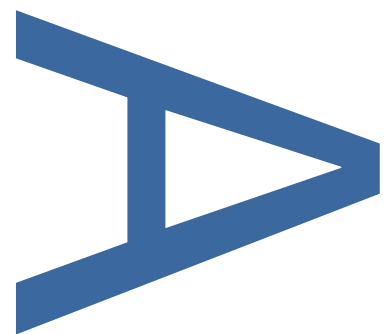
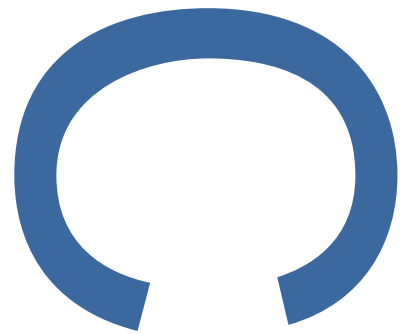


**HISTORIC BUILDING RECORDING
OF CARRINGTON STREET CAR
PARK, CITY OF WESTMINSTER,
W1J 7AF**



SITE CODE: CRG18

PCA REPORT NO: R13556

FEBRUARY 2019

PRE-CONSTRUCT ARCHAEOLOGY

Historic Building Recording of Carrington Street Car Park, City of Westminster, W1J 7AF

Written by Adam Garwood

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Commissioning Client: Gardiner & Theobald LLP on behalf of Averdean Oak Limited and Croix Properties Inc care of Motcomb Estates Limited

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DOCUMENT VERIFICATION

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City of Westminster,
W1J 7AF

Type of project

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1 NON-TECHNICAL SUMMARY

- 1.1.1 Pre-Construct Archaeology Limited was commissioned by Gardiner & Theobald LLP on behalf of Averdeen Oak Limited and Croix Properties Inc care of Motcomb Estates Limited to undertake historic building recording of Carrington Street (NCP) Car Park, City of Westminster W1J 7AF prior to its demolition and the redevelopment of the site. The survey was undertaken following recommendations made for historic building recording by Diane Abrams, Historic England Greater London Archaeological Advisor to the City of Westminster (hereafter the Curator) and in accordance with an approved Written Scheme of Investigation (Matthews 2018).
- 1.1.2 The historic building recording and documentary research has confirmed that the Carrington Street car park building was constructed as a purpose-built motor garage in 1906-7. The garage was built by the Electromobile Co. Ltd, who specialised in the manufacture, sale and hire of electric powered carriages. In 1910 a sister company was created, the Hertford Street Motor Hiring Company Limited. This operated from the same premises as Electromobile, but hired out luxury cars - notably Napiers - which ran on petrol. When built the garage could accommodate up to 300 vehicles and by 1914 employed up to 200 workers. By the 1930s the building was in use by University Motors Limited, who specialised in the sale, hire and repair of MG sports cars and who were at that time well established in central London Brighton. The building was re-purposed as a car-park sometime between 1964 and 1973.

2 INTRODUCTION

2.1 Background

- 2.1.1 Pre-Construct Archaeology Limited was commissioned by Gardiner & Theobald LLP on behalf of Averdeen Oak Limited and Croix Properties Inc care of Motcomb Estates Limited to undertake historic building recording of Carrington Street (NCP) Car Park, City of Westminster W1J 7AF prior to its demolition and redevelopment of the Site (**Figures 1 and 2**).
- 2.1.2 The survey was undertaken following recommendations made for Level 2 historic building recording by Diane Abrams, Historic England Greater London Archaeological Advisor to the City of Westminster (hereafter the Curator) and a planning condition for historic building recording (38) attached to planning consent (Ref. 16/11248/FULL).
- 2.1.3 The recording was completed in accordance with an approved Written Scheme of Investigation (Matthews 2018), National Planning Policy Guidance, specifically National Planning Policy Framework (NPPF revised 2018), the Chartered Institute for Archaeology (2014) *Standard and Guidance for the Archaeological Investigation and Recording of Standing Buildings or Structures* and with Historic England (2016) '*Understanding Historic Buildings; A Guide to Good Recording Practice*'.
- 2.1.4 The development site includes the Carrington Street Car Park (the subject of this report), which is presently in use as a NCP car park and was built during the early years of the 20th century, nos 51-53 Brick Street, a late 20th century six storey mixed use office and residential property) and nos 1-6 Yarmouth Place, a late 20th century six storey office block comprised of two separate but conjoined buildings, entirely in commercial use. The historic building recording was only carried out on Carrington Street Car Park. None of the buildings within the Site are listed buildings although they are located within the Mayfair Conservation Area.

2.2 Site Location and Description

- 2.2.1 The site is located between the southern end of Carrington Street and Brick Street. The car park is adjoined by properties on all sides including Carrington House to the north-west and nos 51-52 Brick Street and nos 1-6 Yarmouth Place to the south. The car park is accessed from the north via Carrington Street off Shepherd Street and lies to the south of Shepherd Market and Curzon Street and to the north (west) of Piccadilly (A4) and Green Park, at NGR TQ 28719 80164.
- 2.2.2 Carrington Street car park is broadly sub-rectangular in plan and is aligned approximately east-west (canted slightly northeast-southwest), measuring c.94.3m long and 20.5m in width. It is constructed over two storeys with a basement, but provides parking on four levels, with parking enabled across the full length of its flat roof. The garage remains almost entirely enclosed within urban developments between Brick Street and Shepherd Street and only a small section of its northern elevation is visible from street level i.e. that looking south along Carrington Street. This part of the building was however extensively damaged during the Second World War and has been rebuilt post-war in plain brickwork. Presently modern, utilitarian car barriers cross the main entrance, with NCP livery signage and a large louvred opening above. Overall, this section of the garage is of little architectural quality and gives the impression of a building much later than its early 20th century date.
- 2.2.3 The site is located within the Mayfair Conservation Area, first designated by the City of Westminster in 1969 and amended in 1974 and extended in 1979 and 1990 and falls within the setting of a number of listed buildings of special architectural and historic interest, particularly those around Shepherds Market and Hertford Street. The City of Westminster does not maintain a register of unlisted buildings of local architectural or historic interest or "local list".

3 PLANNING BACKGROUND

3.1 Introduction

- 3.1.1 National legislation and guidance relating to the protection of historic buildings and structures within planning regulations is defined by the provisions of the *Town and Country Planning Act 1990*. In addition, local planning authorities are responsible for the protection of the historic environment within the planning system and policies for the historic environment are included in relevant regional and local plans.

3.2 National Legislation and Planning Guidance

- 3.2.1 Statutory protection for historically important buildings and structures is derived from the *Planning (Listed and Conservation Areas) Act 1990*. Guidance on the approach of the planning authorities to development and historic buildings, conservation areas, historic parks and gardens and other elements of the historic environment is provided by the National Planning Policy Framework (NPPF), which was adopted on 27 March 2012 and revised in 2018. The requirement for archaeological work is in accordance with NPPF Paragraph 195.

3.3 Regional Planning Guidance: London Plan

- 3.3.1 Development also falls under the remit of the Mayor of London's London Plan [March 2016] which addresses Heritage, Conservation Areas, World Heritage Sites and Protected sites. The core intent of the Mayor's strategy in the London Plan is expressed as follows:

POLICY 7.8 HERITAGE ASSETS AND ARCHAEOLOGY

London's heritage assets and historic environment, including listed buildings, registered historic parks and gardens and other natural and historic landscapes, conservation areas, World Heritage Sites, registered battlefields, scheduled monuments, archaeological remains and memorials should be identified, so that the desirability of sustaining and enhancing their significance and of utilising their positive role in place shaping can be taken into account.

Development should incorporate measures that identify, record, interpret, protect and, where appropriate, present the site's archaeology.

Planning decisions

Development should identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate.

Development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.

New development should make provision for the protection of archaeological resources, landscapes and significant memorials. The physical assets should, where possible, be made available to the public on-site. Where the archaeological asset or memorial cannot be preserved or managed on-site, provision must be made for the investigation, understanding, recording, dissemination and archiving of that asset.

3.4 The Proposed Works

- 3.4.1 Planning permission (Ref. 16/11248/FULL) was granted on 23rd February 2018 by the City of Westminster for the 'Demolition of existing buildings on site and redevelopment to provide up to 309 residential units (Class C3), office floorspace (Class B1), gymnasium (Class D2), retail art gallery (Class A1), restaurant (Class A3) and retail (Class A1) floorspace; creation of a new pedestrian link through the site between Yarmouth Place and Carrington Street; erection of buildings either side of

the new pedestrian link between 4 and 8 storeys in height; excavation to create additional basement accommodation; provision of on site car parking, cycle parking and delivery bay on Yarmouth Place; new landscaping including improvement works to Yarmouth Place; associated alterations.'

- 3.4.2 Diane Abrams, Historic England Greater London Archaeological Advisor to the City of Westminster (hereafter the Curator), pointed out in her consultation letter to Helen Mackenzie at the City of Westminster on 16 December 2016 that 'The car park structure to be demolished has been highlighted to be of some historic interest for its structural design and function (Compass Archaeology, February 2016)'. She advised that a condition for Historic Building Recording should be attached to any future consent and that:

'Archaeological building recording is an investigation to establish the character, history, dating, form and development of an historic building or structure which normally takes place as a condition of planning permission before any alteration or demolition takes place. The outcome will be an archive and a report which may be published. The historic building recording should be undertaken to Level 2 supplementing the historic record with documentary research and recording elements of the structure which are of interest.'

- 3.4.3 A historic building recording condition (38) attached to the planning permission states:

'No demolition shall take place until a written scheme of historic building investigation (WSI) has been submitted to and approved by the local planning authority in writing. For buildings that are included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI., which shall include the statement of significance and research objectives, and

a) the programme and methodology of historic building investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;

b) the programme for post-investigation assessment and subsequent analysis, publication and dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.'

4 METHODOLOGY

4.1 Aims and Objectives

- 4.1.1 The aim of the building recording as set out in the Written Scheme of Investigation (Matthews, 2018) was to provide a record of the car park prior to its demolition. This record was to be broadly in accordance with that defined by Historic England's Level 2. The aim was to provide a better understanding of the car park, to compile a lasting record, to analyse the results and to disseminate the results.

4.2 On-Site Recording

- 4.2.1 The historic building recording of the building was carried out on 19th December 2018 and 8th January 2019. A photographic survey using high resolution digital images was completed recording all areas, historic structures, treatments, historic fabric and alterations. A selection of these photographs has been included in this report as **Plates 1 to 43** and **Figures 11 to 14** show the location and direction of the plates.
- 4.2.2 The historic building recording was undertaken in accordance with a Level 2 survey as set out in Historic England 2016 *Understanding Historic Buildings: A Guide to Good Recording Practice*.

4.3 Project Archive

- 4.3.1 A full and ordered archive including any written, drawn, survey and photographic records will be completed in accordance with guidelines for the preparation of archaeological archives for long term storage. The archive will be provisionally stored in Pre-Construct Archaeology's London Office in Brockley before being transferred to the LAARC (London Archaeological Archives Research Centre). The report will be submitted to the client, the GLHER (Greater London Historic Environment Record) and Westminster Council.

4.4 Guidance

- 4.4.1 All works were undertaken in accordance with standards set out in:

ClfA (2014) *Standard and guidance for the archaeological investigation and recording of standing buildings or structures*

English Heritage (now Historic England) (2005) *The Presentation of Historic Building Survey in CAD*

Historic England (2015) *Guidelines for Archaeological Projects in Greater London*
Greater London Archaeological Advisory Service

Historic England (2016) *Understanding Historic Buildings: A Guide to Good Recording Practice*

5 HISTORICAL BACKGROUND

- 5.1.1 The area of Mayfair was originally part of the manor of Ebury, which also included the areas of Pimlico and Victoria. Ownership was transferred to Westminster Abbey before 1087 and then to the Crown during the Reformation. Part of this land became Hyde Park and the rest was sold into various hands. The name of Mayfair is derived from the May Fair that was once held on land near today's Shepherd Market, but which was suppressed during the mid-18th century (Turley 2016).
- 5.1.2 During the 17th century the growth of London increasingly moved westward and into open undeveloped land or towards an area characterised by existing Royal parkland. St James's Park was established by 1531, while Green Park, initially named Upper St James Park, was laid out during the 1660s to enable King Charles II to walk between Hyde Park and St James's without leaving royal land. The focus of fashionable London subsequently became the 'West End' of the emerging city, the shift greatly accelerated by the Great Fire of 1666, which devastated large areas of the medieval city centre. The latter half of the 17th century saw the development of St James's, Soho and the south part of Mayfair. Grand houses were developed along the broad street of Piccadilly (formerly Portugal Street) such as Burlington House and Egremont House, while Rocque's map of London dated 1749 illustrates continued development along the north side of Piccadilly and as far as Hyde Park corner.
- 5.1.3 During the 18th century development took the form of speculatively laid out new streets and squares of terraced houses on a complex patchwork of private estates within Mayfair, intended to cater for the growing prosperous classes. On a more modest scale, areas such as Shepherd Market were also set out, with development of the area largely complete by the 1780s. Horwood's map of 1799 depicts Carrington Street as a short street of terraced houses, connected to a stable yard, and surrounded by a fine-grained network of narrow secondary streets to the north of Piccadilly.
- 5.1.4 The Grosvenor Estate was extensively redeveloped in three phases; in the mid-19th century, the 1870s and after the First World War, in the popular architectural styles then current, while piecemeal redevelopment of plots or re-fronting of buildings took place over the 19th and 20th centuries within Mayfair. The present site orientation and urban grain closely matches the configuration of buildings that existed by the mid-late 19th century. The Ordnance Survey map of 1894 (**Figure 3**) shows that by this date, the Site was covered by numerous properties, which could be accessed from Brick Lane to the south and from Shepherd Street to the north via Ducking Pond Mews, Carrington Street and Weavers Yard.
- 5.1.5 The Electromobile Company Limited was registered on 17th October 1902 to acquire the undertaking of the British Electromobile Company under the direction of Theodore G. Chambers, who became Managing Director of the company from 1906. The new company raised capital of £50,000 of which £45,000 came from ordinary shares and £5000 from deferred shares (Graces Guides). The company manufactured electric vehicles from 1902 to 1920. These vehicles had a range of forty-five to fifty miles on a single charge. In 1902 the company ordered 50 chassis from Greenwood and Batley. This rose to c.303 chassis, mostly prior to 1907. The car bodies were sourced from a number of companies including the Gloucester Railway Carriage and Wagon Company.

- 5.1.6 The Electromobile Company Limited had started out in Juxton Street, Lambeth, in 1903, in the former headquarters of the London Electric Cab Company. Soon afterwards it moved to Mayfair, converting Messrs East's livery stables in Curzon Street. The Electromobile Company Limited exhibited at the Automobile Exhibition held at Crystal Palace in January 1903 (**Historic Plate 1**) and at the Motor Show at Olympia in 1905 (**Historic Plate 3**), at which time they were advertising from their no. 7 Curzon Street address in Mayfair to the north of the Site. Early electric models by Electromobile included the Landauet, Brougham and Victoria (**Historic Plates 2 and 8**). A petrol Brougham and an electric van were in the pipeline by 1905.
- 5.1.7 In 1906 the Motor Car Manufactures Guide records Electomobile Company Limited with premises at no. 71 New Cavendish Street, Marylebone, however in need of ever-larger premises, in December 1906 the company bought a site (the Study Site) at no. 7 Hertford Street, off Piccadilly. No. 7 Hertford Street is the property immediately to the west of the Site. Old buildings – stables and coach houses – within the Site as shown on the 1894 Ordnance Survey map (**Figure 3**) were demolished and Electromobile erected their new parking garage.
- 5.1.8 The Electromobile Garage (now the NCP Carrington Street Car Park) occupies the northern part of the Site and lies hidden behind the surrounding properties. Although the building has little architectural presence on the street front, it was one of the main hire garages in London before the First World War, supplying chauffeured electric carriages for traveling around Town at a cost of 6s. per hour (<https://buildingourpast.com>). A similar service was offered by other companies, such as the Electric Landauet Company Limited on Upper Manor Street in Chelsea (and briefly by the Niagara Garage, York Street, Westminster), however Electromobile's building was the main garage in the West End (*ibid.*).
- 5.1.9 The functional three-level parking garage was designed by Electromobile and built by Perry & Company (<https://buildingourpast.com>). It included several innovations (*ibid.*). The exit and entrance were separate, side by side on Carrington Street (*ibid.*). Just inside were two battery lifts, one to remove the spent battery from underneath carriages, and the other to fit a charged battery (**Historic Plate 5**; *ibid.*). There was no need for the chauffer and passengers to wait for a battery to recharge, they simply exchanged it for a charged one (*ibid.*). Over 300 batteries could be recharged at any one time in the basement battery shop (**Historic Plate 7**; *ibid.*).
- 5.1.10 For parking, cars were pushed sideways onto a platform running on rails between 'sidings' (parking spaces) (<https://buildingourpast.com>). These 'transversers or trolley ways' had been used previously by the company to exchange batteries, and were now used for parking on the ground and first floors (**Historic Plate 6**; *ibid.*). This could be seen as a semi-mechanised parking system (*ibid.*). Cars were moved between floors by three hydraulic lifts (*ibid.*). One of these went up to the flat roof, where cars could be washed (**Historic Plate 11**; *ibid.*). The chauffeurs employed by the company had their own lockers, where they kept their uniforms, and a mess room connected by telephone to the timekeeper's office by the garage entrance (*ibid.*).
- 5.1.11 Drainage plans held by Westminster City Archives for Carrington Street Mayfair Motor Garage (**Figure 4**) were submitted by builders Perry & Company to the Public Health Department of the City of Westminster in January 1907, for new toilet facilities at basement, ground floor and first floor levels as well as 'One WC on roof'. A 'Lady Typewriter office' is shown on the first floor.
- 5.1.12 At the time of opening, on 8th November 1907, it was advertised as 'The World's Greatest Garage' (**Historic Plate 4**). It was described in the RAC Journal as 'a motor house of enormous size; it is even said to be the largest in the world'.
- 5.1.13 In 1907 the Electromobile Company Limited exhibited an electric powered motor ambulance built for the City of London Corporation and a 15-cwt. delivery van at the Commercial Motor Show, Olympia. The Electomobile Company Limited were listed on RACs Directory of Cars for 1909. In 1910 a sister company was created, the Hertford Street Motor Hiring Company Limited. This operated from the same premises as Electromobile, but hired out luxury cars – notably Napiers – which ran on petrol. These were advertised as being suitable for weekends in the country, while electric

cars were still recommended for Town.

- 5.1.14 The Hertford Street Motor Hiring Company Limited was formed to take over the hiring department of Messrs. S. F. Edge Ltd, famous for the noiseless 6-cylinder Napier cars. In 1910 the Hertford Street Motor Hiring Company Limited was incorporated as a limited company (Graces Guide). In 1914 they are listed as motor car hirers, specialising in the hire of (petrol) Napier carriages, of which a number were notably hired by the Master of the Horse for George V's coronation. Their premises are described as 'Cover over one and a half acres. Garage, Carrington Street and Brick Street (adjoining)'. A photograph taken in 1914 (**Historic Plate 11**) shows Napier vehicles owned by Hertford Street Motor Company Limited on the roof of the Hertford Street garage accessed via a car elevator. The 1914 Engineer describes the Hertford Street Motor Company Limited as specialising in the 'Building, Maintaining, Charging and Storing Cars'.
- 5.1.15 The 1911 and 1916 Kellys Trade Directories lists the Electromobile Company Limited at no. 7 Hertford Street, Piccadilly. The company specialised in the sale and hire of petrol and electric carriages for town or country use and claimed in a 1912 advertisement (**Historic Plate 10**) that its site in Mayfair at no. 7 Hertford Street was 'the finest equipped garage in England for the hire of Petrol or Electric Carriages'. The Electromobile Company Limited and its sister company the Hertford Street Motor Hiring Company Limited appear together on this advertisement. The Electromobile Company Limited was listed in the 1912 Automobile Manufacturers in the United Kingdom and were registered as electrical engineers in 'The Engineer' publication of 1912.
- 5.1.16 The Electromobile garage is shown on the Ordnance Survey Land Registry map of 1910-15 (**Figure 5**) and the Ordnance Survey map of 1914 (**Figure 6**). By 1914 the company employed 200 staff and specialised in 'the sale and hire of electric carriages and general garage'.
- 5.1.17 Photographs published in 'The Engineer' in 1914 (**Historic Plate 12**) gives some impression of how the building was sub-divided by Electromobile, with areas of each floor specifically given over for use as a body makers and paint shop, fitting shop, battery room (basement) and (electric) vehicle storage. Both the Electromobile Company Limited and the Hertford Street Motor Hiring Company Limited are listed at the same address (no. 7 Hertford Street, Piccadilly) in the 1915 Post Office Directory. The Hertford Street Motor Co. Ltd are listed at the same address in the 'Who's Who in Engineering' published in 1922, although Electromobile had relocated, registered at the Prospect Works, Otley and manufacturing electric trucks, tower wagons, locomotives, trailers, tipping wagons, lorries and demountable bodies, an apparent departure from electrical powered carriages.
- 5.1.18 By the 1930s, the garage had passed into the hands of University Motors Limited. They were a large concern established in 1911 by Major G. Bradstock with outlets in London and Brighton. They specialised in the sale and hire of MG sports cars and by the 1930s they had a number of showrooms around the city, with their head office at no. 7 Hertford Street and premises at nos 1 & 4 Brick Street, Park Lane; Knightsbridge; Notting Hill Gate and no. 83 Piccadilly as well as Brighton (**Historic Plate 13**).
- 5.1.19 During the interwar period the houses directly adjacent to and to the north of the garage and along Carrington Street were demolished and replaced by Carrington House, a large apartment block. It was built in 1936 by W. & E. Hunt and described in the Buildings of England volume for Westminster, as 'a deadly neighbour at close quarters'. By 1939, University Motors were using no. 7 Hertford Street to service and supply spares for MGs, Delages and Dodges (**Historic Plate 14**) as well as sell second hand cars (**Historic Plate 15**).
- 5.1.20 During World War II the immediate area around Carrington Street and Yarmouth Place sustained significant damage from bombing. An extract from the London County Council Bomb Damage Map of 1939-1945 (**Figure 7**) shows that Yarmouth Mews sustained some general blast damage (indicated by their orange shading) but the garage suffered a direct hit in the area of the Carrington Street entrance

(indicated by the red shading). Reports document that Shepherd Market was hit by a high explosive on 16th November 1940 and that the Motor Works on Carrington Street had sustained a direct hit, with further damage caused by coal and gas mains fires and ruptured water mains. A photograph (**Historic Plate 16**) taken c.1940 from Carrington Street looking south, towards the garage, shows the full extent of the wartime damage in which the northern elevation facing onto Carrington Street, around the entrance, was lost. The damage revealed the structural composition of the building, built using substantial concrete columns supporting substantial beams and ferro-concrete floors. The site is annotated as in use by University Motors (Motor Works) on a map recording wartime 'Incidents in the City of Westminster, 1940-45'.

- 5.1.21 In 1950 and c.1950 adverts appeared for the 'new T.D. series M.G. Midget' with the London Showroom listed as University Motors Ltd, no. 7 Hertford Street, W1 (**Historic Plates 17** and **18**). The Ordnance Survey map of 1952 annotates the site as a garage (**Figure 8**). An advertisement promoting sales and car spares for the Bristol 401 in 1953, shows that University Motors were still based at no. 7 Hertford Street (**Historic Plate 19**). In 1953 University Motors were listed in '*Whos Who in the Motor Industry*' as Car and Light Commercial Vehicle Stockists at no. 7 Hertford Street, London, W.1, with their main showroom at Stratton House, no. 80 Piccadilly and facilities at the Lion Works on Lots Road. An advertisement promoting sales and car spares in 1959, shows that they were still an MG distributor based at no. 7 Hertford Street (**Historic Plate 20**). Major G. Bradstock continued as director of University Motors and he is listed in the Society of Motor Manufacturers and Traders (SMMT) guide for 1963-4 (Graces Guide). The site is still depicted as a garage on the Ordnance Survey map of 1963-64 (**Figure 9**).
- 5.1.22 It is not until the compilation of the Ordnance Survey map of 1973 (**Figure 10**) that the site is first annotated as a 'car park', a function that has continued until the present day. Later maps, specifically the Ordnance Survey map of 1993, show that whilst the general plan of the building remained unaltered, the redevelopment of no. 7 Hertford Street, built into a constrained narrow plot between the Site and no. 9 Hertford Street to the west, involved the construction of an external stair tower along its eastern side, projecting into an area formerly occupied by the garage and suggesting that the westernmost part of the garage building was altered to facilitate this new development.

6 BUILDING DESCRIPTION

6.1 Introduction

6.1.1 The building description and interpretation are based on information gathered during site visits and from primary and secondary archive sources.

6.2 Building Descriptions

6.2.1 The car park currently has a total capacity for 175 cars and is operated on a 24/7 basis by NCP car parks. It is built over three floors (lower ground, upper ground and first floor) with four levels for parking as it also includes provision for open-air parking across the entirety of its flat roof (second floor) (**Figures 11 to 15**). The layout to each floor is broadly identical, divided into three principal units of six, five and four bays (east to west) and with structures comparable in both character and scale. Presently vehicular access is only via the Carrington Street entrance (rebuilt post-war; **Plate 1**), while vehicular access between floors is only possible using a series of internal inserted ramps concentrated along the northern side of the building (**Figures 11 to 14; Plates 15, 21a, 21b, 23, 38 to 41**).

6.2.2 The basement or lower ground level is mainly subterranean and built below the street level of Carrington Street, although a section of the basement is visible from a small open rear courtyard (**Plates 2 to 4**), demonstrating the fall in ground level from north to south, and to a level approximately comparable with Brick Street. The car park appears to have been terraced into the rising ground to the north. Pedestrian access to the lower ground floor level from the upper ground floor level and to first floor level is only possible via a stairwell located centrally along the southern elevation (**Figures 11 to 13**). It also connects with the small open rear courtyard, accessed from a half landing at mid flight between upper and lower ground floor levels.

6.3 External elevations to the rear (south) courtyard

6.3.1 The original 1907 elevations of the former garage are visible from the open rear (south) courtyard (**Figure 16; Plates 2 to 4**). These comprise a long elevation (north) and shorter elevations to each end (east and west), which both return to the south. The former is constructed as a curtain wall using brickwork, laid in both English and Flemish bond. The lower courses (up to 36 courses) are laid in English bond and comprise hard, smooth faced, red bricks, rising up to the springing point of the arched head of the central ground floor window in the east wall (to the stairwell) (**Plate 3**), and two courses above the brick ground floor window arched heads in the north and west walls (**Plate 2**). Thereafter the brickwork to the ground floor is built using grey gault bricks laid in Flemish bond, which are in turn overlain, up to the top of the parapet, by paler yellow bricks also laid in Flemish bond. All of the brickwork is built using the same hard cement mortar, re-pointed using weather-struck joints.

6.3.2 The north elevation of the courtyard incorporates a five-window range over three floors, which vary in both size and character (**Figure 16**). The majority of the openings to the lower and upper ground floors and first floor are built with segmental brick arches with three on-edge courses, those to the lower ground built with blue bull nosed brick sills (**Plate 4**) and those above using either concrete or simple over-sailing brick. The lower windows are squatter, accommodating a 3x4 light metal framed casement window, with a central, pivoting, two light ventilator. The window frames are set one brick back from the wall line and were glazed from the exterior, although few examples of glazing survive. A very similar style of metal-framed window is used at upper ground floor level, the main difference is in the size, being larger 4x4 light casements. The window openings to the first floor (top floor) were a mixture of original openings with brick arches (western three) as below or a pair rebuilt with concrete lintels. The latter also used metal-framed casements, although slightly different in style. A departure from the general uniformity of these openings occurred at the eastern end of the elevation towards its junction with the stairwell. A wide Crittall style metal-framed window with narrow side lights, more typical of the 1930s, was present at lower ground floor level, directly below a wide, full height door opening at upper ground floor level (**Plate 7**). Both were built within a recess framed

by bull-nosed jambs, the latter retaining its softwood ledge and batten, sliding plank door. Its presence facing into what is now a small enclosed yard, suggests a former access into the garage from the south via Brick Street as shown as a covered way under no. 53 Brick Lane on the 1914 and 1952 Ordnance Survey maps (**Figures 6 and 8**) next to the King and Prince of Wales Public House at no. 51 Brick Street (formerly no. 1 Brick Street in 1869 and no. 49 Brick Street in 1895). The public house closed in 1952 and the access and public house are no longer depicted on the 1963-64 and 1973 Ordnance Survey map (**Figures 9 and 10**). The presence of a pair of S-shaped tie-bar plates central to the upper ground floor level may indicate some lateral movement of this north elevation to the courtyard (**Figure 16; Plates 3 and 5**).

- 6.3.3 The west elevation of the rear (south) yard followed the same built character as described above, although the lower ground floor window openings were smaller both in height and width and the elevation included a doorway at the southern end (**Figure 16; Plate 2**). The door opening and one of the windows were covered with modern louvres. The other window opening retained its original frame at this level. On the levels above the metal windows had been retained.
- 6.3.4 The opposite east elevation is punctuated by a series of window openings built to light the stairwell (**Figure 16; Plate 3**). The lower ground floor level also includes a door opening from the stairwell to access the open yard. Above, an external steel flight of stairs connects the first floor level with the roof parking since the original internal staircase only extends as far as the first floor level (**Figures 13 and 14**).
- 6.3.5 A small brick-built 'flammable' store with a flat concrete slab roof butts up against the north elevation of the yard (**Figure 16; Plates 3 and 6**). It is built using yellow stock bricks laid in Flemish bond with a hard cement mortar and is clearly a later addition, overbuilding an original window opening. The walls to the store are pierced by a number of ceramic ventilators and the store secured by an iron door, upon which is written 'NO SMOKING', and 'PETROLEUM'.

6.4 Lower Ground Floor Level (Battery Department)

- 6.4.1 The main lower ground car parking level is accessed from the central southern stairwell or, in the case of emergency, fire escapes located at the eastern and western ends of each floor (**Figures 11 to 14**). Vehicular access is only possible via the ramp located within the central part of the building and built parallel with the northern elevation. Typically, the floor is laid out over three principal areas of six by four, five by three and four by four bays from east to west, divided by intermediate walls (**Figure 11**). This internal layout, the dividing walls and the layout and design of the original columns are broadly consistent throughout the building from lower ground floor level to first floor level (**Figures 11 to 13**).
- 6.4.2 The original columns are set out to a grid respecting the orientation of the enclosing walls and area spaced at regular intervals. Each of these concrete columns are circular in cross-section and 12 inch in diameter. Typically, they incorporate a wider rounded off base to the column, although this feature is not wholly consistent, and paired webs or spandrels to the column head and at the interface with the heavy bridging beams carrying the floors above (**Plate 8**). Some of the columns incorporate a drain near their head (**Historic Plate 6; Plate 37**) perhaps suggesting that cement render covers cast iron hollow columns. Others incorporate an original attachment at about head height (**Plates 17a and 17b**). These are shown in use in the 1907 and 1914 photographs of the Battery Department (**Historic Plates 7 and 12**).
- 6.4.3 The three lines of heavy bridging beams are aligned axially, east-west and parallel to the long elevations, with no evidence of corresponding beams providing transverse support, i.e. north-south (**Figure 11**). The beams typically measure 18-inch scantling and have the appearance of concrete, although they are presumably RSJs (Rolled Steel Joists) that have been covered with concrete. Clearly this original structure of columns was insufficient, or the concrete floor structures were failing to cope with the additional loadings placed upon them by the later use for car parking, as there have been at least four major attempts to reinforce the floors. These are manifest by a series of square section columns, some replacing or on the site of an original, a double row of concrete posts supporting (boxed in) steel joists, also aligned east-west

and below the main vehicle drive way (not parking spaces) on the floor above, and a more recent complex of steelwork, with joists aligned parallel to, or perpendicular between and bracing the original east-west beams, supported on plain steel stanchions. Additional 'heavy duty slim-line' props and joists provide localised support where needed at this level. These various phases of additional support are shown on **Figure 11** and are visible in **Plates 9 to 11, 13 to 15** and **17 to 21b**.

- 6.4.4 The eastern end wall of the larger eastern bays (six by four) incorporated a pair of segmental headed window openings with metal framed windows and a former door (blocked) opening into a light well and to the south a part blocked window and blocked window to the (emergency) stairwell (**Figure 11**; **Plate 11**). The end wall was constructed of brick in English bond and incorporated pilasters onto which the ends of the original floor beams were supported (**Plate 11**). The intermediate walls, between the three units were also constructed of brick an irregular Flemish Garden Wall (also known as Sussex Bond). Vehicle access between the central and eastern bays was through a bay wide opening (**Plate 12**) biased to the south in that wall, which roughly aligned with a corresponding opening connecting the central bays with the western bays (**Figure 11**). A blocked opening was visible to the south of the latter opening and is visible as an open doorway in **Historic Plate 7**. Modern air extraction and ventilation ducting in both the eastern and central bays were added to help vent gases which would otherwise accumulate across this lower floor.
- 6.4.5 The central bays followed much the same structural configuration albeit narrower in width, mainly laid out over five by three bays to accommodate the stairwell and the rear (south) open yard (**Figure 11**). The ramp was located within the north-western corner, extending for two and a half bays in length and a single bay wide (**Figure 11**). It was constructed, as all of the ramps were, using square section concrete columns and joists (**Plate 15**). The floors over the ramps had been reinforced, like elsewhere, using modern steel stanchions and joists, with the open side to the car park closed off with a tubular steel railing. Adjacent to the ramp and attached to the north wall is the water inlet and pipework that supplies an internal sprinkler system (**Plate 16**). Immediately to the east is a reveal to a former, now blocked, basement light. Further blocked windows are visible in the south wall to the rear (south) open yard (**Plate 13**).
- 6.4.6 The western bays are laid out over four by four bays and use typical structural features, using the same composition of original circular section and later columns and beams (**Plates 17a** and **18**). A departure from this regularity was present within the westernmost bays. Here the base structure for a stairwell associated with no. 7 Hertford Street adjoining to the west is present within the car park (**Plate 17c**). The westernmost row of columns and the floor beams are out of character with the rest of the floor, suggesting a rebuilding of this end to accommodate the stairwell, while the brickwork to the western end wall is erratic and built in parts using header bond (**Figure 11**). This rebuilding is identified on all floors above (**Figures 12 to 14**).

6.5 Upper Ground Floor Level

- 6.5.1 The upper ground level is the level on which vehicles can access the car park from Carrington Street (**Figure 12**; **Plate 1**). This entrance is roughly biased to the eastern side of the central bays and along the north elevation (**Figure 12**; **Plate 22**). The floor, as that below, is laid out over three main areas and a similar bay configuration. The eastern bays are laid out over six by four bays, with the vehicle ramp from the lower ground floor located parallel with the north wall and within the three bays towards the east end of the building (**Figure 12**; **Plates 21a** and **21b**). Evidence that this ramp was inserted includes a blocked window with a segmental brick arch in the north wall which would have looked out onto 'Weavers Yard'.
- 6.5.2 The easternmost bays are naturally lit by three large window openings, each with segmental arches and metal framed casements, which open onto a light well (**Plate 20**). A pair of windows to the south, which are also metal framed, illuminate the external fire escape stairwell (**Figure 12**). The structural composition of the upper ground floor level reflects that already described for the lower ground floor level, although there is a great use of a system of 'heavy duty' galvanised steel beams and adjustable props across these eastern bays (**Plates 19 to 21b**). An area of blockwork,

built up against the western internal wall of the eastern bays, enclose another 'well' that rises full height through the building (**Figure 12**).

- 6.5.3 The central bays included the modern entry and exit barriers, island and ticket payment machine, situated along the north wall (**Figure 12**; **Plate 22**). To the east of the entrance is a small casement window (**Plates 1** and **23**), which must be a post-war addition along with this area of the north wall which was destroyed by bombing (**Historic Plate 16**). A block bonded joint in the brickwork east of the window shows the extent to the rebuilding, keying it back into the existing wall (**Plate 23**). Unusually the floor area adjacent to the entrance is covered with quarry tiles (**Plate 23**), a feature not observed elsewhere with the floor uniformly screed.
- 6.5.4 To the south lies a pair of small offices, located to the east of the staircase (**Figure 12**), which are used as offices/facilities by the car park attendants. They are both modern additions created simply by boxing in the area between the staircase and the internal wall to the east. The wide, full height door opening in the south elevation to the rear (south) courtyard retained its softwood ledge and batten, sliding plank door (**Plate 24**).
- 6.5.5 The western bays are entered through a bay wide opening between the two areas (**Plate 25a**), which still retains the mechanism used to raise and lower a shutter door. This comprises an external pulley/handle (**Plate 25b**), which rotates to turn a shaft which in turn via a bevel gear, turns the drive through 90 degrees to a vertical drive shaft, which via another bevel gear at the top, rotates the drum on which the shutter is held, thus lowering or raising the door. The same system was also extant within the first floor eastern bays (**Plate 31**) and in the basement.
- 6.5.6 The ramp to the basement was accessed from the western bays (**Figure 12**). It is probable that more direct access was originally possible through the western end and via no.7 Hertford Street. Cars were originally moved between floors by an elevator (**Historic Plate 11**). A doorway and two windows had been blocked at the south end of the west elevation (**Figure 12**; **Plate 26a**). The toilet facilities of 1907 built by Perry & Co. (**Figure 4**) were located along the northern wall and just east of the northern fire escape (**Figure 12**). This stairwell now belongs to the present iteration of the adjoining no. 7 Hertford Street and all the window openings and doorways at the west end of the north elevation have been blocked apart from one doorway (**Figure 12**; **Plate 26b**). Structural changes (mentioned at lower ground level) to the west elevation required to achieve the construction of the new no. 7 Hertford Street were also present (**Plate 27**). In common with the eastern bays, a galvanised steel 'prop' system had been added to the previous campaigns of support.

6.6 First Floor Level

- 6.6.1 The first floor complied with the layout described below, although at this level there were a number of dissimilarities, particularly to the character of the southern and southern part of the eastern flank wall to the eastern bays and the higher levels of natural light. The former was on account that these two sections formed part of a Mansard style roof, rising up to the flat roof above (**Plates 28, 29, 43** and **44**). The raking slope of the Mansard extended the full six bays along the south elevation of the eastern bays (**Plates 28** and **43**) and for just under two bays of the south end of the east elevation (**Plates 29** and **44**). The longer stretch was punctuated by a series of in-pitch casements windows, all of which have since been blocked (**Plates 28** and **43**), however two examples survived onto the fire escape in the eastern elevation (**Plates 29** and **44**). This roof structure clearly also suffered from structural problems, possibly caused by additional loading from its use as a car park at roof level and was supported by a system of galvanised structural props and beams similar to those used on the lower floors (**Plates 28, 29** and **35**). The east end was naturally lit by three windows open to the eastern light well (**Figure 13**; **Plate 30**). Two further wells, either light or ventilation, were located along the northern wall, but had partly been rebuilt in blockwork.
- 6.6.2 The same hand operated door shuttered system described at upper ground floor level remained extant on this level and was only on the eastern opening (**Plates 31** and **35**); its corresponding door to the western bays furnished with a pair of heavy iron fire

or security doors (**Plate 32**).

- 6.6.3 The western bays were naturally lit by a series of nine windows in the southern elevation (**Figure 13; Plate 33a**). They followed the same style of metal framed casement window set into large segmental headed openings used to illuminate the main floors on the levels below and in the central bays to the east (**Plate 34**). The change in the character of the columns and the structural beams in the westernmost bays was repeated at this level along with the rebuilding of a section the western end wall associated with the construction of the stairwell (to No.7 Hertford Street; **Figure 13; Plate 33b**). A short length of skirting board located at the base of the wall at the west end of the north elevation represents all that remains of the former 'lady typewriter's office' first built in 1907 (**Figure 4 and 13; Plate 33c**). All the windows at the west end of the north wall have been blocked (**Figure 13; Plates 33c and 33d**). The style of the original circular columns changed slightly at this level, most without the wider column base (**Plate 33a**), while a few examples were built with an integral drain (**Plate 37**), routeing rainwater internally away from the flat roof above.

6.7 Roof

- 6.7.1 The stairwell, located roughly central to the south wall, only extended up to the level of the first floor where it terminated (**Plate 36**). Thereafter public pedestrian access to the roof parking level was only possible via an added external flight of steps (**Figure 16; Plate 3**).
- 6.7.2 Vehicular access up to the roof was via a ramp typically located along the north wall (**Plate 38**). Observation of the north flank wall alongside the opening in the concrete slab (up to the roof) showed evidence of a wall scar representing the former flat roof in this area and flashings at the base of the adjoining parapet wall, which formerly provided a weathertight seal between the parapet and the removed section of roof (**Plate 39**). In addition, a former window opening or vent is partially blocked by the ramp suggesting the ramp was a later insertion. Also, the structure which sheltered the ramp at roof level was clearly a later, post-war construction, built afresh using Fletton bricks, in part also reusing the parapet wall and latterly re-roofed with a mono pitch corrugated roof (**Plates 40 and 41**). This evidence along with a change in the form of the supporting columns (compared to those below) suggests that the ramp up to the roof was a later adaptation.
- 6.7.3 A brick parapet wall of c.23 courses, built with an on-edge brick coping course above a tile drip course, bordered the roof along most of its north and western side. The south side and the eastern bays of the car park were only enclosed by a simple tubular steel railing to the rear of a low modern steel barrier (**Plate 42**). The two wells situated along the north wall at the east end were both partly faced internally using white glazed bricks. The fire escape stair at the eastern end, accessible from this level, provided a chance to view the Mansard roof, which was simply clad in roofing felt and drained into a leaded valley to the rear of a low parapet wall (**Plates 43 and 44**). A brick chimney in the southern part of the roof had been capped (**Plate 45**). The chimney presumably served the mess room on the floor(s) below. The brick flue leading to the chimney was visible at first floor level (**Plate 36**).

7 DISCUSSION AND CONCLUSIONS

- 7.1.1 The historic building survey was completed to record the building in its present condition and character prior to its proposed demolition and the site's imminent redevelopment. The subject building is a large, purpose-built, robust structure which has stood for just over 110 years despite sustaining damage from the Luftwaffe during the World War II.
- 7.1.2 The first petrol-powered motor cars were imported into England from the Continent in 1895. A year later, the Locomotives on Highways Act repealed the infamous 'Red Flag Act' of 1865 which had set a speed limit of 4 mph and an urban limit of 2 mph and required a man with a red flag to walk in advance of vehicles. The new legislation imposed a speed limit of 12mph, making it a realistic proposition to drive motor cars on British roads. Thereafter cars steadily grew in number, although for the first decade they remained largely the preserve of the well-to-do, but by the end of the First World War, had largely ousted horse-drawn transport. England's first purpose-built car factories, commercial garages/car parks and car showrooms date from the turn of the century about 1900 with the earliest surviving multi-storey car park in Britain thought to be erected in 1902-3 for the London Motor Garage Co. at no. 33-7 Wardour Street, Westminster, London (Historic England, 2013). The term 'garage' was initially applied specifically to buildings for the storage of large numbers of cars, with before 1914, were built mainly in affluent part of central London, such as Westminster, or in well-to-do resorts, i.e. the chief destinations of the metropolitan motorist.
- 7.1.3 The subject building, purpose built as a commercial garage was constructed in 1907 by Electromobile Co Ltd. Although the building has little architectural presence on the street front, it was one of the main hire garages in London before the First World War, supplying chauffeured electric carriages for traveling around Town at a cost of 6s. per hour. A similar service was offered by other companies, such as the Electric Landulet Company Limited on Upper Manor Street in Chelsea (and briefly by the Niagara Garage, York Street, Westminster), however Electromobile's building was the main garage in the West End.
- 7.1.4 The functional three-level parking garage was designed by Electromobile and built by Perry & Company. It included several innovations. The exit and entrance were separate, side by side on Carrington Street. Just inside were two battery lifts, one to remove the spent battery from underneath carriages, and the other to fit a charged battery. There was no need for the chauffeur and passengers to wait for a battery to recharge, they simply exchanged it for a charged one. Over 300 batteries could be recharged at any one time in the basement battery shop.
- 7.1.5 For parking, cars were pushed sideways onto a platform running on rails between 'sidings' (parking spaces). These 'transversers or trolley ways' had been used previously by the company to exchange batteries, and were now used for parking on the ground and first floors. This could be seen as a semi-mechanised parking system. Cars were moved between floors by three hydraulic lifts. One of these went up to the flat roof, where cars could be washed. The chauffeurs employed by the company had their own lockers, where they kept their uniforms, and a mess room connected by telephone to the timekeeper's office by the garage entrance. A chimney still extant on the roof appears to have heated mess rooms below.
- 7.1.6 Drainage plans relate to the provision of new toilet facilities and a Lady's Typewriter Office at the Carrington Street Motor Garage (Mayfair), submitted to City of Westminster in 1907. At the time of opening, on 8th November 1907, it was advertised as 'The World's Greatest Garage'. It was described in the RAC Journal as 'a motor house of enormous size; it is even said to be the largest in the world'.
- 7.1.7 In 1910 a sister company was created, the Hertford Street Motor Hiring Company Limited. This operated from the same premises as Electromobile, but hired out luxury cars – notably Napiers – which ran on petrol. These were advertised as being suitable for weekends in the country, while electric cars were still recommended for

Town.

- 7.1.8 By 1914 the company employed 200 staff and specialised in 'the sale and hire of electric carriages and general garage'. The Electromobile garage is first shown on the Ordnance Survey Land Registry map of 1910-15 and the Ordnance Survey map of 1914. At this time the new garage had the capability of storing up to 300 vehicles on site. After the First World War, possibly due to a move away from specialist electric powered carriages and towards the internal combustion engine, they realign business towards the commercial sector and relocate to Otley in Yorkshire.
- 7.1.9 By the 1930s, the garage had passed into the hands of University Motors Limited. They were a large concern established in 1911 by Major G. Bradstock with outlets in London and Brighton. They specialised in the sale, hire and repair of MG sports cars and had a number of showrooms around the city, with their head office at no. 7 Hertford Street and premises at nos 1 & 4 Brick Street, Park Lane; Knightsbridge; Notting Hill Gate and no. 83 Piccadilly as well as Brighton
- 7.1.10 The building sustained structural damage from a bomb along its north side and particularly around the Carrington Street entrance during the Second World War. The building remained in use as a commercial garage/car store by University Motors Limited after the war. The company was listed at no. 7, Hertford Street, London in 1953 and advertised MG sales and car spares from this address in 1959. By 1973 the building was in use as a car park and has remained in that use since.
- 7.1.11 The building was built over three floors and around a robust utilitarian concrete frame. Age and the buildings continued use as a car park has clearly presented serious structural issues given the numerous campaigns of strengthening works to the floors, apparent across all levels. The original structure was a regular gridwork of circular section columns and three rows of axial east-west floor beams. The addition of square section columns along the northern side of the building may point towards later repairs completed following wartime damage in 1940.
- 7.1.12 Wall scarring, representing the removal of a section of the flat roof for a ramp, a later improvement of access up to the flat roof for a car park, and the replacement of the internal car lift shown on a photograph of the roof taken in 1914. The elevations were built using stock brickwork so as not to conflict with built character of the immediate area and fenestration, iron-framed and practical, commensurate with that used for industrial buildings of the period.

8 ACKNOWLEDGEMENTS

- 8.1.1 Pre-Construct Archaeology Limited would like to thank Gardiner & Theobald LLP on behalf of Averdean Oak Limited and Croix Properties Inc care of Motcomb Estates Limited for commissioning the survey.
- 8.1.2 The project was managed by Charlotte Matthews for Pre-Construct Archaeology. Strehon Duckering took the lower ground photographs. The building survey and report were completed by Adam Garwood. Hayley Baxter compiled the illustrations.

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Historic Cartographic Sources

Ordnance Survey map of 1894

Land Registry Ordnance Survey map of 1910-15

Ordnance Survey map of 1914

Ordnance Survey map of 1952

Ordnance Survey map of 1964

Ordnance Survey map of 1973

APPENDIX 1: OASIS FORM

OASIS ID: preconst1-340985

Project details

Project name	Historic Building Recording at Carrington Street Car Park, City Of Westminster W1J 7AF
Short description of the project	The survey has confirmed that the Carrington Street car park building was constructed as a purpose-built motor garage in 1906-7. The garage was built by the Electromobile Company Limited, who specialised in the manufacture, sale and hire of electric powered carriages. In 1910 a sister company was created, the Hertford Street Motor Hiring Company Limited. This operated from the same premises as Electromobile, but hired out luxury cars - notably Napiers - which ran on petrol. When built the garage could accommodate up to 300 vehicles and by 1914 employed up to 200 workers. By the 1930s the building was in use by University Motors Limited, who specialised in the sale, hire and repair of MG sports cars and who were at that time well established in central London Brighton. The building was re-purposed as a car-park sometime between 1964 and 1973.
Project dates	Start: 19-12-2018 End: 08-01-2019
Previous/future work	No / Yes
Any associated project reference codes	CRG18 - Sitecode
Type of project	Building Recording
Site status (other)	Undesignated heritage asset
Monument type	GARAGE Modern
Monument type	CAR PARK Modern
Methods & techniques	"Photographic Survey", "Survey/Recording Of Fabric/Structure"
Prompt	Planning condition

Project location

Country	England
Site location	GREATER LONDON CITY OF WESTMINSTER CITY OF WESTMINSTER Carrington Street Car Park, City Of Westminster
Postcode	W1J 7AF
Site coordinates	TQ 28719 80164 51.505233175319 -0.145135586233 51 30 18 N 000 08 42 W Point

Project creators

Name of Organisation	Pre-Construct Archaeology Limited
Project brief originator	Diane Abrams, GLAAS

Project design originator	Charlotte Matthews
Project director/manager	Charlotte Matthews
Project supervisor	Adam Garwood
Type of sponsor/funding body	Developer
Name of sponsor/funding body	Averdeen Oak Limited and Croix Properties Inc care of Motcomb Estates Limited

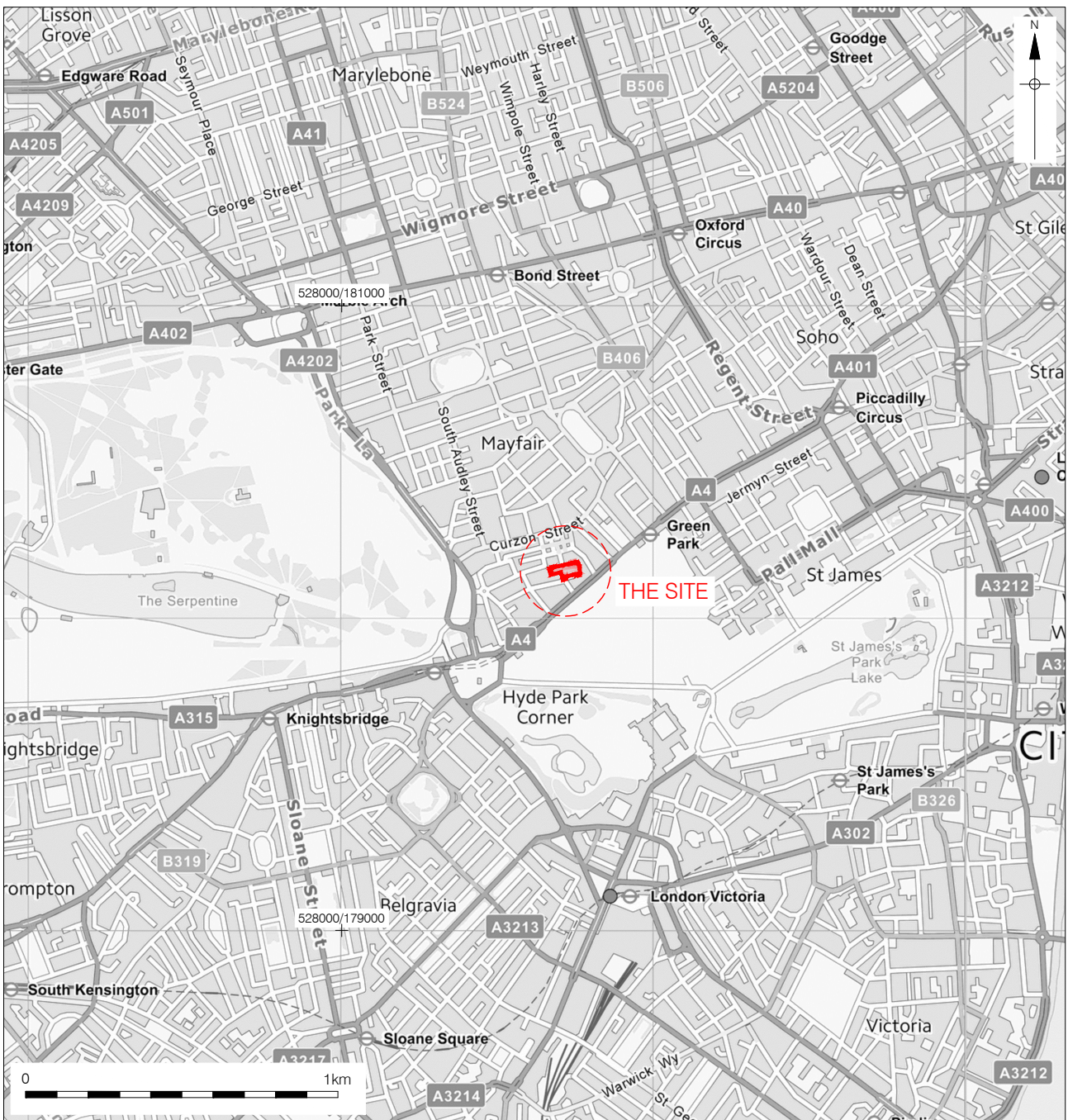
Project archives

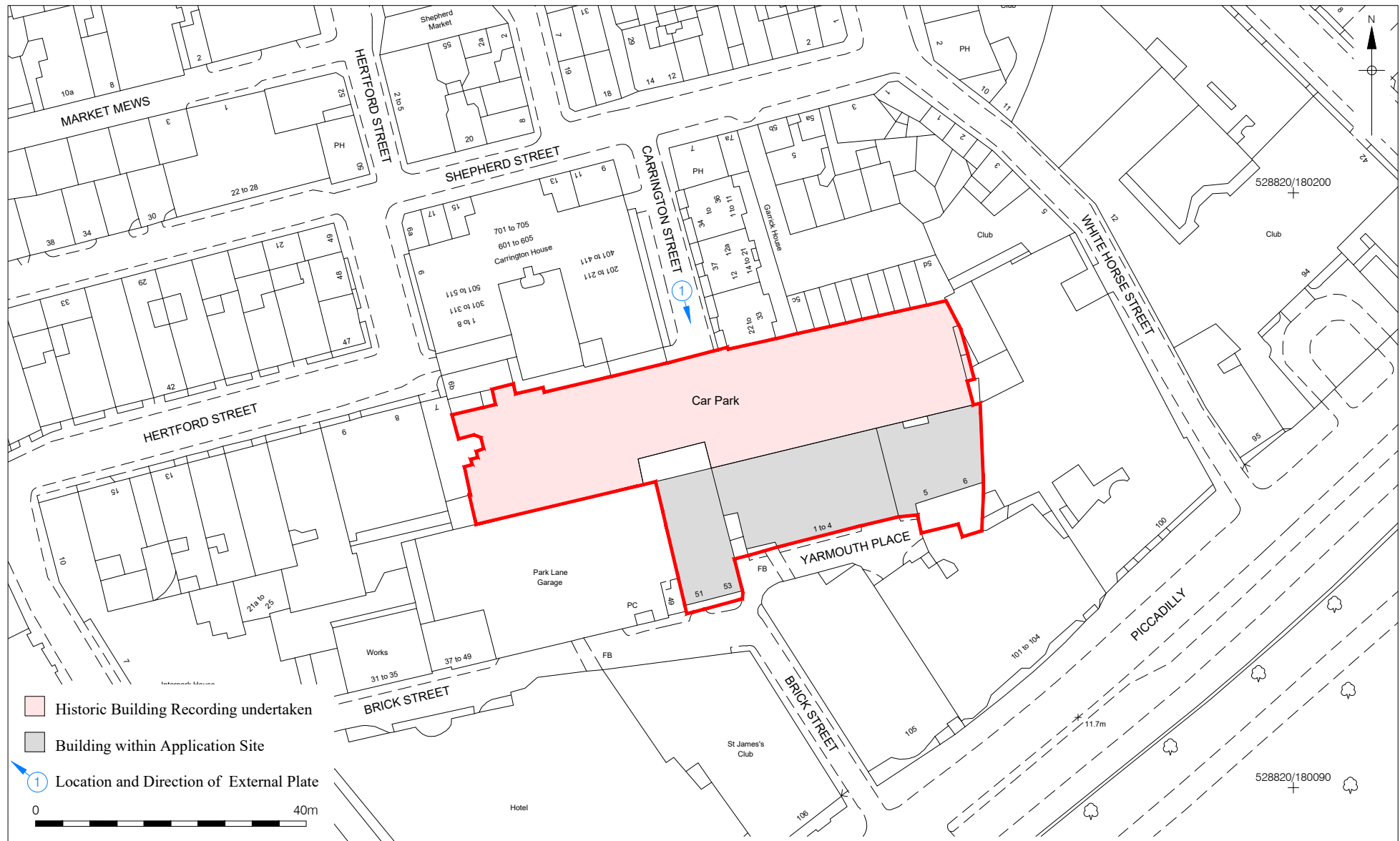
Physical Archive Exists?	No
Digital Archive recipient	LAARC
Digital Media available	"Images raster / digital photography","Text"
Paper Archive Exists?	No

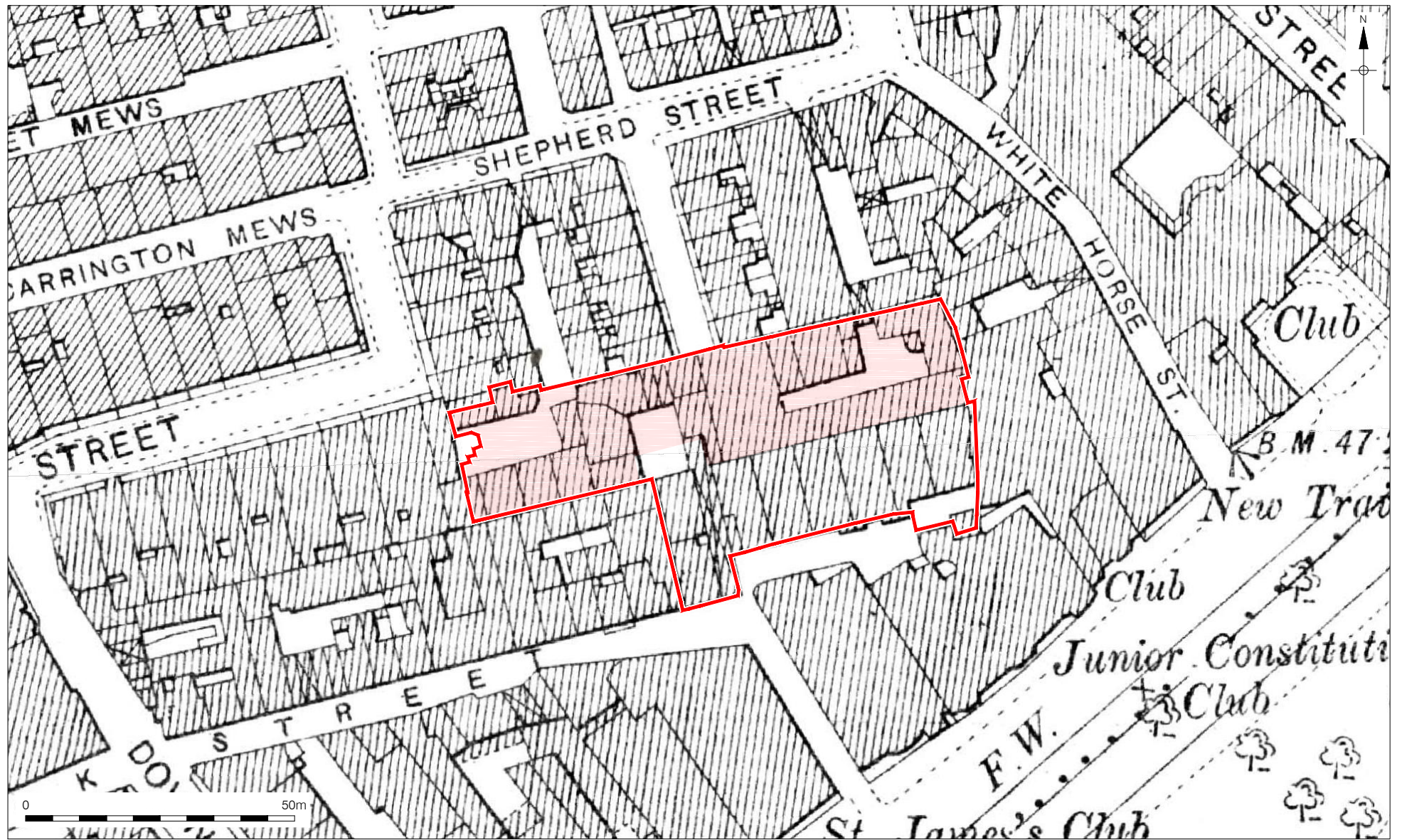
Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
Title	Historic Building Recording of Carrington Street Car Park, City Of Westminster, W1J 7AF
Author(s)/Editor(s)	Garwood, A.
Other bibliographic details	PCA Report Number: R13556
Date	2019
Issuer or publisher	Pre-Construct Archaeology Limited
Place of issue or publication	Brockley, PCA London Office
Description	A4 PDF

Entered by	Charlotte Matthews (cmatthews@pre-construct.com)
Entered on	11 February 2019



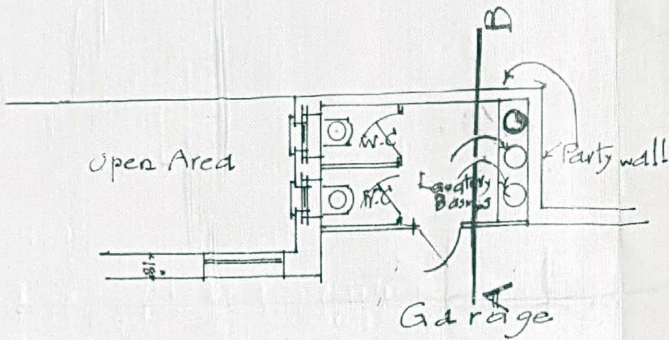




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Motor Garage.

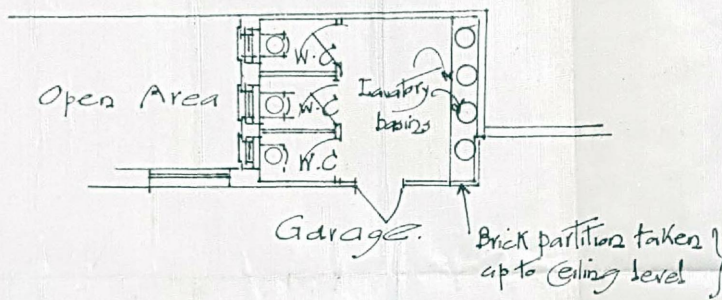


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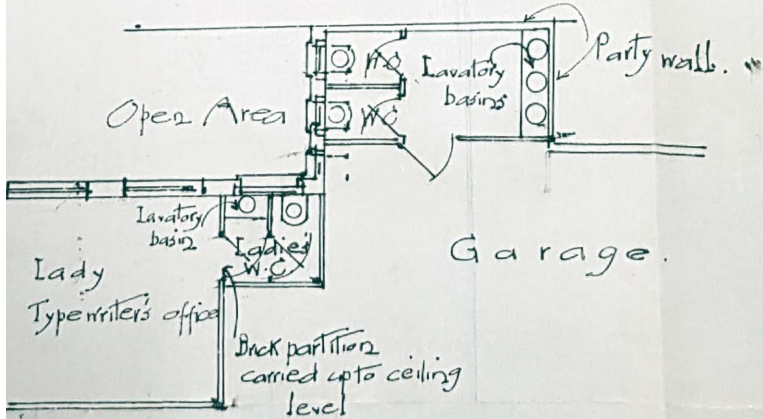


(Note) There are no living rooms near W.C's. The space adjoining is for the storage of Electric Cars.

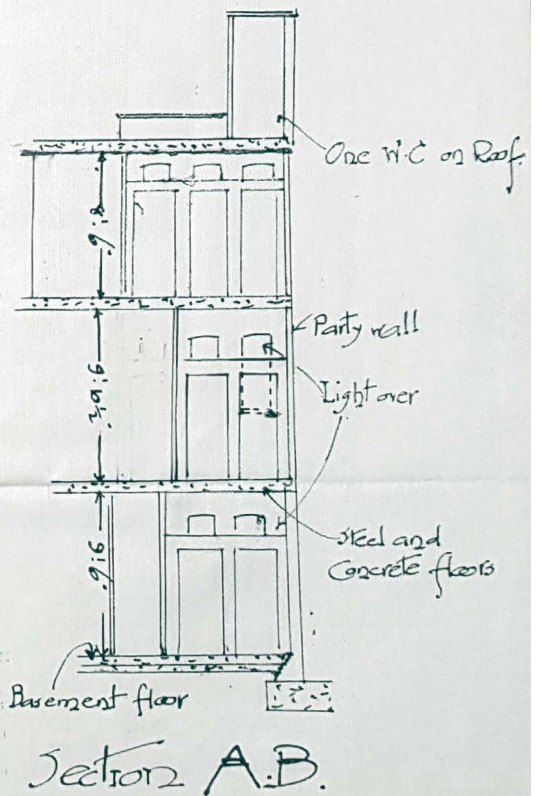
Basement Plan



Ground Plan

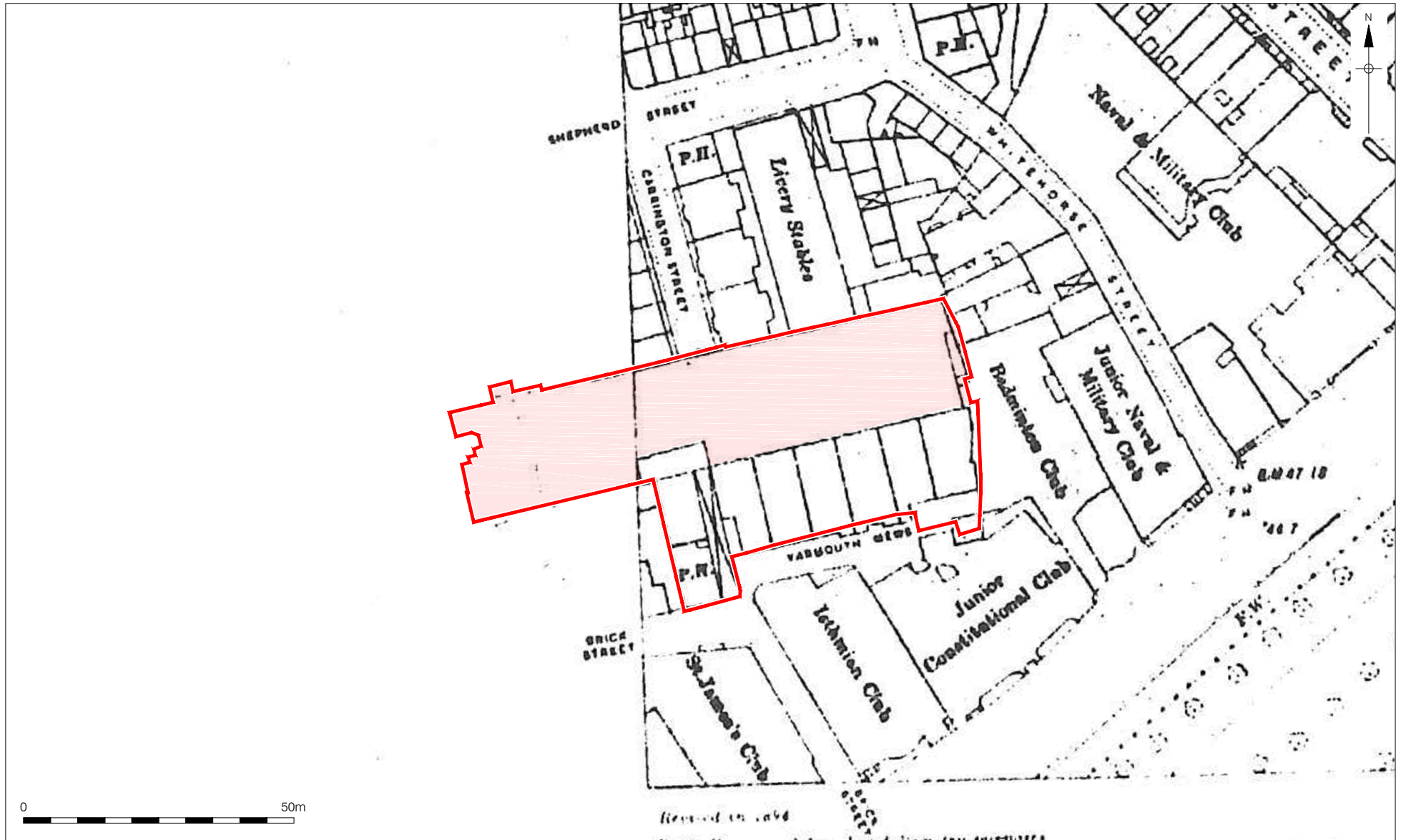


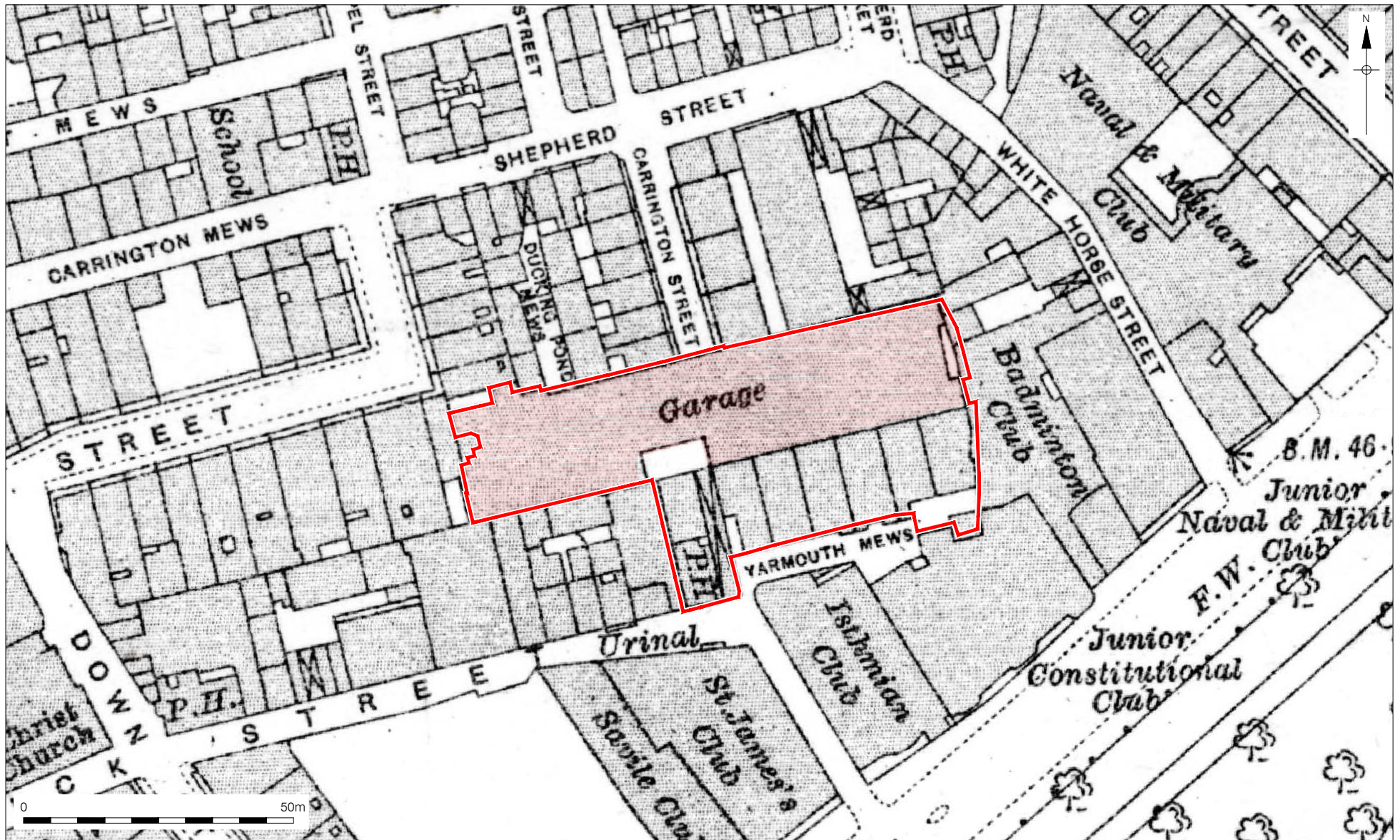
First floor plan

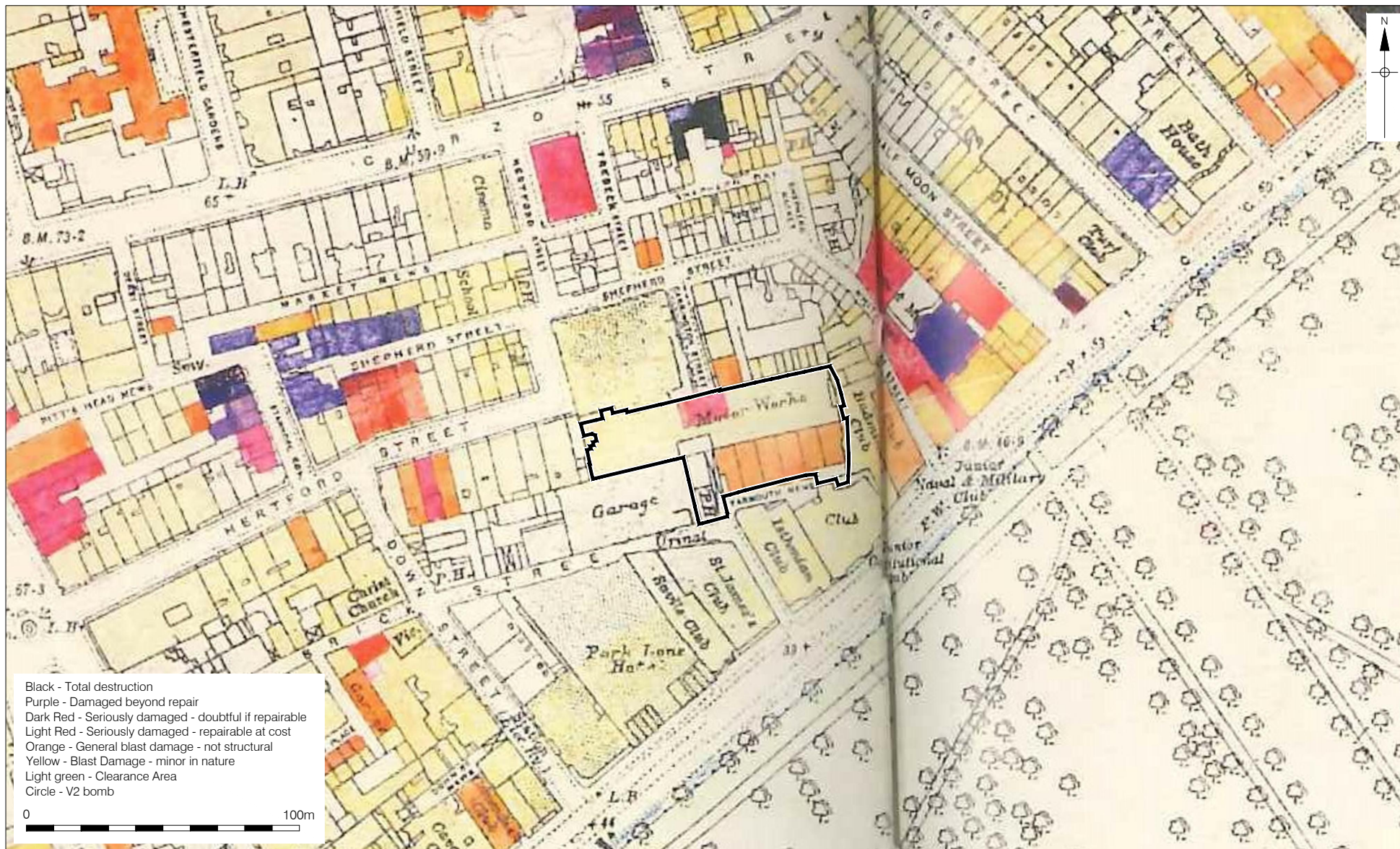


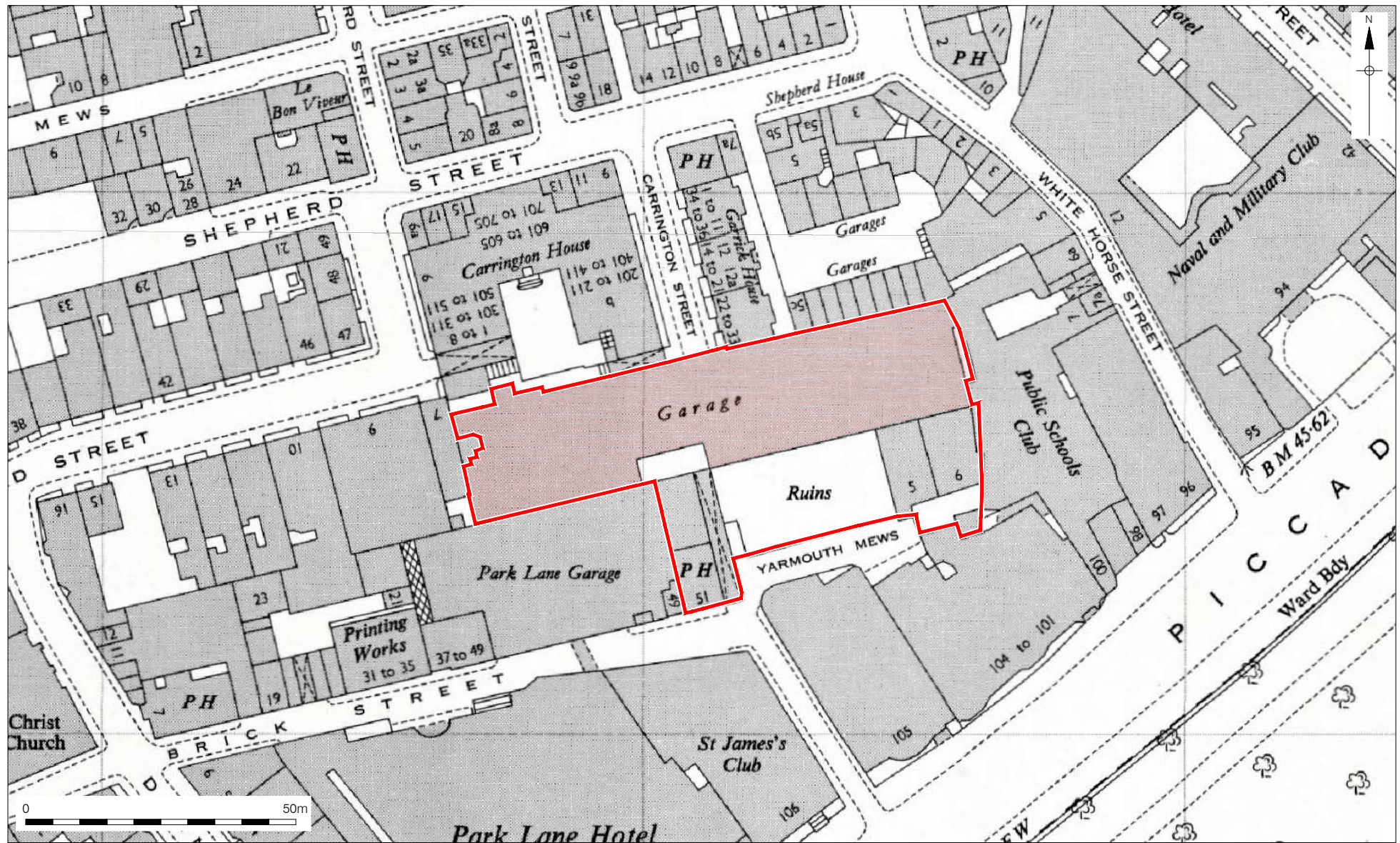
Section A.B.

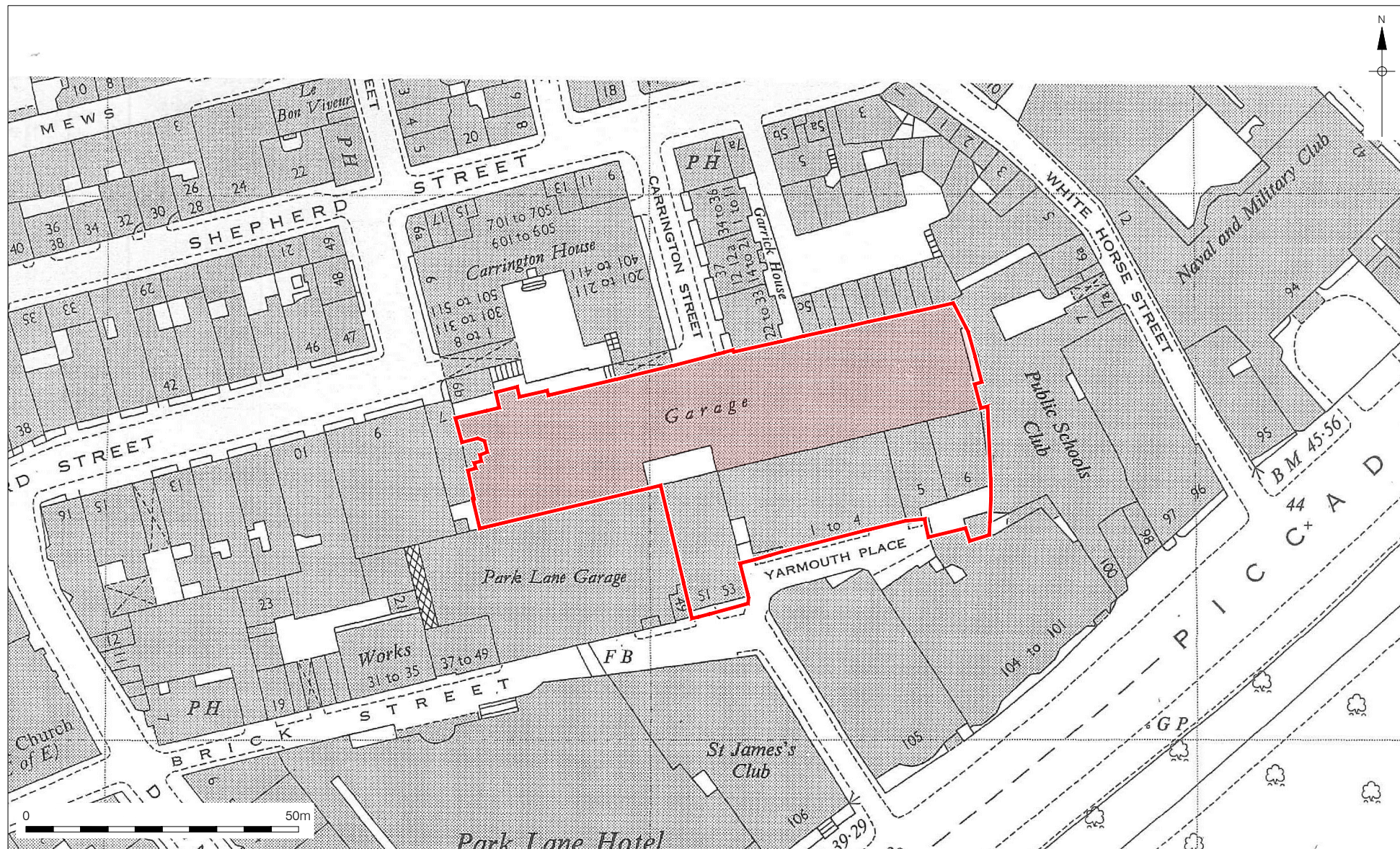


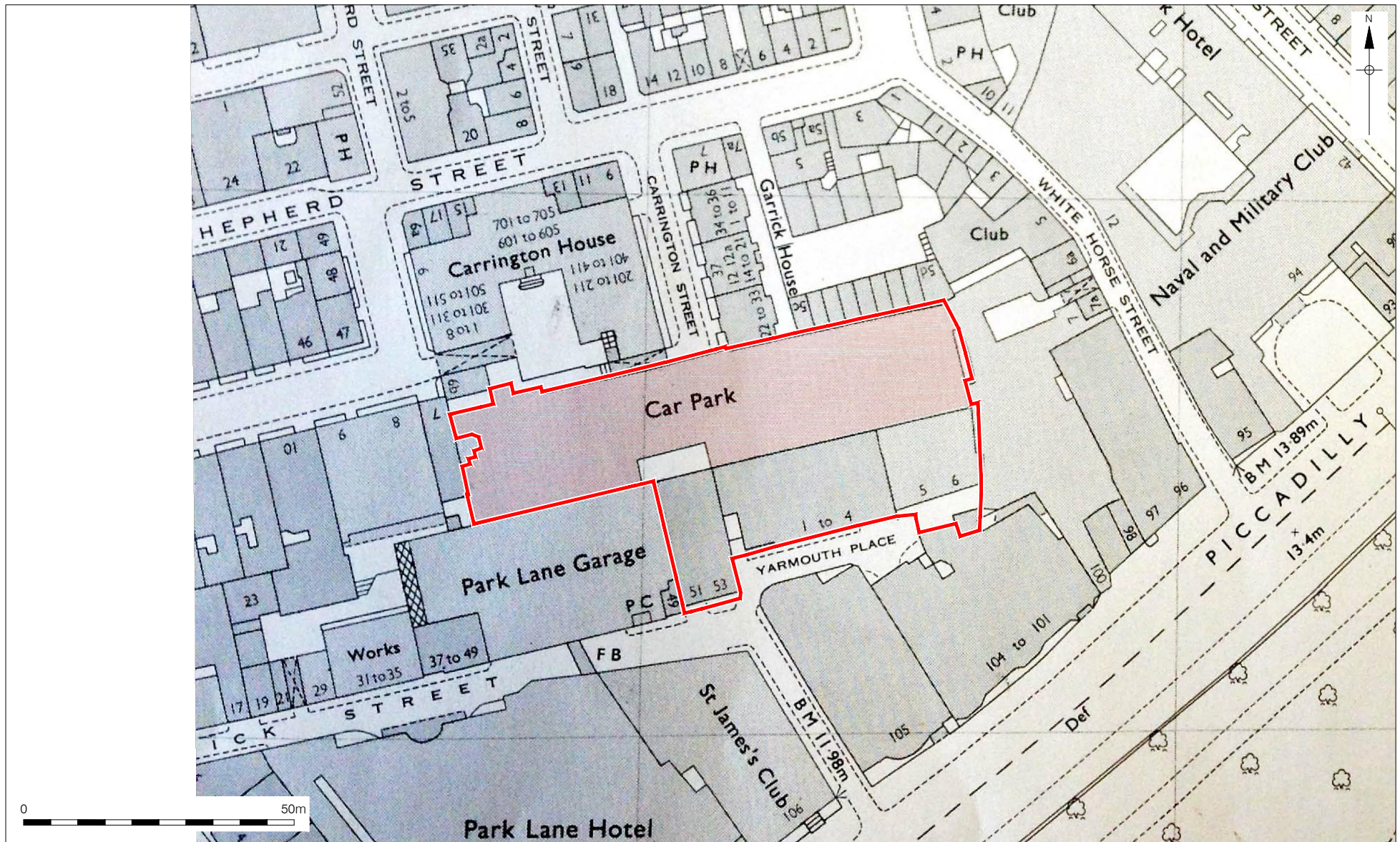


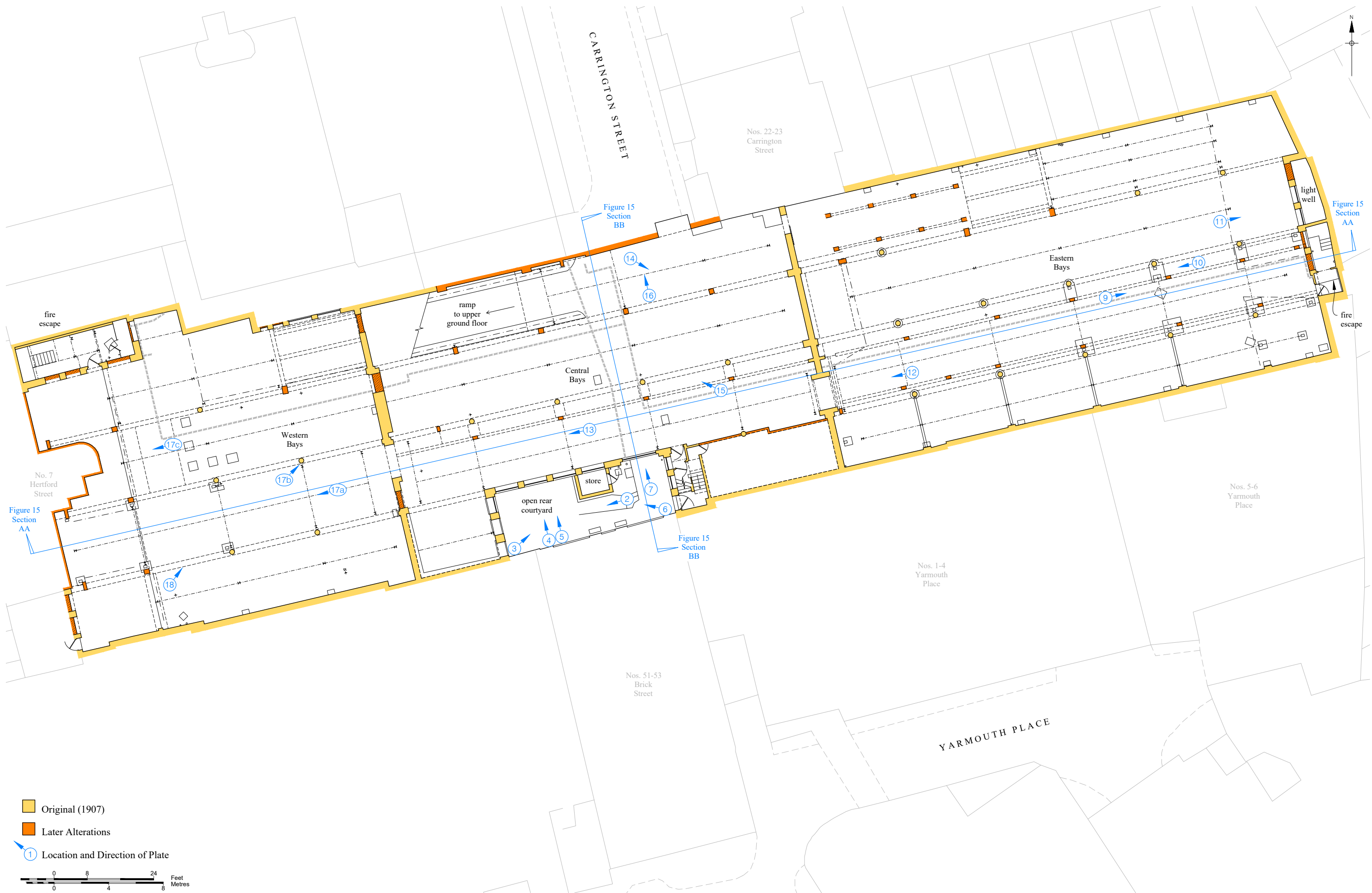


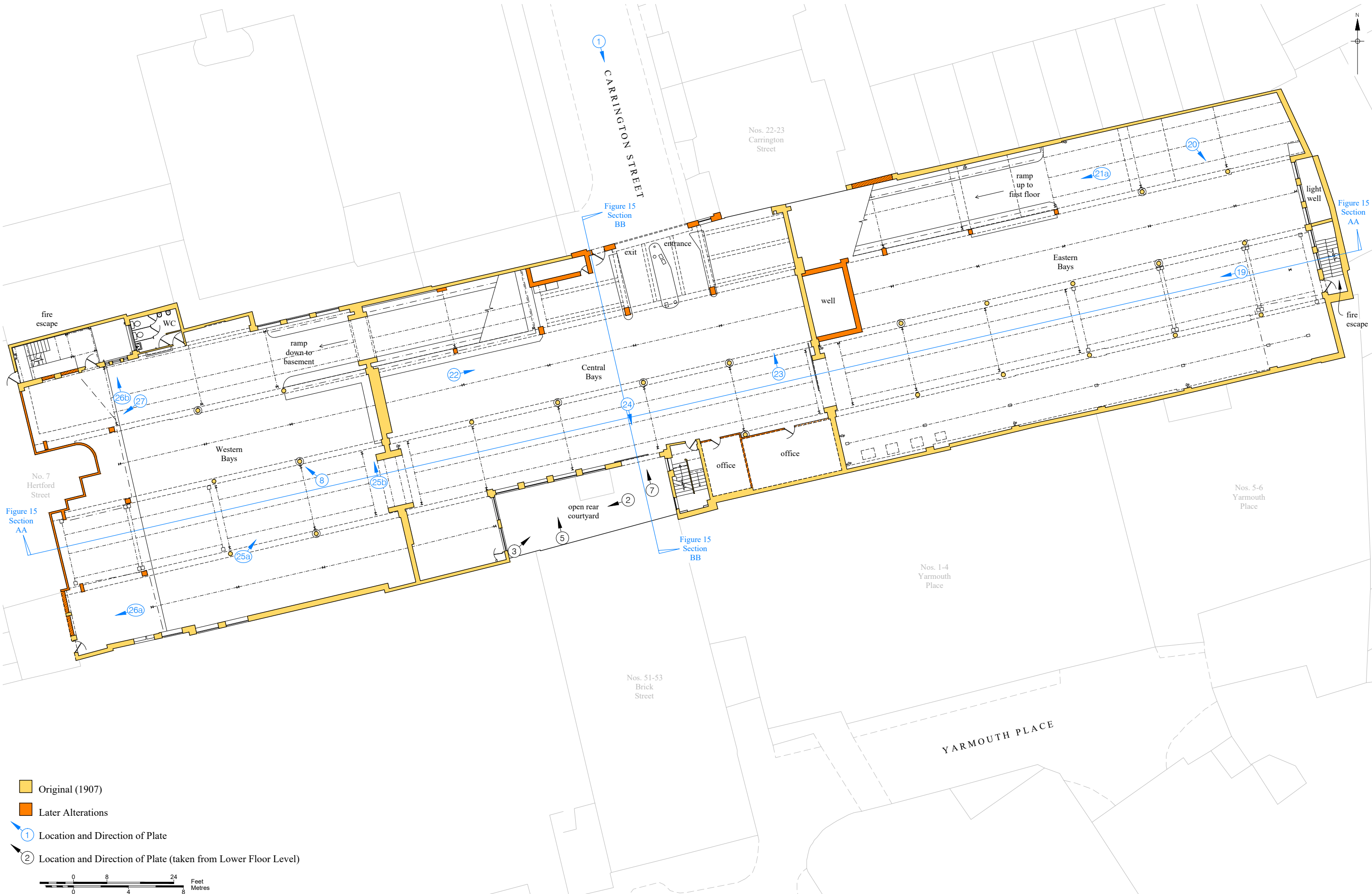






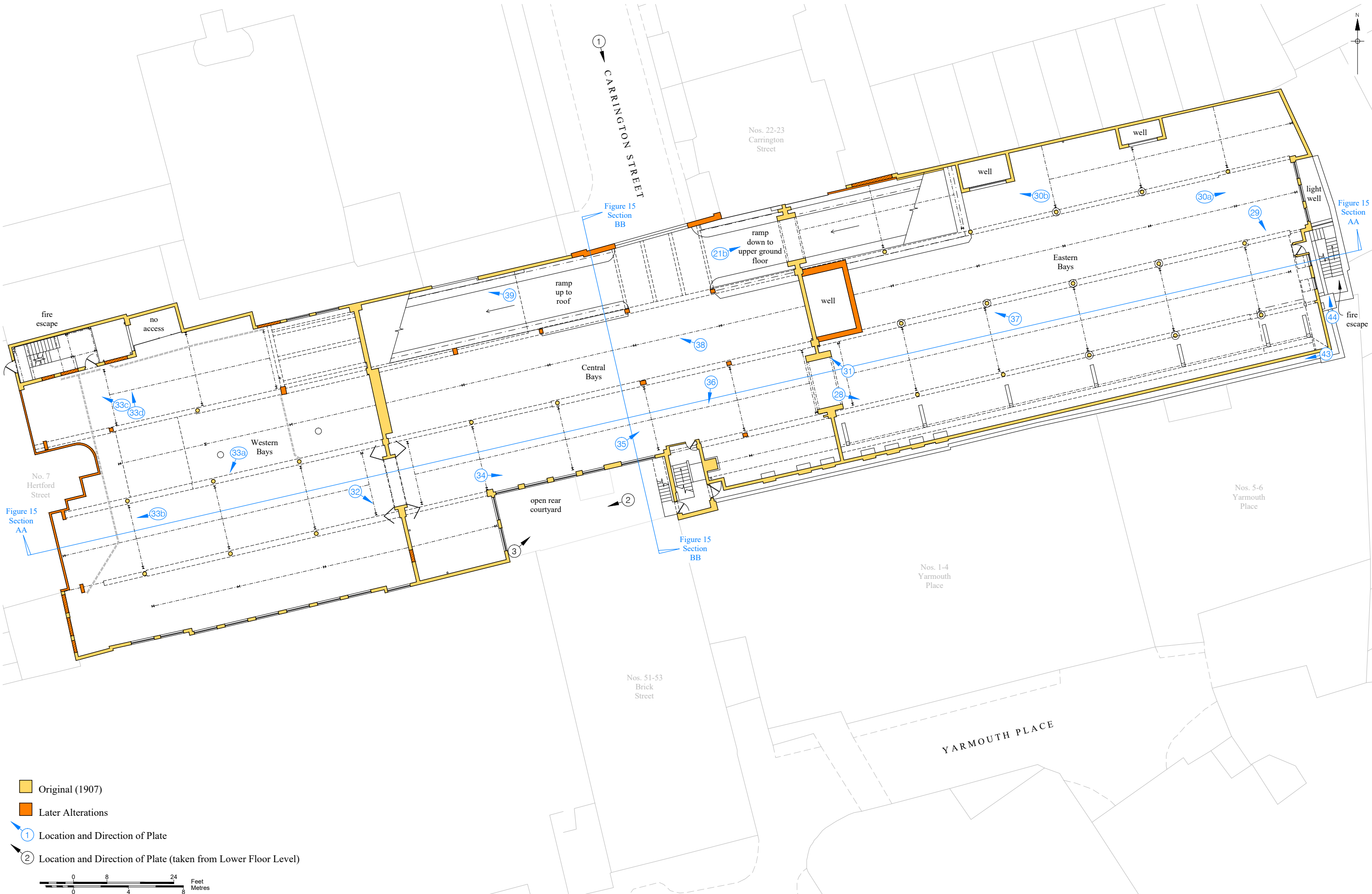






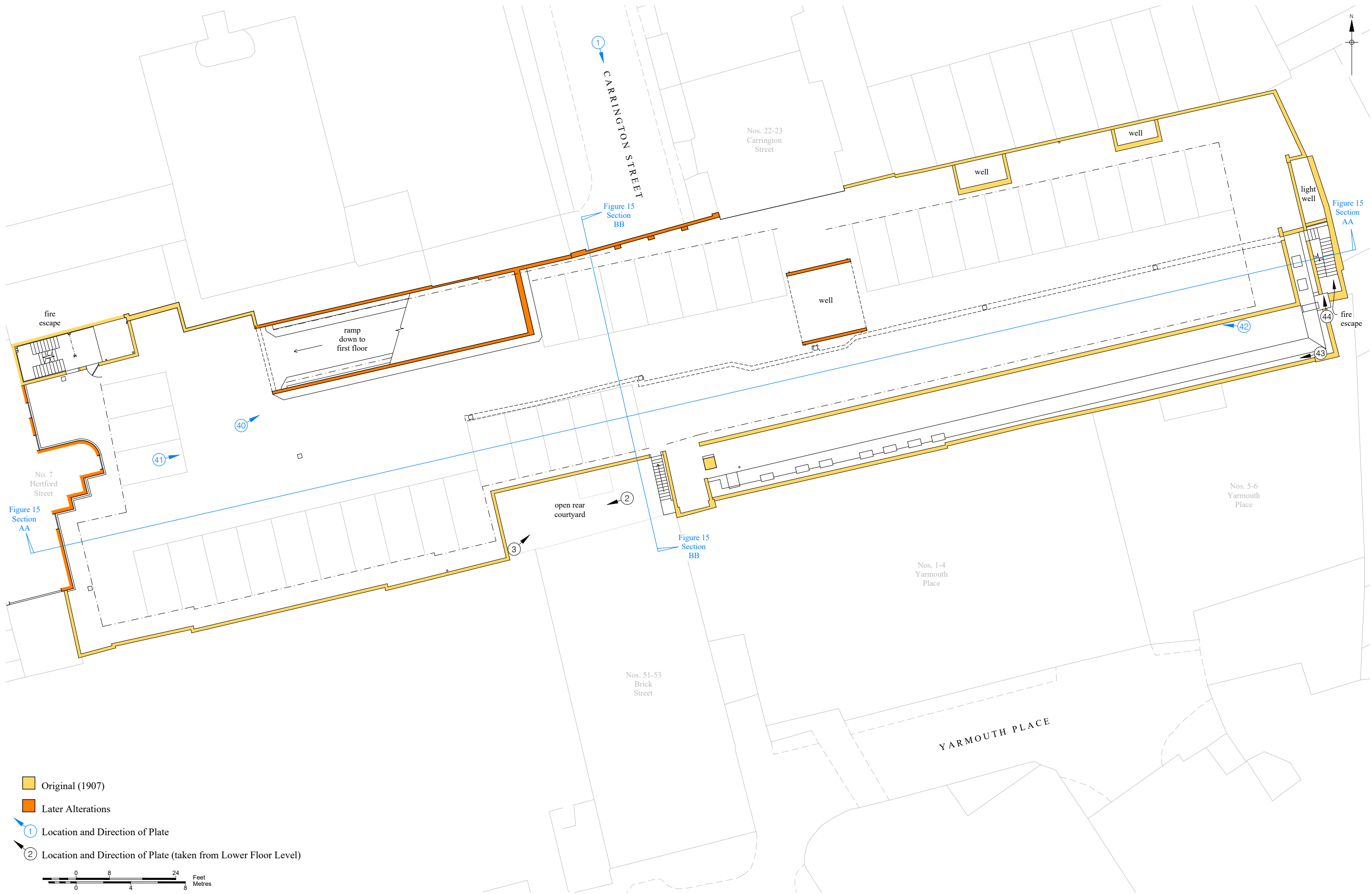
Original (1907)
 Later Alterations
 ① Location and Direction of Plate
 ② Location and Direction of Plate (taken from Lower Floor Level)

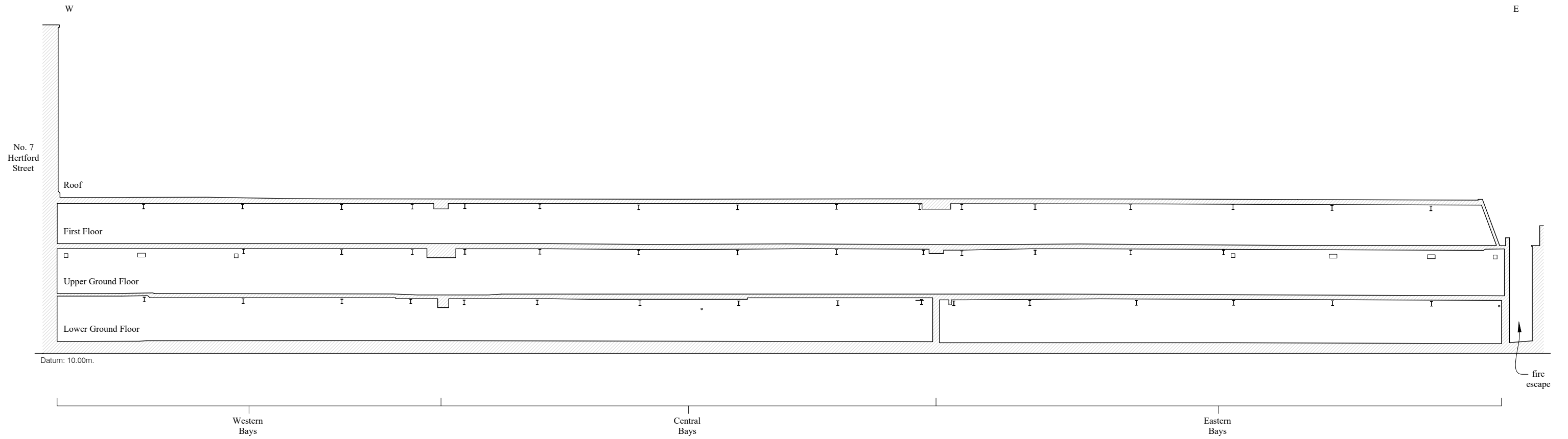
0 8 24 Feet
 0 4 8 Metres



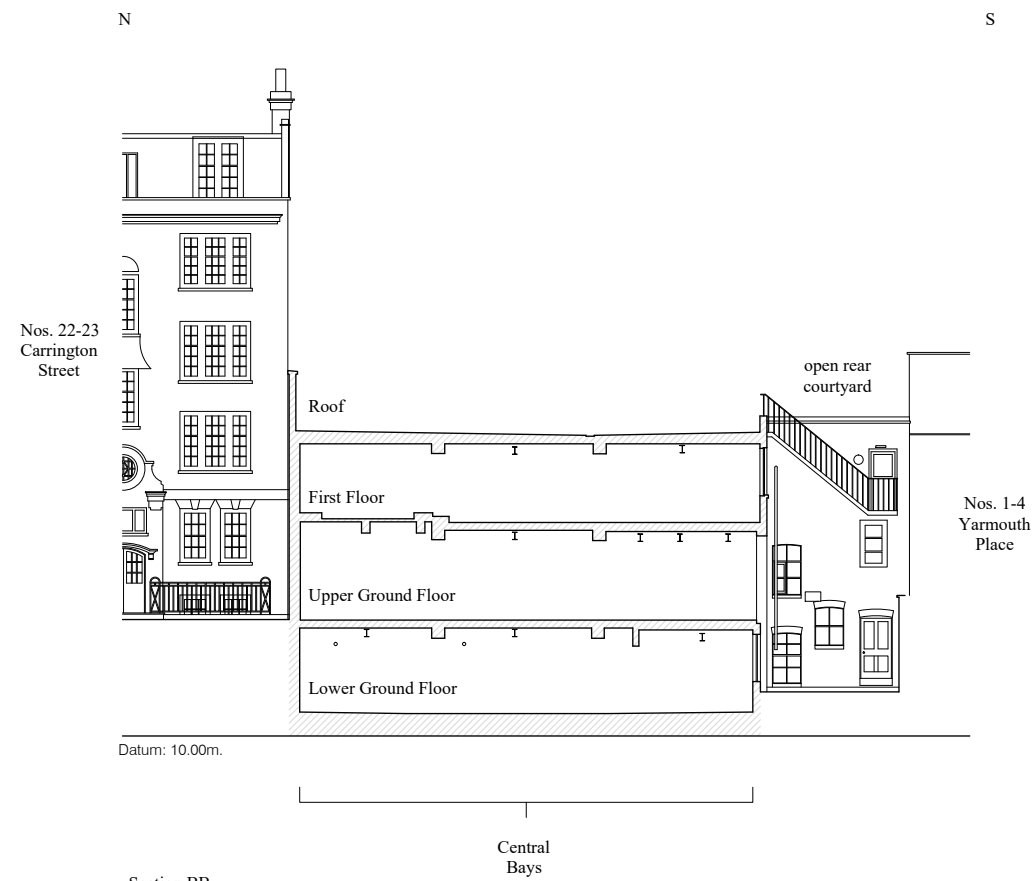
- Original (1907)
- Later Alterations
- ① Location and Direction of Plate
- ② Location and Direction of Plate (taken from Lower Floor Level)

0 8 24 Feet
0 4 8 Metres



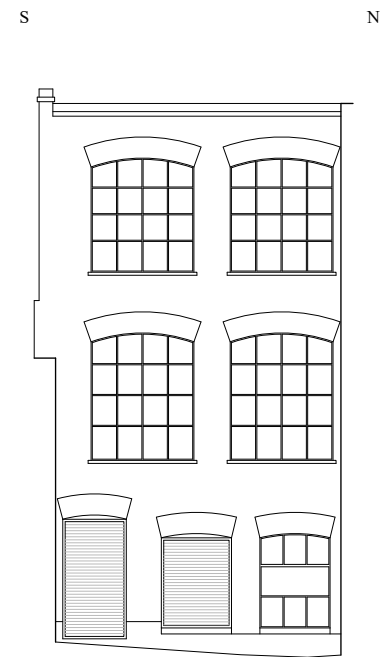


Section AA
Looking North



Section BB
Looking East





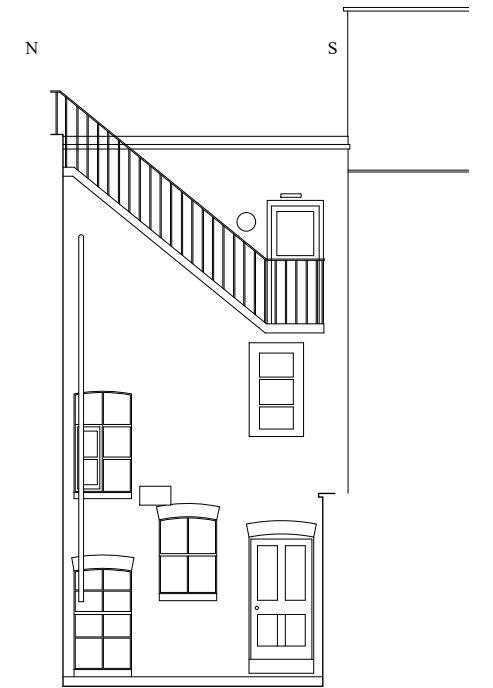
Datum: 10.00m.

Open Rear Courtyard
Looking West



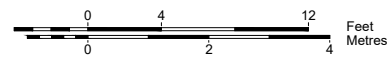
Datum: 10.00m.

Open Rear Courtyard
Looking North



Datum: 10.00m.

Open Rear Courtyard
Looking East



. . . THE . . .

AUTOMOBILE EXHIBITION

CRYSTAL PALACE,

JANUARY 30 to FEBRUARY 7.

The Official Show of the
Society of Motor Manufacturers & Traders, Ltd.

All the Leading Makers of ENGLISH, FRENCH, GERMAN,
 BELGIAN, DUTCH, and AMERICAN


Motor Cars & Accessories

HAVE TAKEN SPACE.

The following celebrated makers will not be showing at any
 other Exhibition in 1903 :

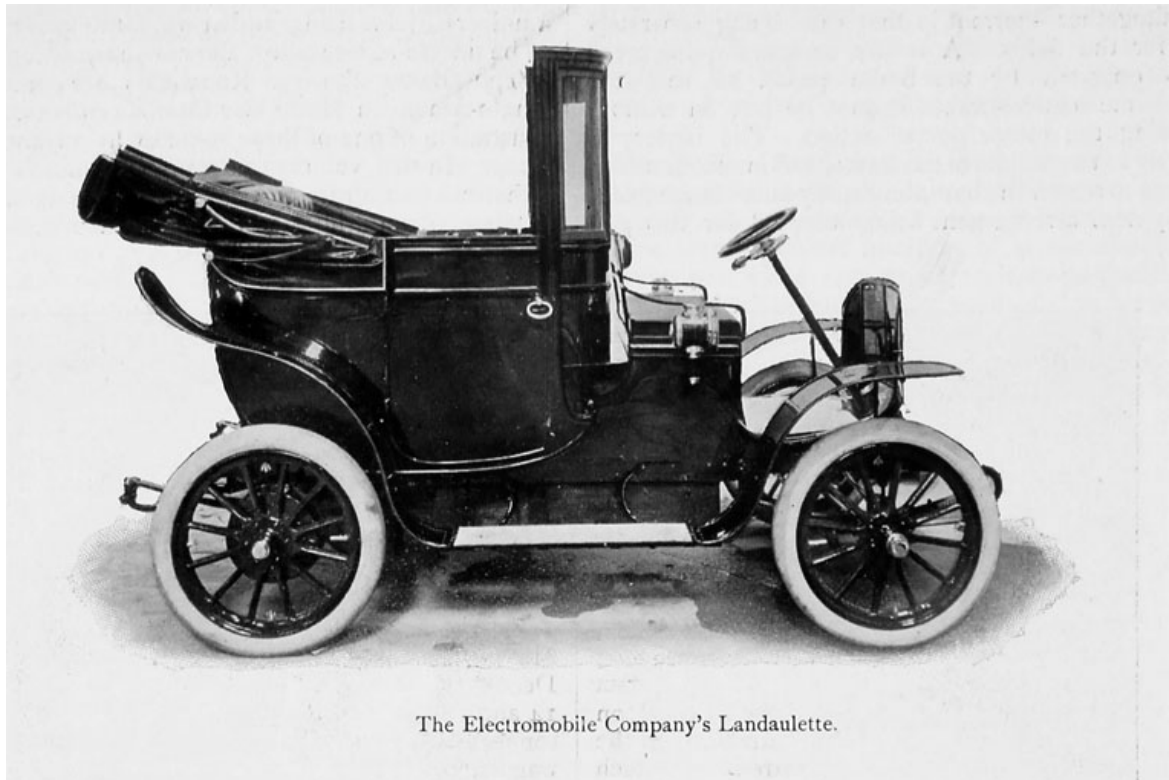
Brush Electric Eng. Co.	S. F. Edge, Ltd.	Milnes-Daimler.
City and Suburban Electric Vehicle Co.	Electromobile Co.	Panhard & Levassor.
Daimler Motor Co.	Farman Automobile Co.	Simms & Co.
De Dion-Bouton.	Humber, Ltd.	Thornycroft Steam Wag- gon Co.
	Locomobile Co. of England.	
	Wolsley Tool and Motor Co.	

The ground floor of the Crystal Palace is twice
 the size of the Grand Palais, Paris, and is ALL LET.

TRIAL RUNS IN THE GROUNDS.  SPECIAL GARAGE.

F. W. BAILY, Secretary.

Historic Plate1: 1903 Automobile Exhibition Poster (Crystal Palace)



The Electromobile Company's Landaulette.

Historic Plate 2: 1903 Electromobile Company Limited Landaulette

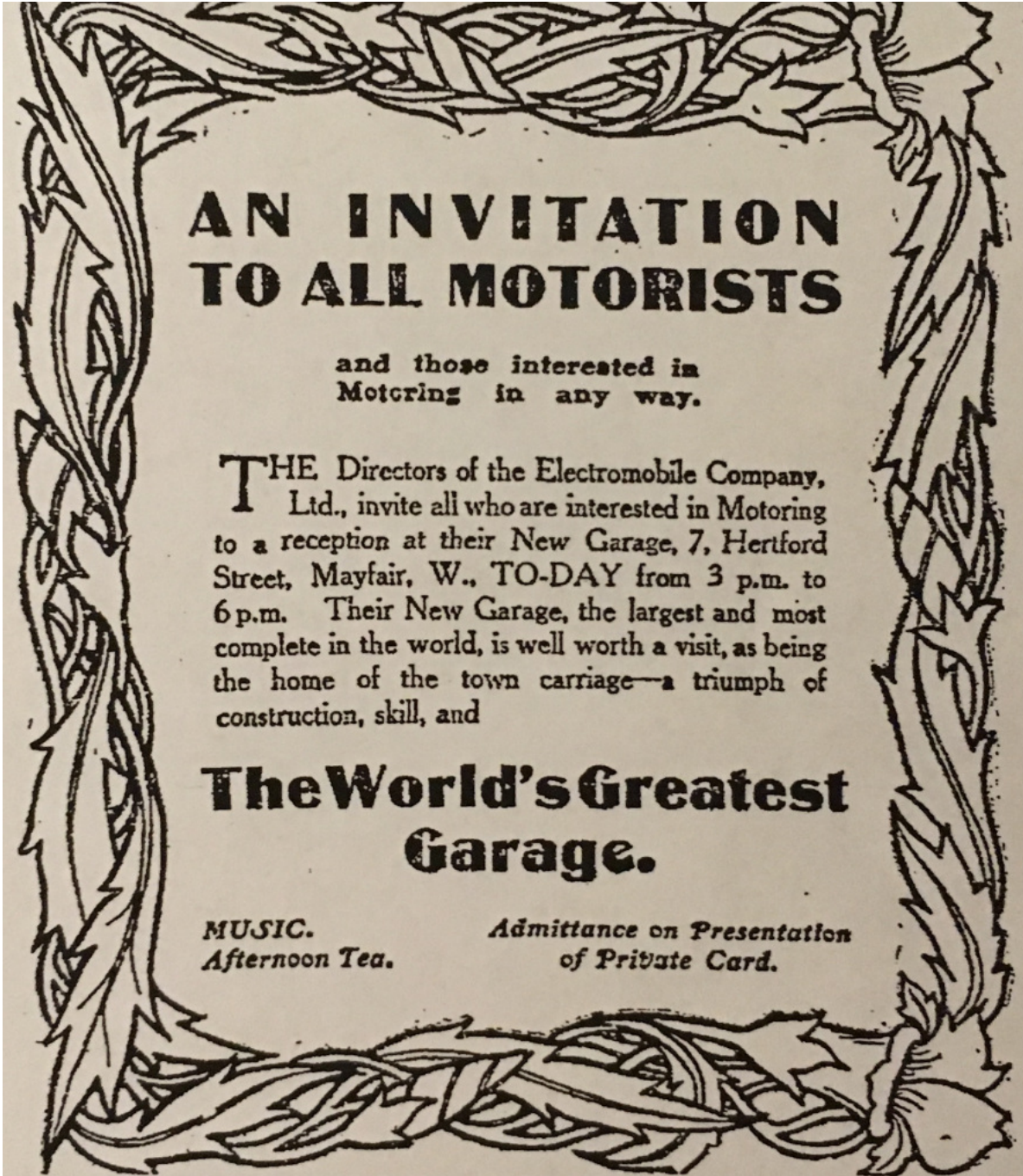
The Electromobile Company,
LIMITED,
7, CURZON STREET, MAYFAIR.

Electric Landaulets & Petrol Broughams

OLYMPIA EXHIBITION, STAND No. 70,
FEBRUARY 10th to 18th, 1905.

A few electric carriages are now available for hiring for the Season.

Historic Plate 3: Olympia Exhibition Poster 1905

A decorative border of stylized leaves and flowers surrounds the text.

AN INVITATION TO ALL MOTORISTS

and those interested in
Motoring in any way.

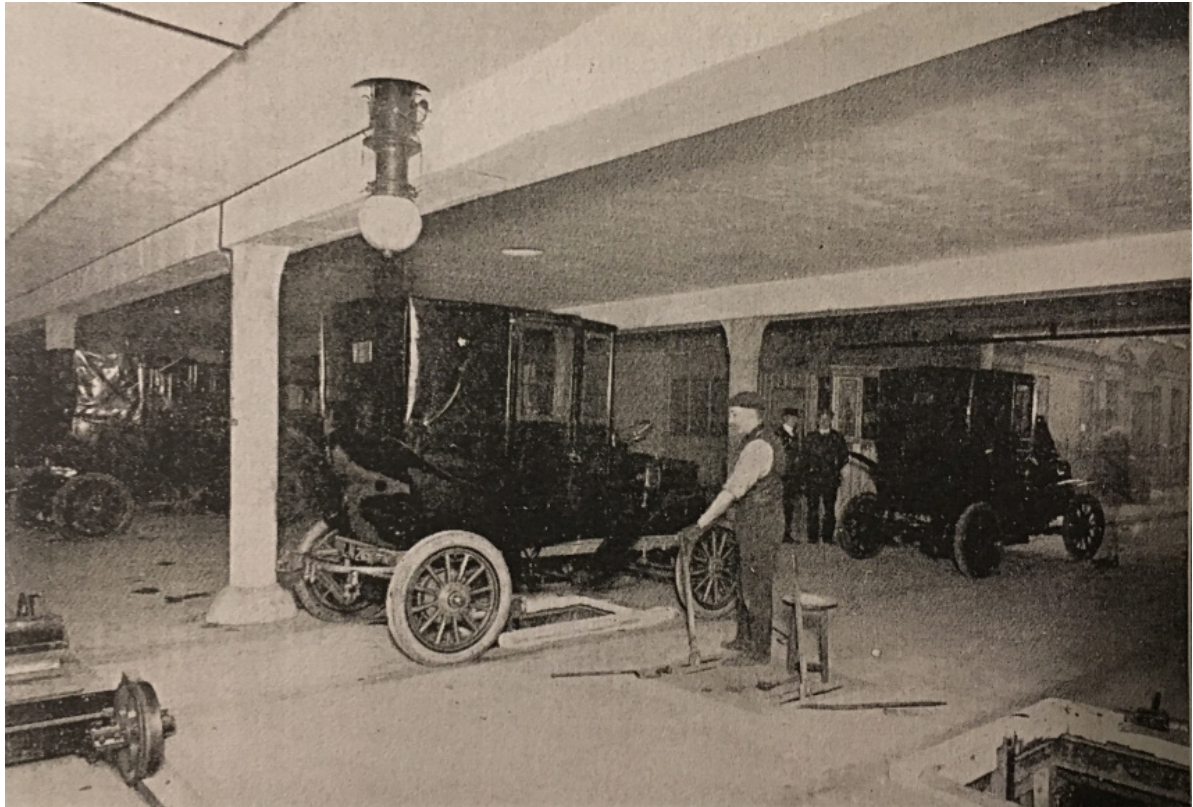
THE Directors of the Electromobile Company,
Ltd., invite all who are interested in Motoring
to a reception at their New Garage, 7, Hertford
Street, Mayfair, W., TO-DAY from 3 p.m. to
6 p.m. Their New Garage, the largest and most
complete in the world, is well worth a visit, as being
the home of the town carriage—a triumph of
construction, skill, and

The World's Greatest Garage.

*MUSIC.
Afternoon Tea.*

*Admittance on Presentation
of Private Card.*

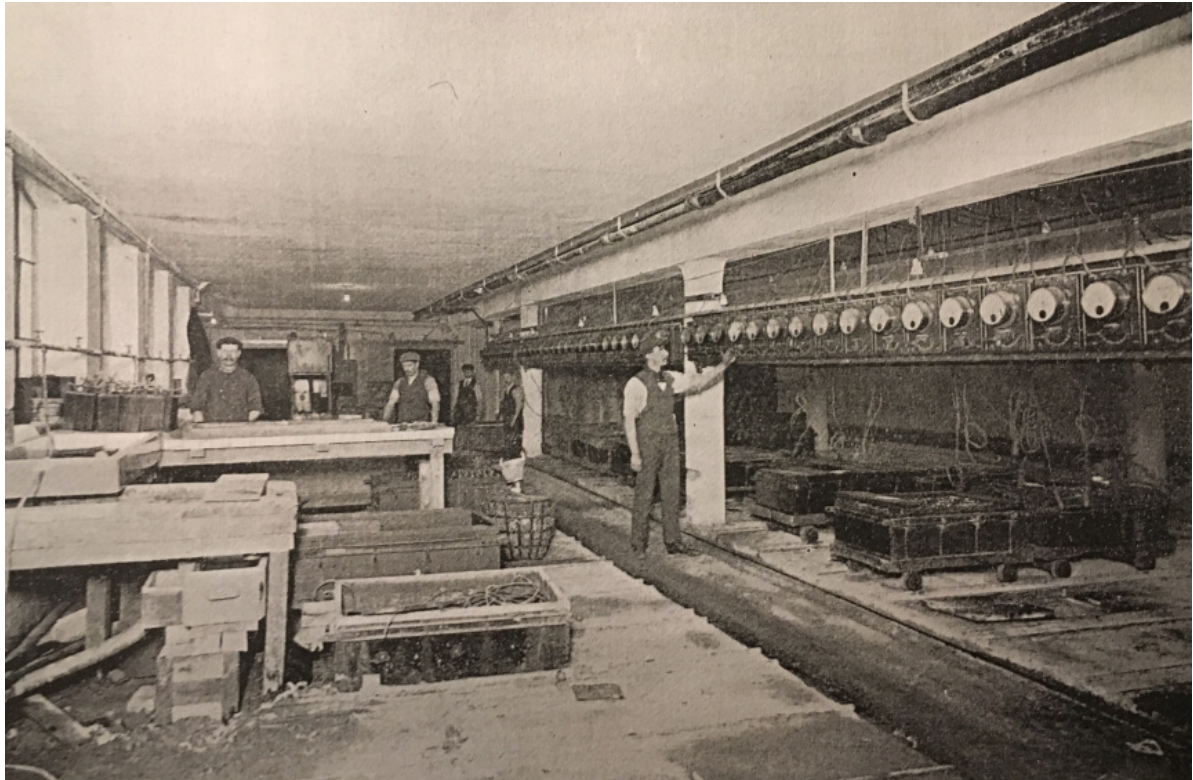
Historic Plate 4: Invitation to the opening of the Electromobile Garage in November 1907



Historic Plate 5: Cars leaving the upper ground floor of the Electromobile Garage in 1907, looking north-west (The Car, 4 Dec 1907, 146)



Historic Plate 6: First floor parking: note the runners for the transversers in the floor, looking west (The Car, 4 Dec 1907, 146)



Historic Plate 7: The Battery Department in the basement/lower ground floor, looking west (The Car, 4 Dec 1907, 147)



Fig. 35—ELECTRIC BROUGHAM

Historic Plate 8: 1911 Electromobile Company Limited Electric Brougham



Historic Plate 9: Photograph taken in 1911 of Carrington Street with the entrance to the Electromobile Garage (far left)

— IF —

You want to hire an automobile or electric carriage when in England

COME TO

— “7” —

**HERTFORD STREET
MAYFAIR
LONDON**

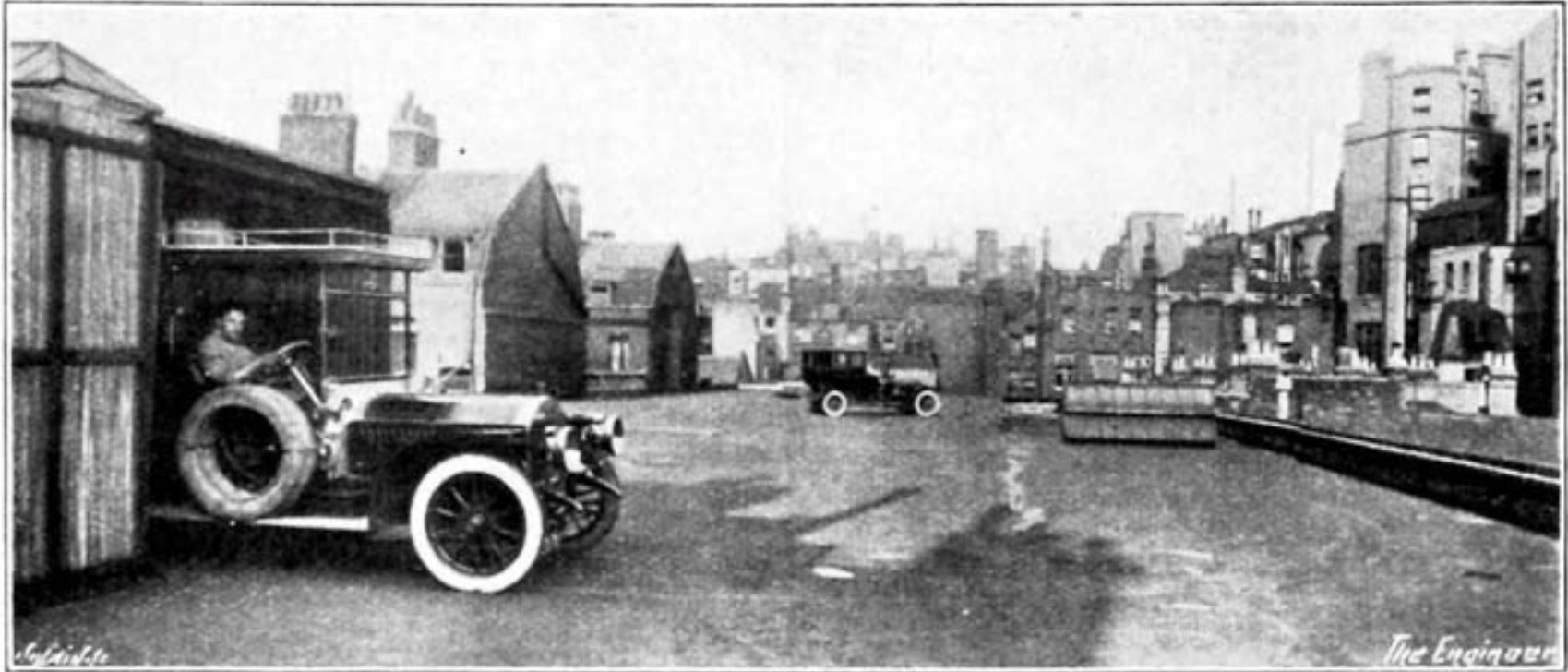
THE address of the finest equipped garage in England for the hire of Petrol or Electric Carriages for Town or Country use. Experienced, efficient and reliable drivers. Perfectly appointed private Napier carriages or electromobiles. Inclusive charges. Fair and reasonable terms.

Send for "The Little Book" or the Napier Hiring Book — both posted free on request. Write now.

TELEPHONE 1045 GERRARD
on arrival in London or Telegraph Marconi or Cable "Monopolize" London.

Napier cars by arrangement with S.F. Edge, Ltd

**The Hertford St. Motor Hiring Co.
Ltd., & The Electromobile Co. Ltd.
7 HERTFORD ST., MAYFAIR, W.**



Hertford street Motor Company
ROOF OF THE GARAGE

Historic Plate 11: Photograph taken in 1914 of the roof of the Hertford Street Motor Company Garage, looking east

ELECTRIC VEHICLE GARAGE IN LONDON

(For description see page 213)

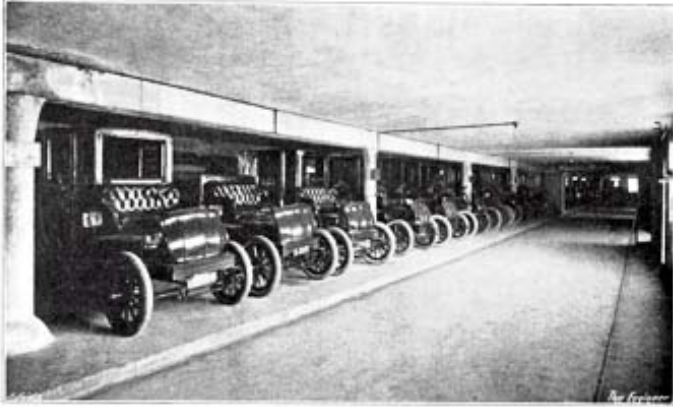


FIG. 10—ELECTRIC VEHICLES IN THE GARAGE

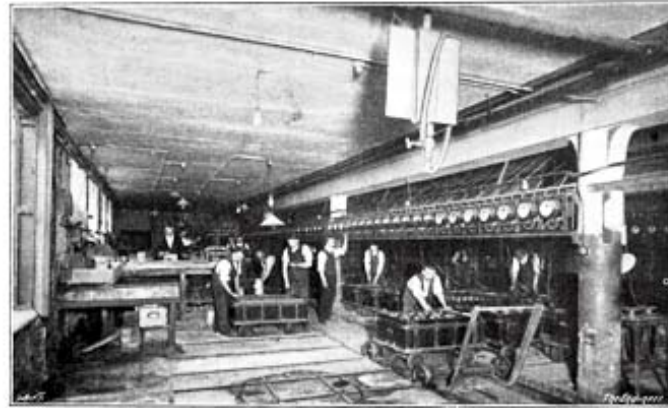


FIG. 11—PART OF THE BATTERY ROOM



FIG. 12—PART OF THE BODY MAKERS' AND PAINT SHOP

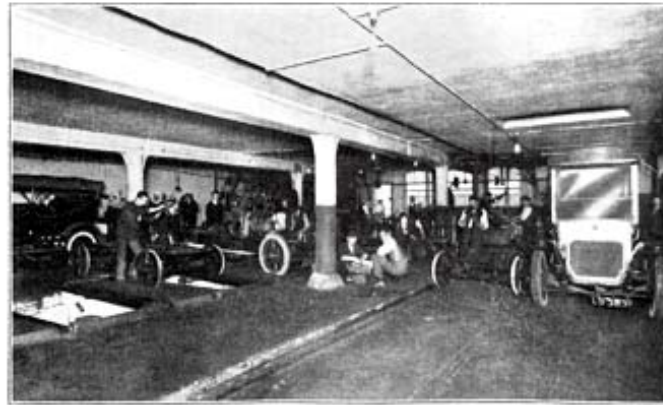


FIG. 13—PART OF THE FITTING SHOP

Historic Plate 12: Photographs of the Electromobile Garage published in the Engineer 1914

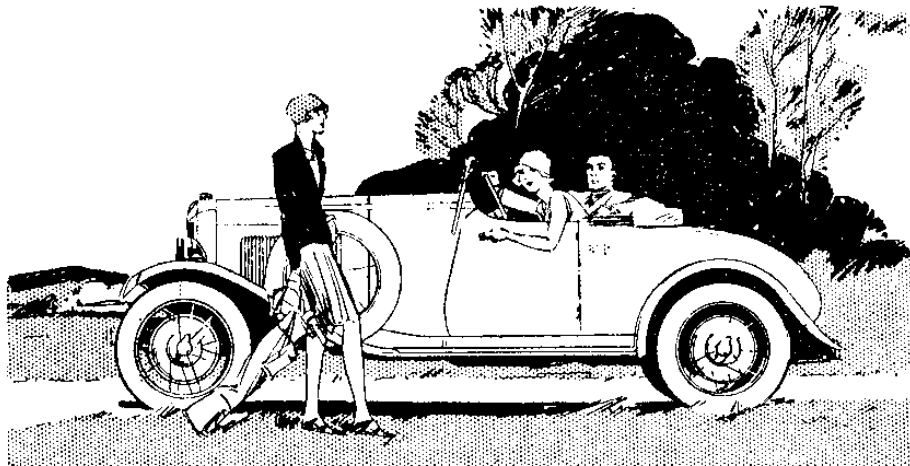
UNIVERSITY MOTORS Ltd. :: London & Brighton

ESTABLISHED NEARLY A QUARTER OF A CENTURY

Sole London
Distributors for



British
Sports Cars



Send for free Art Book in full colours.

MODELS AND PRICES

	8/33 h.p. Midget.	18/80 h.p. Six Mark I.	18/80 h.p. Six Mark II.
Chassis . . .	Not sold . . .	£445 . . .	£550 . . .
Two-seater . . .	£185 . . .	£510 . . .	£625 . . .
Four-seater . . .	— . . .	£515 . . .	£630 . . .
Coupé . . .	£245 . . .	— . . .	— . . .
Salonette (Fabric) . . .	— . . .	£550 . . .	£655 . . .
Salonette (Panel) . . .	— . . .	£555 . . .	£660 . . .
Saloon (Fabric) . . .	— . . .	£560 . . .	£660 . . .
Saloon (Panel) . . .	— . . .	£570 . . .	£670 . . .

4 to 80 m.p.h. on top gear.

Head Office : 7 Hertford Street, Mayfair; Grosvenor 3000 (10 lines).
1 & 4 Brick Street, Park Lane. 27 High Street, Notting Hill Gate.
83 Piccadilly. 46 Knightsbridge. And at Brighton : 24 Bedford Place.
Phone: Hove 4127.

EROS



M.G
DELAGÉ • DODGE
 SPARES & SERVICE

UNIVERSITY MOTORS LTD
 105 Cheyne Walk, SW10 • Flaxman 2863
 7 Hertford Street, W1 • Grosvenor 4141

Historic Plate 14: March 1939 Advertisement

BENTLEY



1932 **BENTLEY** 4½-litre Supercharged Foursome Drophead Coupe, by Vanden Plas. First registered July, 1932. One owner since new. In incredibly good condition, and has phenomenal performance **£95**

EXCHANGES AND DEFERRED TERMS.
UNIVERSITY MOTORS LTD.
 (Used Car Department)
 7, HERTFORD STREET, LONDON, W.1
 Grosvenor 4141

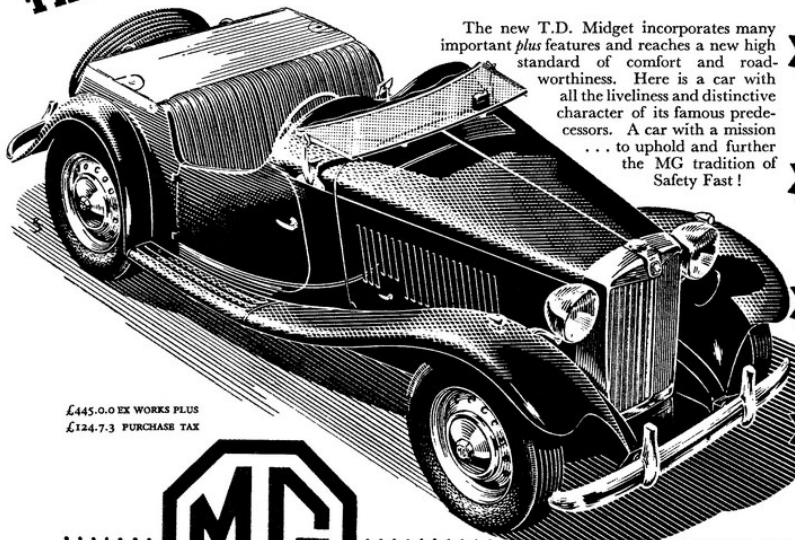
Historic Plate 15: Advertisement for a Second Hand Bentley in *Old Motor magazine*, 1939



Historic Plate 16: Photograph of University Motors Garage following bomb damage in 1940

THE NEW T.D. MIDGET

WITH THE **plus** FEATURES



£445.0.0 EX WORKS PLUS
£124.7.3 PURCHASE TAX

MG

Safety fast!

plus coil spring independent front-wheel suspension. The new Midget rides smoothly — hugs the road at high speeds. Bumps and pot-holes are ironed out.

plus extra body-width for greater comfort, combined with sturdier general construction. This new model is tougher, more rugged than its predecessors.

plus Luxax Girling hydraulic piston-type shock absorbers. Enable car to cruise comfortably maintaining high average speeds over short and long journeys.

plus newly designed Lockheed hydraulic brakes on all four wheels. Even more powerful braking is part of the MG tradition of Safety Fast.

plus the latest direct-acting rack-and-pinion type steering. This gives an unusually light yet positive touch which is entirely free from vibration.

THE MG CAR COMPANY LIMITED, SALES DIVISION, COWLEY, OXFORD

Overseas Business: Nuffield Exports Ltd., Oxford and 41 Piccadilly, London, W.1
London Showrooms: University Motors Ltd., 7, Hertford Street, W.1.

54

N NUFFIELD PRODUCTS

Historic Plate 17 1950 Advertisement

it's the new
T.D. Midget!

Now's your chance to get a "close-up" of the new T.D. series M.G. Midget. Its first appearance at the Motor Show is a wonderful opportunity to check over the important "plus" features that have made it the most talked about sports car of the year.

£445.0.0 EX WORKS, PLUS £124.7.3 PURCHASE TAX.


**STAND No. 154
AT THE MOTOR SHOW**

Safety **MG** *Fast!*


THE MG CAR COMPANY LIMITED, SALES DIVISION, COWLEY, OXFORD 
 Overseas Business: Nuffield Exports Ltd., Oxford and 41 Piccadilly, London, W.1
 London Showrooms: University Motors Ltd., 7 Hertford Street, W.1

Historic Plate 18: Motor show magazine advertisement c.1950 for MG Midget series TD 2 door roadster produced 1950 – 1953


May 13, 1953. Motor 17


 *Announcing the new* **403**

UNIVERSITY MOTORS LIMITED
 7 HERTFORD STREET LONDON · W·1· GROSVENOR 4141

 *Bristol*
**SPARES &
SERVICE**

BRISTOL 403

 *A Luxurious
5-seater Saloon Car
Capable of 100 m.p.h.*



Historic Plate 19: 1953 Advertisement

We're right in the centre of London, close to every main line terminus . . . we give your instructions immediate, intelligent attention . . . *and we carry the largest stock of MG spares outside the factory.* So whenever it's a question of . . .

MG SPARES?
You're sure of
speedy service from
UNIVERSITY!



**UNIVERSITY
MOTORS LTD.**

Sole London MG Distributors

7 HERTFORD STREET, LONDON, W.1

Tel : GROsvenor 4141





Plate 1 View from Carrington Street Looking south, showing rebuilt façade



Plate 2 Rear open courtyard looking west



Plate 3 Rear open courtyard looking north-east



Plate 4 Detail of Lower Ground windows



Plate 5 Detail of S-shaped tie-bar ends at upper ground floor level, looking north



Plate 6 Later 'Petrol' store looking north-west



Plate 7 Former vehicular door opening (from Brick Street)



Plate 8 Typical column head and later steelwork on the first floor

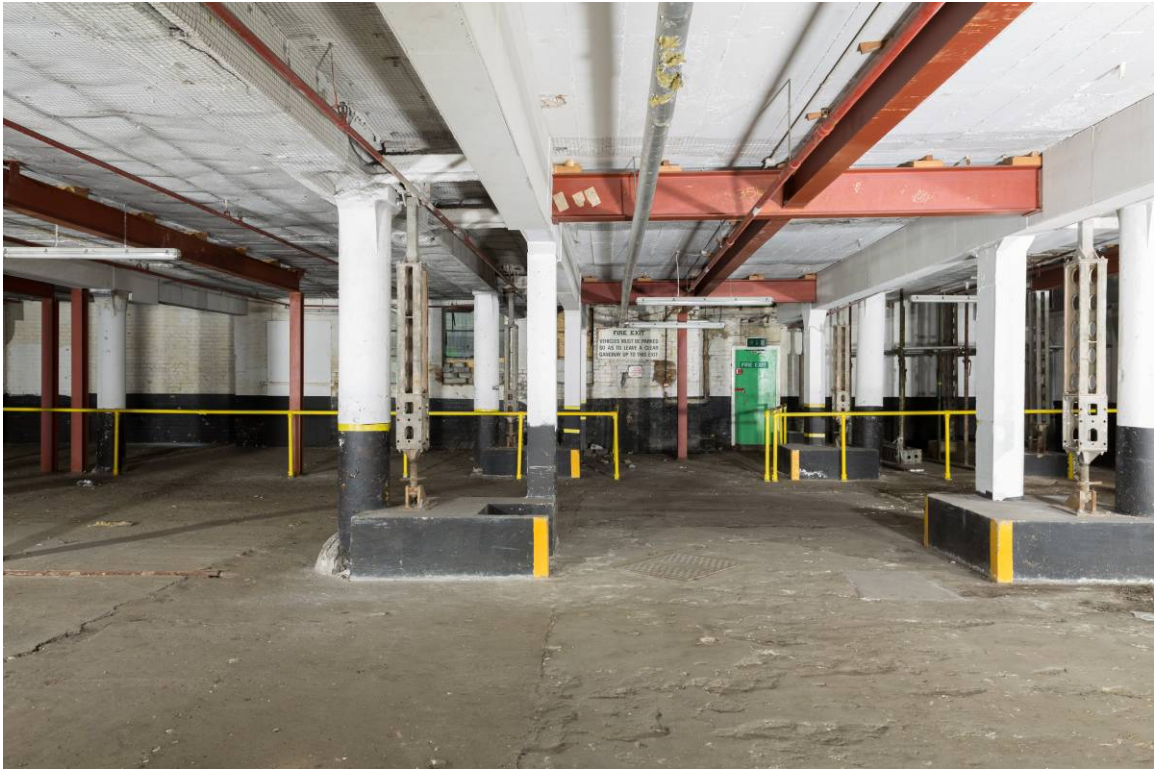


Plate 9 Lower ground floor level, eastern bays, looking to east end



Plate10 Lower ground floor level, eastern bays, looking west



Plate 11 Lower ground floor level, windows to light well, looking east



Plate 12 Lower ground floor level, looking west to central bays

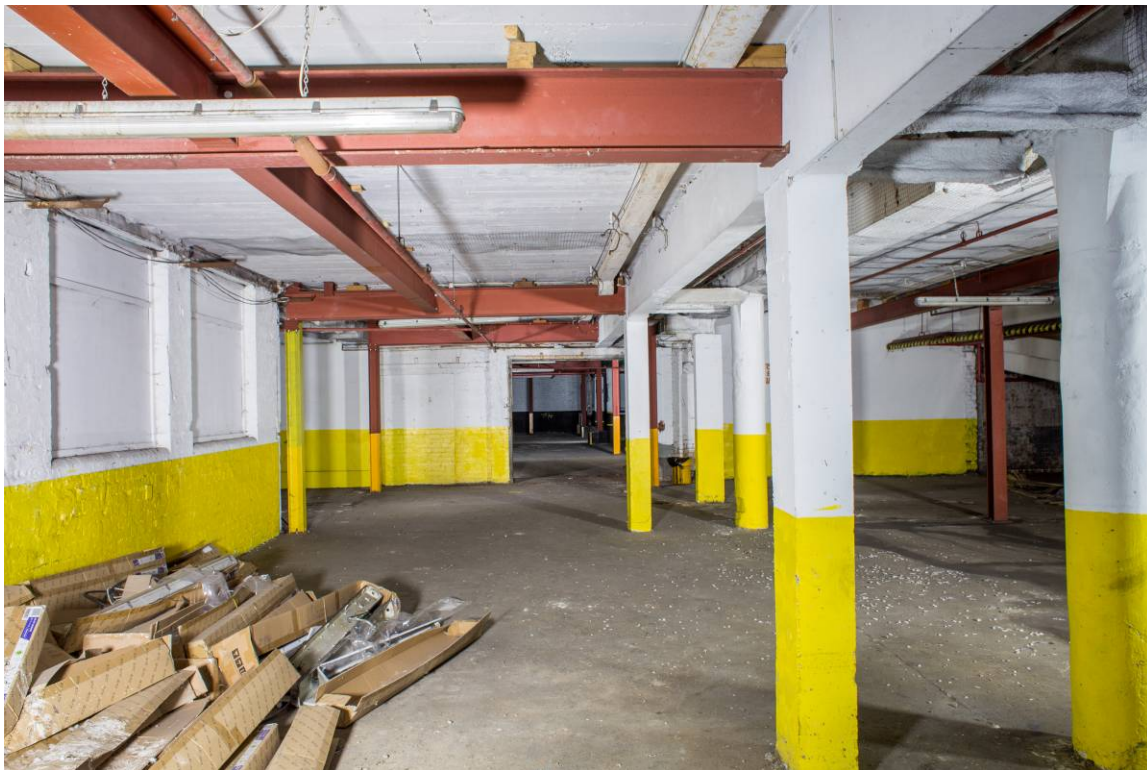


Plate 13 Lower ground floor level, central bays, looking west



Plate 14 Lower ground floor level, central bays, looking south-east



Plate 15 Lower ground floor level, central bays looking north-west towards ramp



Plate 16 Lower ground floor level, central bays, water inlet to sprinkler system



Plate 17a Lower ground floor level, western bays, looking west



Plate 17b Lower ground floor level, detail of original column in western bays, looking west



Plate 17c Lower ground floor level, western bays, looking west



Plate 18 Lower ground floor level, western bays, looking north-east

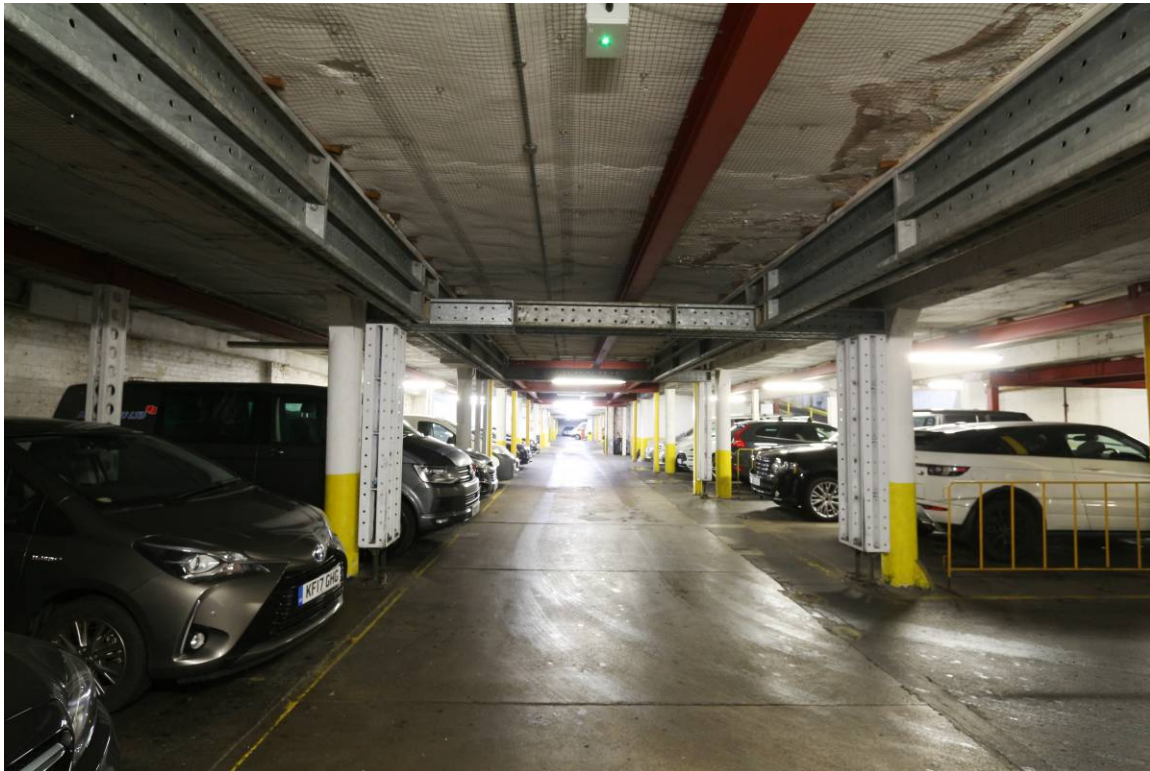


Plate 19 Upper ground floor level, eastern bays looking west



Plate 20 Upper ground floor level, eastern bays, windows into light well, looking south-east

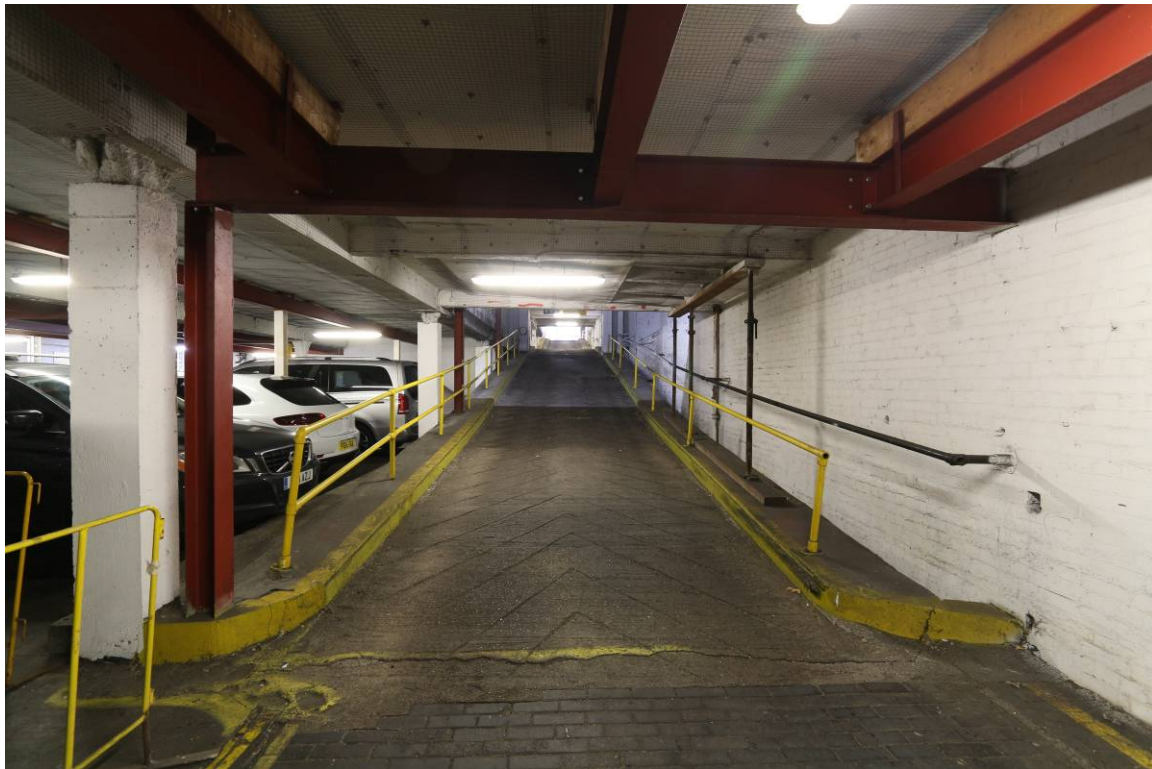


Plate 21a Ramp from upper ground floor level to first floor level, looking west

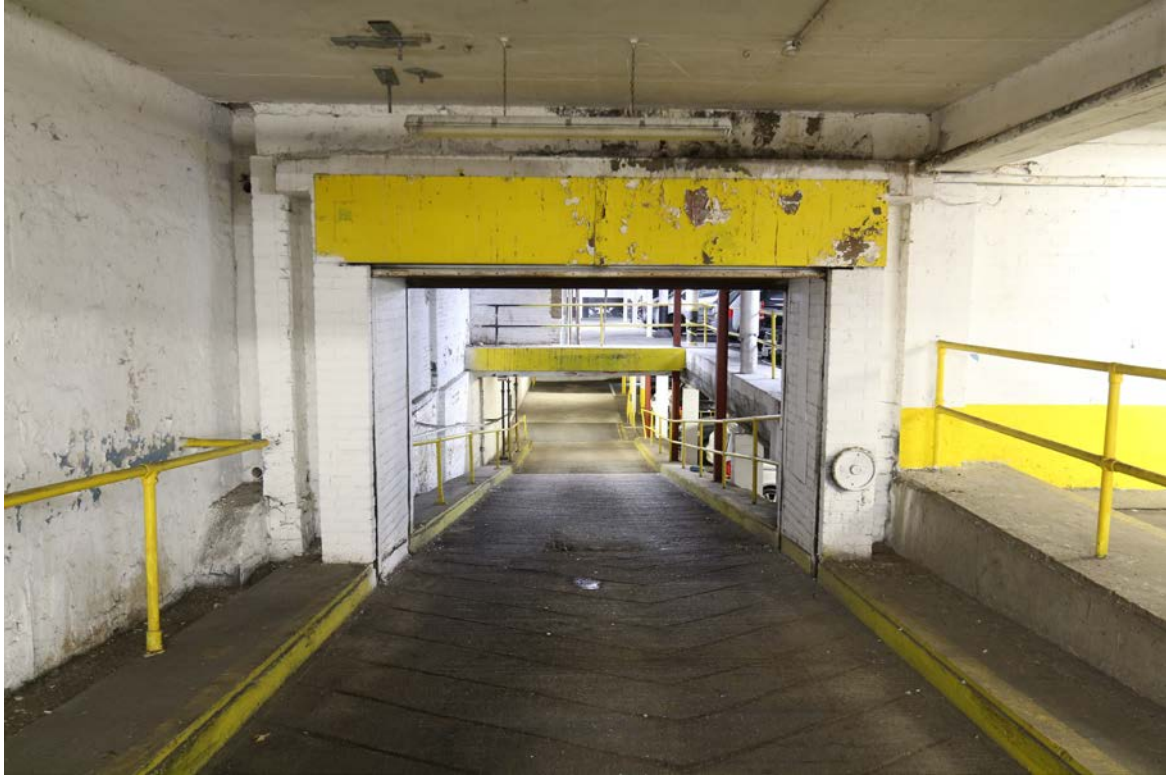


Plate 21b Ramp from first floor level down to upper ground floor level, looking east



Plate 22 Upper ground floor level, central bay looking east



Plate 23 Upper ground floor level, central bays, tiled floor next to entrance and below ramp



Plate 24 Upper ground floor level, central bays, former doorway into rear yard



Plate 25a Upper ground floor level, western bays, looking north-east



Plate 25b Upper ground floor level, western bays, looking north



Plate 26a Upper ground floor level, western bays, looking west at the south end of the western elevation



Plate 26b Upper ground floor level, western bays, looking north to north-west stairwell



Plate 27 Upper ground floor level, western bays, looking toward stairwell



Plate 28 First Floor, eastern bays, structural props



Plate 29 First Floor, eastern bays, return of Mansard roof looking south



Plate 30a First Floor, eastern bays, windows



Plate 30b First Floor, eastern bays, well



Plate 31 First Floor, eastern/central bays, detail of hand-operated shutter door mechanism



Plate 32 First Floor, western bays, steel fire/security door

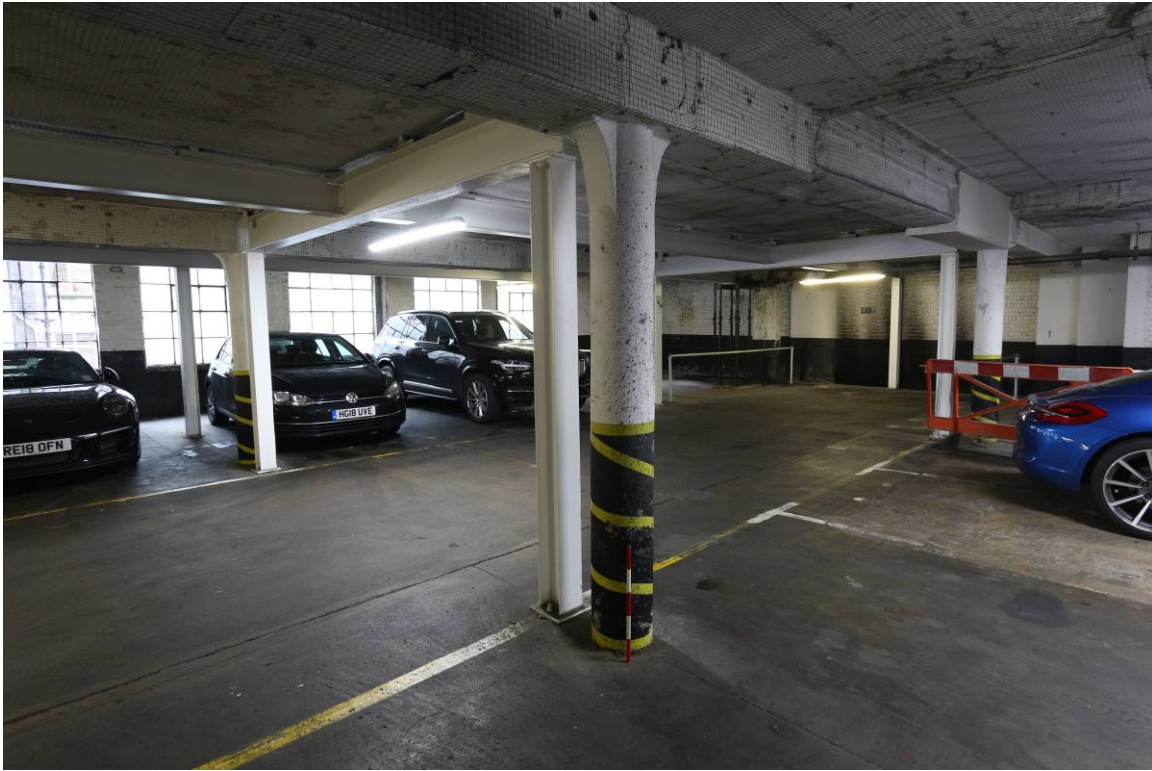


Plate 33a First Floor, western bays, looking south-west



Plate 33b First Floor, western bays, looking west



Plate 33c First Floor, western bays, looking north-west



Plate 33d First Floor, western bays, looking north

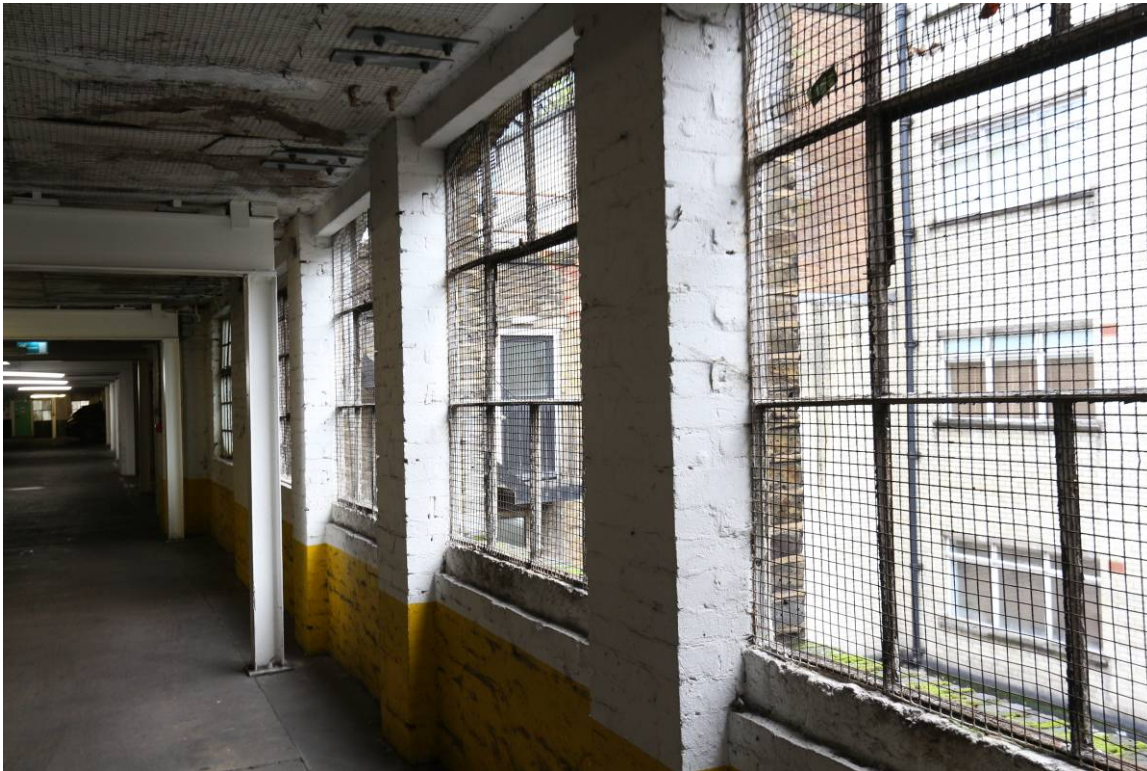


Plate 34 First Floor, central bays, windows looking south-east



Plate 35 First Floor, central bays, looking east



Plate 36 First Floor, central bays, stairwell looking south-west



Plate 37 First Floor, eastern bays, column with integral drain

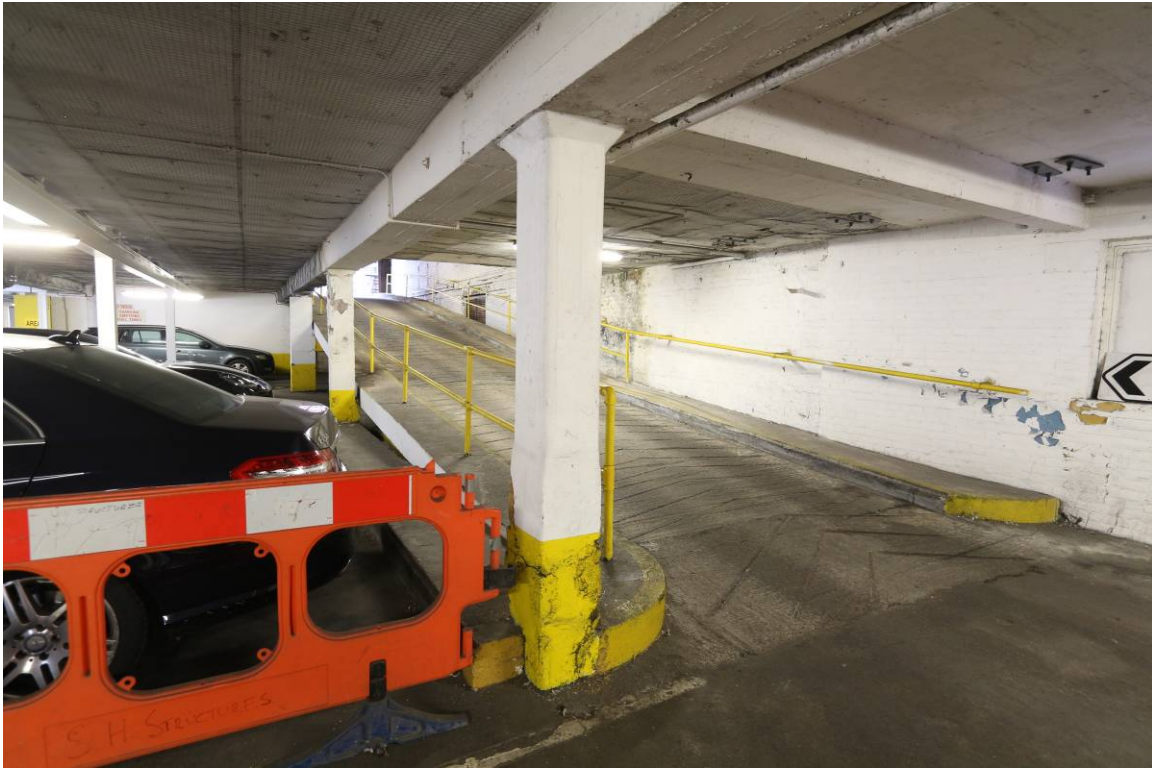


Plate 38 First Floor, ramp to roof parking



Plate 39 First Floor, wall scar of former ceiling/roof structure



Plate 40 Ramp up onto roof level, looking east



Plate 41 Roof level looking east



Plate 42 Roof level looking west



Plate 43 Roof level, detail of Mansard, looking west



Plate 44 Roof level, detail of Mansard, looking north



Plate 45 Roof level, chimney, looking south-east

PCA

PCA CAMBRIDGE

THE GRANARY, RECTORY FARM
BREWERY ROAD, PAMPISFORD
CAMBRIDGESHIRE CB22 3EN
t: 01223 845 522
e: cambridge@pre-construct.com

PCA DURHAM

UNIT 19A, TURSDALE BUSINESS PARK
TURSDALE
DURHAM DH6 5PG
t: 0191 377 1111
e: durham@pre-construct.com

PCA LONDON

UNIT 54, BROCKLEY CROSS BUSINESS CENTRE
96 ENDWELL ROAD, BROCKLEY
LONDON SE4 2PD
t: 020 7732 3925
e: london@pre-construct.com

PCA NEWARK

OFFICE 8, ROEWOOD COURTYARD
WINKBURN, NEWARK
NOTTINGHAMSHIRE NG22 8PG
t: 01636 370410
e: newark@pre-construct.com

PCA NORWICH

QUARRY WORKS, DEREHAM ROAD
HONINGHAM
NORWICH NR9 5AP
T: 01223 845522
e: cambridge@pre-construct.com

PCA WARWICK

UNIT 9, THE MILL, MILL LANE
LITTLE SHREWLEY, WARWICK
WARWICKSHIRE CV35 7HN
t: 01926 485490
e: warwick@pre-construct.com

PCA WINCHESTER

5 RED DEER COURT, ELM ROAD
WINCHESTER
HAMPSHIRE SO22 5LX
t: 01962 849 549
e: winchester@pre-construct.com

