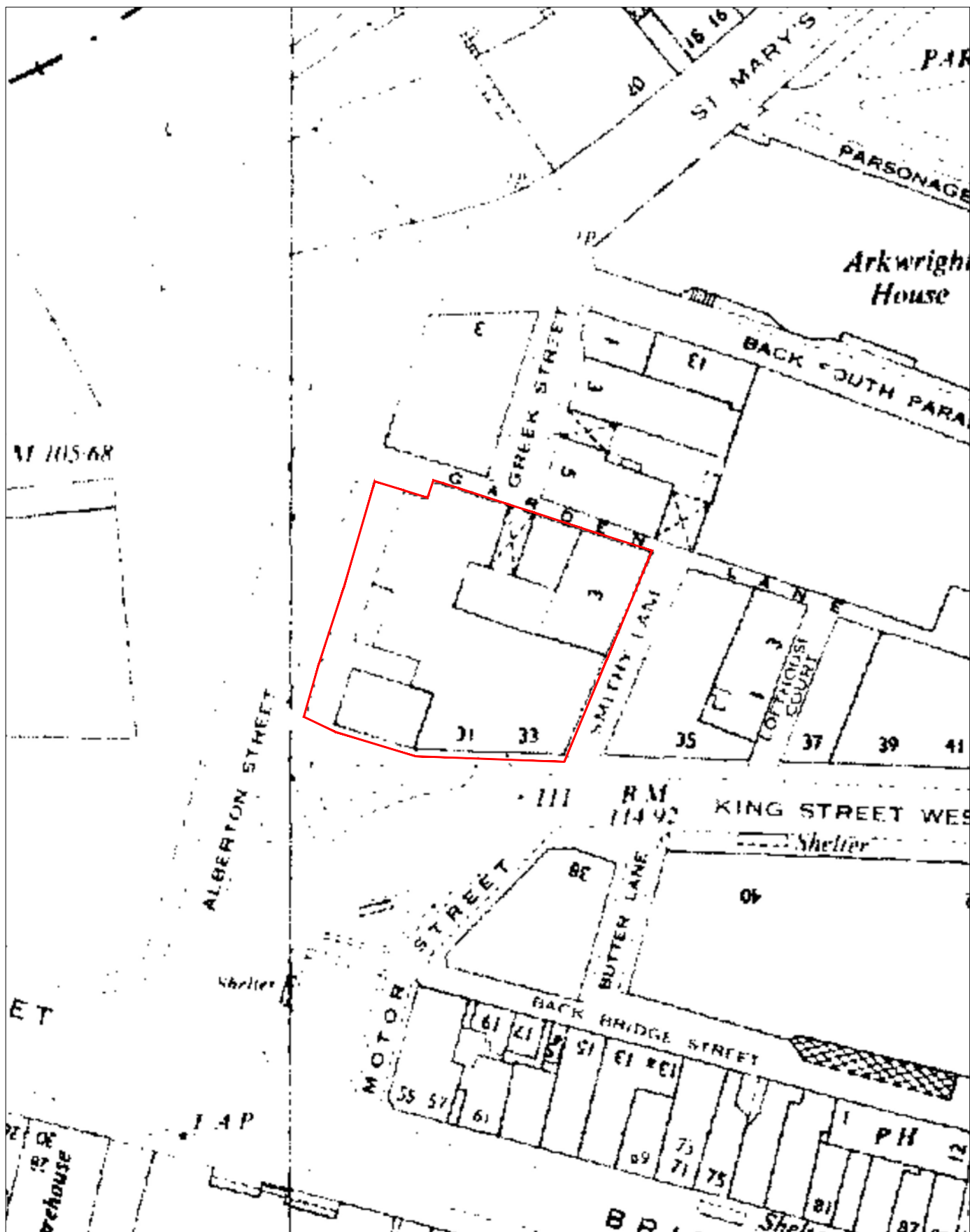
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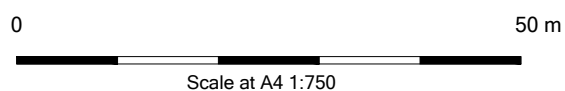
Figure 9: Site boundary superimposed on the Ordnance Survey map of 1956

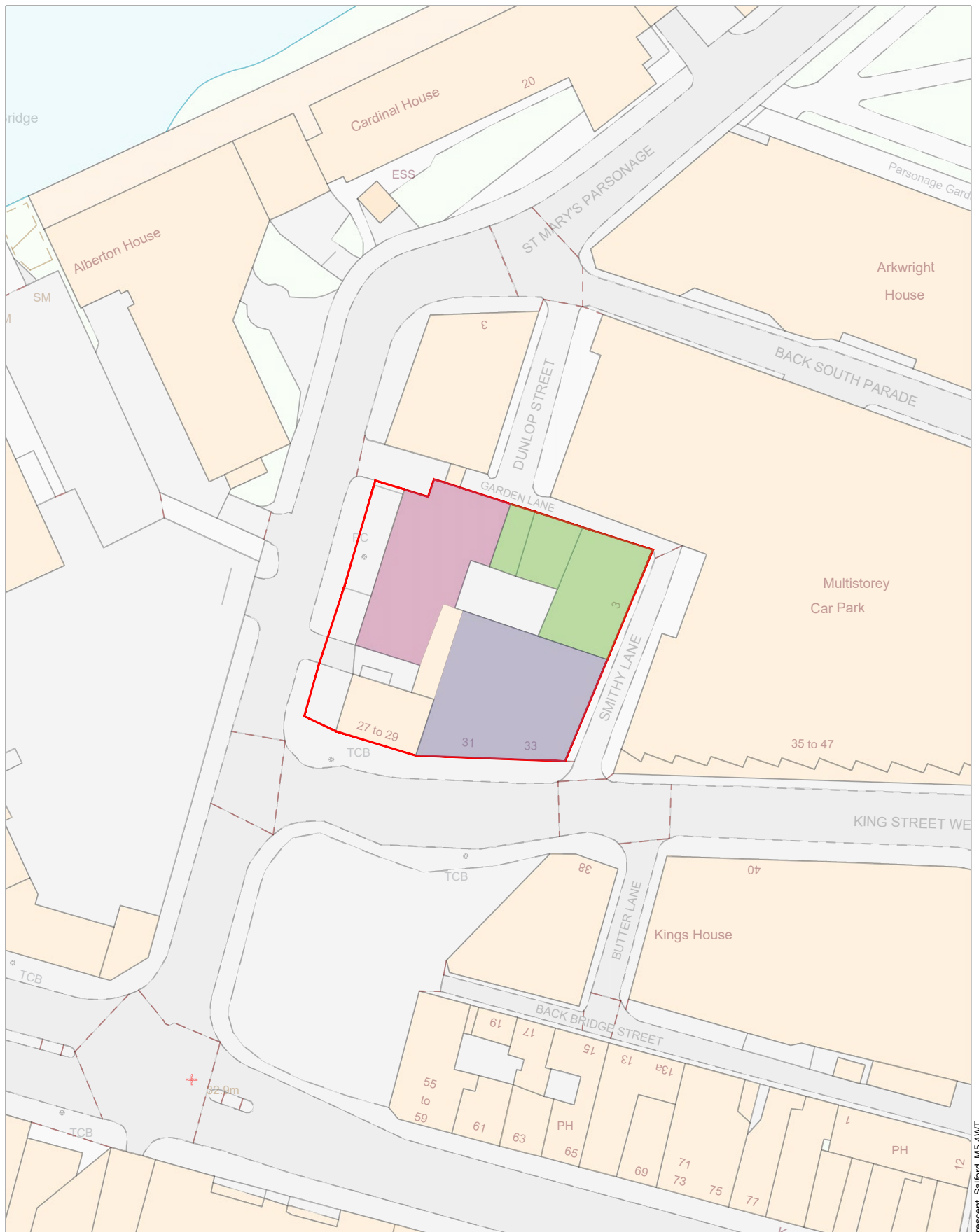
Key:

Site boundary



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Figure 10: Site boundary and Gazetteer locations superimposed on the modern Ordnance Survey map



Key:

- Site boundary
- GE01
- GE02
- GE03



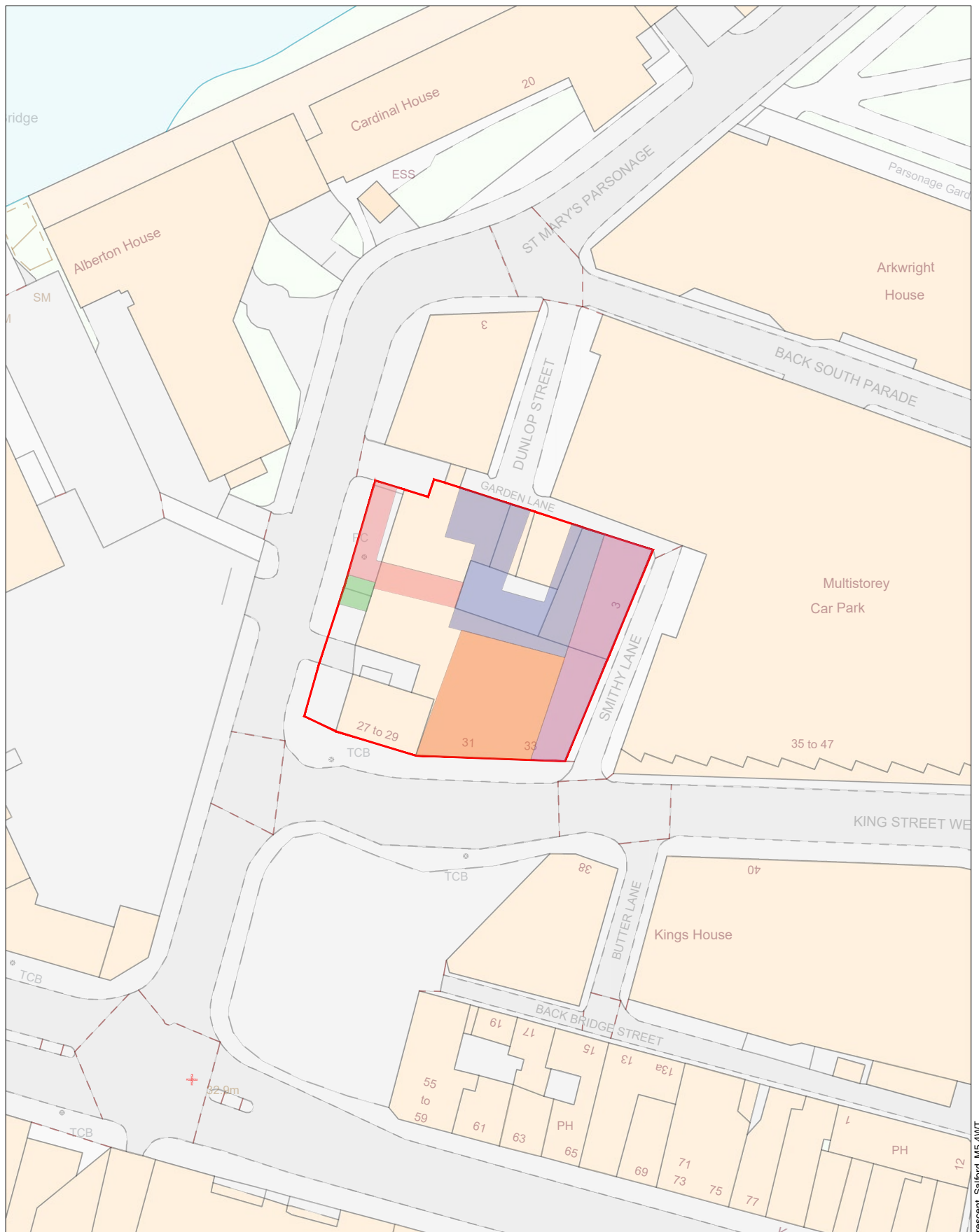
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King Street West

Figure 11: Site boundary and Gazetteer locations superimposed on the modern Ordnance Survey map



Key:

- Site boundary
- GE04
- GE07
- GE08
- GE09
- GE10



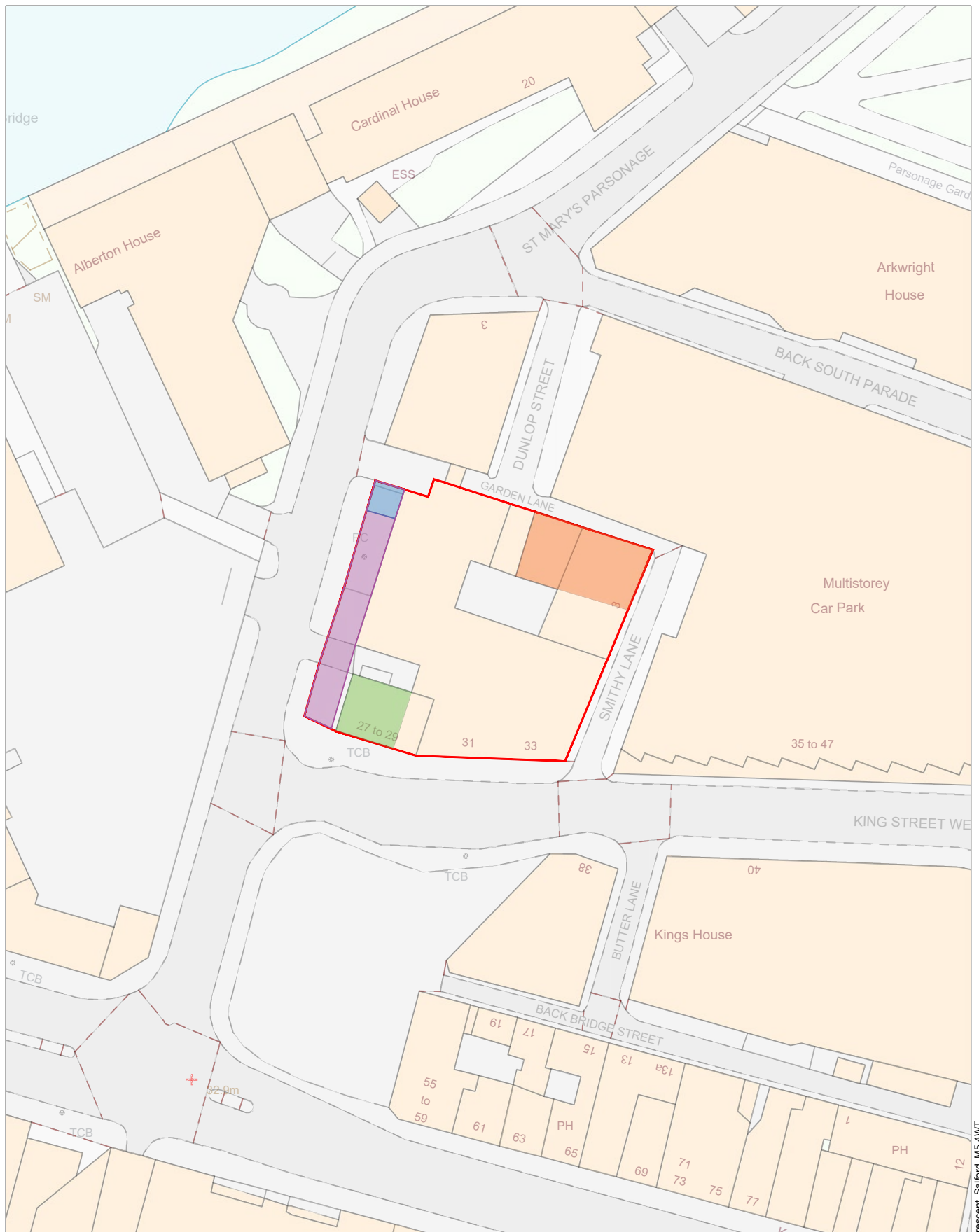
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King Street West

Figure 12: Site boundary and Gazetteer locations superimposed on the modern Ordnance Survey map



Key:

- Site boundary
- GE05
- GE06
- GE11
- GE12



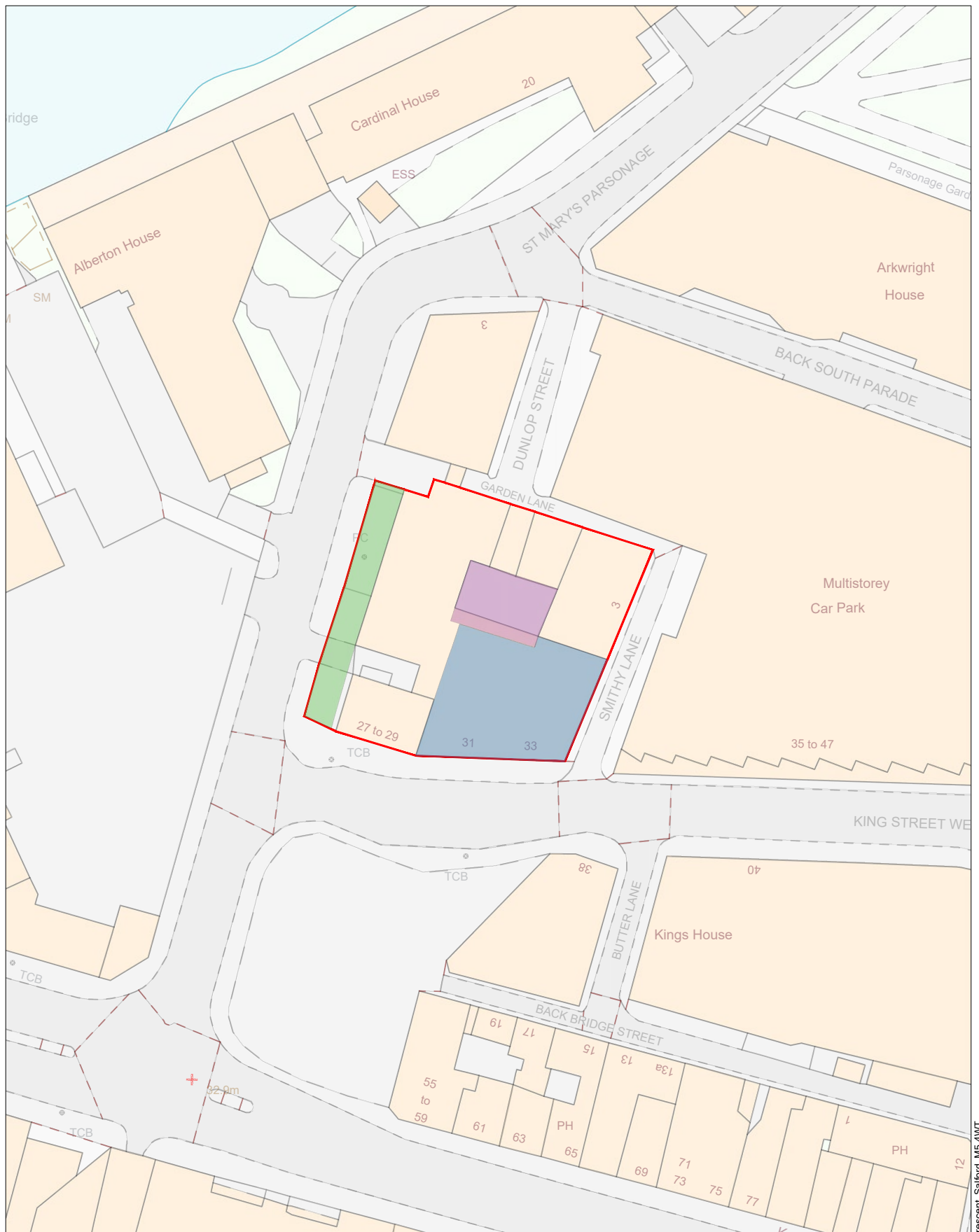
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King Street West

Figure 13: Site boundary and areas of archaeological potential superimposed on the modern Ordnance Survey map



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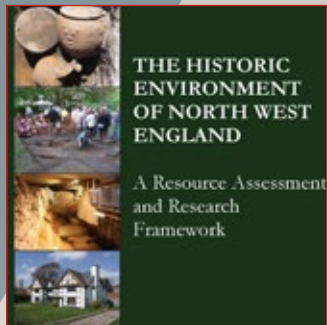


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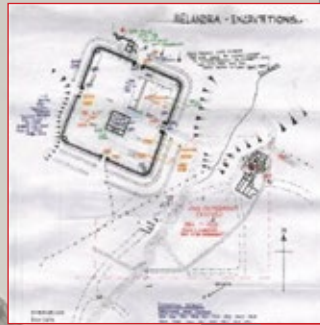
- Site boundary
- GE09/10/11/12
- Eighteenth century housing (GE07/08)
- Early nineteenth century buildings (GE04)



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DESK-BASED ASSESSMENTS



WATCHING BRIEF & EVALUATION



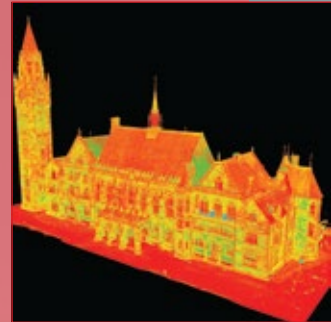
EXCAVATION



BUILDING SURVEY



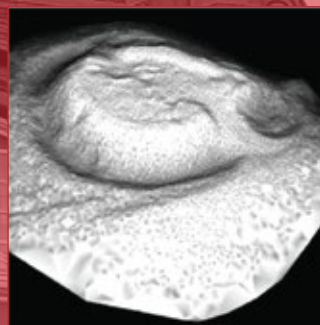
3D LASER SCANNING



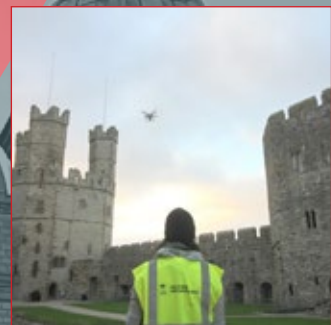
COMMUNITY INVOLVEMENT



LANDSCAPE SURVEYS



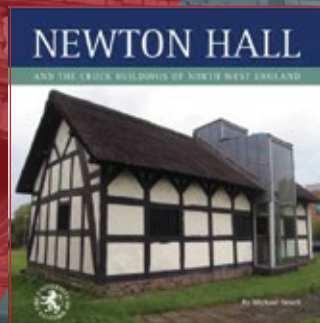
DRONE SURVEYS



WORKSHOPS & VOCATIONAL TRAINING



RESEARCH PUBLICATIONS



SEMINARS, DAYSCHOOLS CPD EVENTS

