

Case Name: Bullnose Building and mess room, Leeman Road, York

Case Number: 1464415

Background

We have been asked to assess the Bullnose Building (former North Easter Railway (NER) coal manager's office and house) and attached mess room for listing.

Asset(s) under Assessment

Facts about the asset(s) can be found in the Annex(es) to this report.

Annex	List Entry Number	Name	Heritage Category	HE Recommendation
1	1465077	Bullnose Building, former Coal Manager's office and house	Listing	Add to List
2	1466684	Mess room, former Goods Station	Listing	Do not add to List

Visits

Date	Visit Type
12 June 2019	Full inspection

Context

The buildings are associated with the Grade II listed former Goods Station, now the National Railway Museum.

The buildings stand within the York Central development, the outline planning consent for which was recently granted (under reference 18/01884). It envisages retention of the Bullnose Building, but possible demolition of the mess room, to be determined at the reserved matters stage.

The two buildings have not previously been assessed for listing. They do not stand in a conservation area. The Bullnose Building is on York's provisional Local List.

Assessment

CONSULTATION

The applicant, the owners of the Bullnose Building (Network Rail), the owners of the mess room (the National Railway Museum), the local authority, the Historic Environment Record (HER) and the Victorian Society were invited to comment on the factual details of the case as part of the consultation process.

Network Rail responded to acknowledge the historical and visual significance of the Bullnose Building, but to say that it considered the mess room to not merit listed status, referring to its standard design and lack of architectural detailing. The National Railway Museum responded with regard only to the mess room to say that it does not consider it worthy of listed status as an unremarkable structure built after the Bullnose

Building and retaining no original features of note. The relative merits of the two buildings will be discussed below in the Discussion section.

No other responses were received.

DISCUSSION

The statutory criteria for designation of a building are its special architectural interest or historic interest as set out in the Principles of Selection for Listed Buildings (November 2018). Additional guidance for buildings associated with railways is contained in the Historic England Listing Selection Guide on Infrastructure: Transport (December 2017). As with all building types, transport buildings have to be assessed in terms of their intrinsic value – special architectural, historic, planning, engineering and technological interest. Increasingly rigorous selection is required for buildings after about 1860 due to the quantity of what remains and the standardisation of design. The quality of architectural design and house style used by the railway companies are particular considerations when assessing these buildings. As with industrial buildings generally, group value can be a key determinant. Some stations and goods yards need to be assessed as a whole, especially where they demonstrate the phased evolution of the railway system, through alteration and extension. Rarity will always be a factor in listing assessments, as attrition rates for some later Victorian railway buildings have been high, greater significance having been attached to the first-generation railway buildings.

York's railway infrastructure was fundamental to the development of the city in Victorian times. Built in 1876, the Bullnose Building formed an integral part of the new Goods Station, which, together with the adjacent Passenger Station, demonstrated a major investment in expanding York's railway facilities on a new, open site to replace the original, cramped 1840s station constrained within the city walls. Railways were legally obliged to carry all types of goods, with goods often being more lucrative than passengers. Coal and other minerals mined in the north-east of England formed a significant stream of revenue for the North Eastern Railway (NER); by 1913 it accounted for 66% of the NER's revenue. This significance is visually demonstrated by the prominent position of the Bullnose Building, built as a dedicated coal or mineral manager's office, at the entrance to the Goods Station where it was the first building seen when approaching the station by road from the city. The coal manager was seen as a key employee and was also provided with a house in the building.

Although envisaged by Thomas Prosser, the building design was by Benjamin Burleigh, who took over as chief NER architect in 1874. It was designed and built at the same time as Burleigh's Goods Station (Grade II, National Heritage List for England (NHLE):1407453) and forms part of the Goods Station complex with a clear functional, visual and designed relationship with the main building.

The value of goods being transported required a secure environment and the large Goods Station was carefully laid out to provide this security. The station stands at the rear of an enclosed forecourt containing a contiguous weigh office (Grade II, NHLE: 1407456), with a wall on its southern side, beyond which are the remains of the coal depots, now used for car parking. At the east end the forecourt was secured by gate piers and gates (Grade II, NHLE: 1407468); the northernmost gate pier stands against the boundary wall of the yard to the Bullnose Building. The Bullnose Building is ingeniously designed with a narrower, rounded outer corner (the bullnose) to fit into the triangular site between the short, angled access road and Leeman Road (originally Thief Lane) without impeding access into the forecourt. The northernmost gate pier appears to have been secured by a bolt through the boundary wall of the Bullnose Building yard, which suggests that they were envisaged as an entity. A doorway in the boundary wall is located within the gated forecourt and originally gave access to urinals and WCs presumably for use solely by the Goods Station workforce. The northern side of the forecourt, between the Goods Station and the coal manager's house, was originally bounded by a railway track which stopped just short of the house, later replaced by the mess room.

Goods Stations are an increasingly scarce building type with many lost since the late C20 due to the impact of development pressure. York retains a good survival of the grouping of original buildings and structures associated with this type of railway complex. Together they enhance the understanding of how these complexes worked, providing evidence of security and access, the weighing of goods upon delivery or exit, administration and a hierarchy of buildings. The Goods Station is complemented by the nearby Passenger Station of 1872 to 1877 by Prosser, Burleigh and William Peachey, listed at Grade II* (NHLE: 1256554), together providing a particularly rich survival of the city's renewed railway infrastructure.

Although relatively understated, the design of the Bullnose Building is lifted above the standard for its date by the aesthetically pleasing rounded outer corner, which undoubtedly enhances the entrance to the Goods Station and acts as a visual pointer to the main buildings grouped to the rear of the forecourt. Detailing, such

as the shape and size of the windows and the brick and ashlar hood over the main doorway compliment detailing on the office block of the Goods Station. The overall appearance is enhanced by finely mortared brickwork, gauged brick window heads, subtle chevron-moulded eaves cornice and embellished chimney stacks. There has been some external repair to the eaves cornice and the upper window heads on the rounded corner, which is not of the original quality, but this is only apparent on closer inspection and does not unduly detract from the overall appearance of the building.

Internally, the original layout of the office remains legible despite the introduction of some modern board partitions, mainly in the large, first-floor clerks' office. There is a good-quality main staircase and other fixtures and fittings remain, such as panelled doors and moulded timber architraves. There has been the loss of some fixtures, such as fireplaces, but the first-floor manager's office retains its fireplace. The interior of the house is less intact, having lost fixtures and fittings such as the staircase and fireplaces. However, the main interest resides in the layout of the office rather than the house. Externally, the house is designed as a subsidiary element to the office, with a step down in height, though sharing the same detailing, and is an intrinsic part of the overall design.

It is considered that the Bullnose Building meets the criteria and it is recommended for listing at Grade II as an integral building to the Goods Station complex.

In recommending the extent of the listing, we have considered whether powers of exclusion under s1 (5A) of the 1990 Act are appropriate, and consider that they are not

The single-storey mess room was built in the early C20 for use by the Goods Station workers. There is no known architect, though it is likely to have been designed by the NER Architects' Office. It is a standard building for its date and has been refurbished internally to provide office accommodation. As such it is not recommended for listing. However, it should be acknowledged that its position in the complex is significant in retaining the enclosed character of the Goods Station, which was a fundamental component of its operation from its inception.

CONCLUSION

After examining all the records and other relevant information and having carefully considered the architectural and historic interest of this case, the criteria for listing are fulfilled and therefore it is recommended to list the Bullnose Building at Grade II. The criteria for listing the adjacent mess room are not fulfilled and therefore it is not recommended for listing.

REASONS FOR DESIGNATION DECISION

The Bullnose Building (former coal manager's office and house), Leeman Road, York, of 1876 by Benjamin Burleigh for the NER Railway, is recommended for listing at Grade II for the following principal reasons:

Historic interest:

- * the Bullnose Building, built in 1876 as the coal manager's office and house, is an integral component of York's new Goods Station, a complex which, together with the contemporary new Passenger Station, demonstrates a major investment in expanding the city's railway infrastructure at this time;
- * the movement of goods, particularly coal and other minerals mined in the north-east of England, was a lucrative stream of revenue for the NER with the building providing a dedicated office and also a house for the coal manager, who was seen as a key employee.

Architectural interest:

- * the building was designed by Benjamin Burleigh, chief NER architect, who also designed the contemporary Goods Station which it served;
- * the layout of the Goods Station intentionally provided a secure environment with the Bullnose Building deliberately placed in a visually prominent location beside the entrance gates;
- * the building has an aesthetically pleasing rounded outer corner and careful attention to detailing, being ingeniously designed to stand on a triangular site adjacent to the road and the angled access road to the Goods Station entrance.
- * the office interior retains its layout, a good-quality staircase, fireplace and other original fixtures and fittings.

Group value:

* the Bullnose Building has a functional, visual and designed relationship with Benjamin Burleigh's Goods Station, the weigh office in the forecourt, and the adjacent gate piers and gates, all of which are listed Grade II.

The mess room, built in the early C20 for the NER Railway, is not recommended for listing for the following principal reasons:

Degree of architectural interest:

* the building is standard for its date and lacks original interior fixtures and fittings having been comprehensively refurbished as office space in C21.

Degree of historic interest:

* the early-C20 mess room is not one of the buildings which comprise the original Goods Station complex, which was constructed during the 1870s to designs by Benjamin Burleigh.

Countersigning comments:

Agreed. The former coal office and house (known as the Bullnose Building) is an important component part of the contemporary Goods Station at York reflecting the significance of the transportation of goods to the North Eastern Railway in the C19. It survives well including interior features. However, the adjoining mess room is later in date and much more altered and is not of the quality to merit a listing recommendation.

V Fiorato

5 September 2019

Annex 1**List Entry****List Entry Summary**

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

Name: Bullnose Building, former Coal Manager's office and house

List Entry Number: 1465077

Location

National Railway Museum, Leeman Road, York, YO26 4XJ

The building may lie within the boundary of more than one authority.

County	District	District Type	Parish
	York	Unitary Authority	Non Civil Parish

National Park: Not applicable to this List entry.

Grade: II

Date first listed:

Date of most recent amendment:

Legacy System Information

This section only relates to older records, created before the introduction of the National Heritage List for England in 2011.

Legacy System: Not applicable to this List entry.

Legacy Number: Not applicable to this List entry.

Asset Groupings

This List entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.

List Entry Description**Summary of Building**

Coal manager's office and house of 1876 built for the North Eastern Railway (NER) as part of the new Goods Station complex envisaged by Thomas Prosser, NER Architect, and designed by Benjamin Burleigh, NER Architect following Prosser's resignation in 1874 due to ill health.

Reasons for Designation

The Bullnose Building (former coal manager's office and house), Leeman Road, York, of 1876 by Benjamin Burleigh for the NER Railway, is listed at Grade II for the following principal reasons:

Historic interest:

- * the Bullnose Building, built in 1876 as the coal manager's office and house, is an integral component of York's new Goods Station, a complex which, together with the contemporary new Passenger Station, demonstrates a major investment in expanding the city's railway infrastructure at this time;
- * the movement of goods, particularly coal and other minerals mined in the north-east of England, was a lucrative stream of revenue for the NER with the building providing a dedicated office and also a house for the coal manager, who was seen as a key employee.

Architectural interest:

- * the building was designed by Benjamin Burleigh, chief NER architect, who also designed the contemporary Goods Station which it served;
- * the layout of the Goods Station intentionally provided a secure environment with the Bullnose Building deliberately placed in a visually prominent location beside the entrance gates;
- * the building has an aesthetically pleasing rounded outer corner and careful attention to detailing, being ingeniously designed to stand on a triangular site adjacent to the road and the angled access road to the Goods Station entrance.
- * the office interior retains its layout, a good-quality staircase, fireplace and other original fixtures and fittings.

Group value:

- * the Bullnose Building has a functional, visual and designed relationship with Benjamin Burleigh's Goods Station, the weigh office in the forecourt, and the adjacent gate piers and gates, all of which are listed Grade II.

History

The North Eastern Railway had long recognised that York's original 1840s passenger and goods stations suffered from a cramped site within the city walls and in 1866 an Act of Parliament was obtained enabling the stations to be moved to a spacious location outside the walls. This move was implemented in the 1870s when the NER made a major capital investment in York's railway infrastructure with the construction of both new passenger and goods stations outside the walls to the west of the old station. In February 1872 a contract was let to construct the new railway lines to serve these projected new stations. It included the construction of new coal depots because the pre-existing coal depot stood in the way of the lines to the new passenger station, and also a new mineral manager's office to deal predominantly with the administration of transportation of coal, but also lime and stone. At this time Thomas Prosser was the NER Architect and was responsible for initial drawings and handling of the new buildings and structures for the York project. In January 1873 Prosser was joined by Benjamin Burleigh who was appointed Deputy Architect: he was based in York and Prosser was based in Newcastle. Burleigh's role was to handle most new jobs originating in Yorkshire and also to deal with routine matters in York. In May 1874 Prosser resigned after a long period of ill health and Burleigh became NER Architect in overall charge.

Work on the coal depots was at first delayed, but appears to have been completed by October 1873, when compensation over the delay was agreed with the contractor. The contract had allowed for the coal depots to be built to twice the extent originally planned, which happened, and the associated office to not be built if it was not required at that time, which also appears to have been the case. In January 1874 the York Board of Health, the Urban Sanitary Authority of York Corporation, approved NER plans for the deferred office and a house on Thief Lane, now (2019) called Leeman Road. Whilst the office was envisaged by Prosser when he was in charge, the revised building, which combined an office and attached house for the manager, was designed in its final form by Burleigh, and forms part of Burleigh's Goods Station complex. The two-storey building is angled with a rounded outer corner occupying the angle between Leeman Road and the Goods Station entrance. It was completed in 1876, when work also began on the actual Goods Station; the latter was completed in 1877. It is first shown, along with the Goods Station (Grade II, National Heritage List for England (NHLE): 1407453), the weigh office in front of the Goods Station (Grade II, NHLE: 1407456), the coal depot (undesignated), and the nearby Passenger Station (Grade II*, NHLE: 1256554) and Station Hotel (Grade II, NHLE: 1256559) on the 1:2500 OS map, surveyed in 1889, published in 1892. The gate piers and gates to the Goods Station (Grade II, NHLE: 1407468), which are attached to the boundary wall of the building on their northern side, were also present by this time.

Plans, sections and elevations originating as the NER file copies (copied as microfilms in the 1960s by Railtrack, at which time the dates and signatures on the original drawings were missed off) show the original layout of the mineral manager's office, also known as the coal manager's office. The ground floor had an entrance hall containing a staircase and stores and offices, with equally-sized offices for the foreman and the collector located in the rounded corner; the mineral manager had a spacious D-shaped office above on the first floor, with good views over the coal depot, and there was a large clerks' office separated from the manager's office by the staircase landing and a lobby. The house had a central staircase separating a sitting room and kitchen, with a scullery beyond and a narrow row of single-storey outbuildings, including a pantry, coal store and WC. On the first floor were three bedrooms. The yard to the rear of the house was enclosed by a boundary wall and a cross wall divided the space between the office and the house. The office yard contained a bicycle store, WCs and coal stores, with a doorway in the boundary wall. A section of the house yard is walled off and contained WCs and urinals which could only be accessed via a doorway in the boundary wall opening into the gated yard in front of the Goods Station.

By the early C20 the building was used as the locomotive superintendent's office. In 1907 sections and an elevation drawing by the NER architects' office show proposed alterations to add first-floor extensions to the rear elevations of the house, clad in timber with lean-to roofs. It was also proposed to alter the two doorways on the south side of the office to form windows, add a ground-floor window to the far-left room and instate an actual window in place of the blind ground-floor window in the rounded corner where a cross-wall had previously separated the space into two equal-sized offices. This suggests that at this time the two original rooms were altered to form a single D-shaped room, like that on the first floor.

The 1:2500 OS map revised in 1907, published in 1909, shows the single-storey mess room attached to the west gable wall of the house for the first time. It was constructed for use by the Goods Station workers.

Between 1999 and 2008 the building was used by a homeless charity. It has been unused since then. At an unknown date the first-floor timber extension built against the gable wall of the rear range of the house was removed and replaced with a metal external staircase. The house's narrow row of single-storey outbuildings was demolished, as were the yard buildings containing WCs and urinals used by the office and the Goods Station workers.

Details

Coal manager's office and house, 1876, built for the North Eastern Railway as part of the new Goods Station complex envisaged by Thomas Prosser, NER Architect, and designed by Benjamin Burleigh, NER Architect following Prosser's resignation in 1874 due to ill health.

MATERIALS: orange brick, brick and ashlar stone dressings, slate roofs.

PLAN: the building is of two storeys, built on a triangular site. The office faces onto Leeman Road with a rounded outer east corner and an angled return on the northern side of the entrance to the former Goods Station (now the National Railway Museum). Inside, an entrance and stair hall separate the D-shaped east-end rooms from the other rooms. On the ground floor a long corridor runs between the entrance and stair hall and the yard to the west, with rooms to each side. On the first floor the D-shaped room (former manager's office) is separated from the large clerks' office by the stair landing and a lobby on the north side which interconnects between the two rooms. The L-shaped house faces onto Leeman Road and is attached to the west gable wall of the office. It has a central doorway and staircase, now removed. A sub-divided angled yard in the south-west corner is enclosed by a high boundary wall.

EXTERIOR: the two-storey building is built of orange brick in English garden wall bond (3:1) with a brick plinth and chevron-moulded eaves cornice, with the exception of the rounded east corner where the brick eaves cornice is stepped and, together with the heads of the three first-floor windows, appears to have been rebuilt. The gable walls of both the office and the house have shaped ashlar kneelers and ashlar coping stones and the roofs are slate. The chimney stacks are of brick with chevron-moulded cornices. Windows have segmental-arched heads of gauged bricks and stone sills, with two-over-two pane horned sashes and one-over-one pane horned sashes for narrower WC windows.

The front elevation faces north onto Leeman Road. The office is slightly taller than the house with three bays facing directly onto the road. The main entrance doorway is in the first ground-floor bay. It has an arched head with a slightly projecting brick and ashlar door hood with a moulded stone cornice and giant keystone.

The panelled double doors and three-light, segmental-arched overlight are recessed with an in-built boot scraper in the right-hand reveal. The second and third bays have windows with three windows on the first floor. The house is slightly recessed and is also of three bays. The central doorway has a round head of gauged bricks with a recessed four-panelled door and plain overlight. It is flanked by a window to each side with three windows on the first floor.

The rounded east corner has three windows on both floors.

The four-bay, south-east elevation of the office faces onto the entrance to the former Goods Station. There is a segmental-arched doorway in the second bay with modern double doors and an overlight. The first and third bays have windows and the fourth bay has a window replacing a doorway. Between the first window and door is a square timber sign attached to the wall, which is believed to date from the 1940s and was restored by the National Railway Museum in 2012. It is painted orange with white lettering, SPEED / LIMIT / WITHIN THIS YARD / 15 M.P.H. The first, second and third bays on the first floor have windows and the fourth bay has narrower, paired windows. At the left-hand end is a high brick boundary wall with a brick plinth and ashlar coping stones. The bricks course through from the brickwork of the ground floor of the building and the wall runs in line with the office façade before curving slightly and returning in line with the west wall of the house. There is a segmental-arched doorway in the wall to the immediate left of the office building and on its left-hand side is one of the separately listed Grade II gate piers. There are two further segmental-arched doorways to the left of the gate pier.

The return part of the wall, running north-south, is blind.

INTERIOR: the office main entrance doorway opens into a small lobby with a panelled and glazed inner screen with central half-glazed and panelled double doors. The double doors lead into a narrow entrance and stair hall. The open-well, timber staircase rises to the rear. It has turned balusters and newel post with a swept, moulded handrail with a curtail step, and decorative tread ends. The majority of the doors are four-panelled with moulded timber architraves. The windows also have moulded timber architraves; the original windows in the D-shaped end rooms have architraves down to the floor with panelled aprons beneath the window frames. Both end rooms have picture rails and the first-floor room retains its painted timber and tiled fireplace and fender with a brass rail. Although chimney breasts and stone hearths remain no other fireplaces remain in-situ. On the ground floor the two rooms on the south side have been opened up, although the original layout remains clear. On the first floor, the northern side of the clerks' office has been partitioned off with modern board partitions.

The house has similar four-panelled doors with moulded timber architraves and moulded timber architraves to the windows. The staircase has been removed and on the ground floor the front and rear rooms on the west side have been opened up, although the original layout remains clear. The first floor of the house was not inspected, but plans show that it retains three rooms.

MAPPING NOTE: the mapping for this building does not include the attached northern gate pier, which is separately listed as part of the set of gatepiers and gates to York Goods Station (Grade II, NHLE:1407468).

Selected Sources

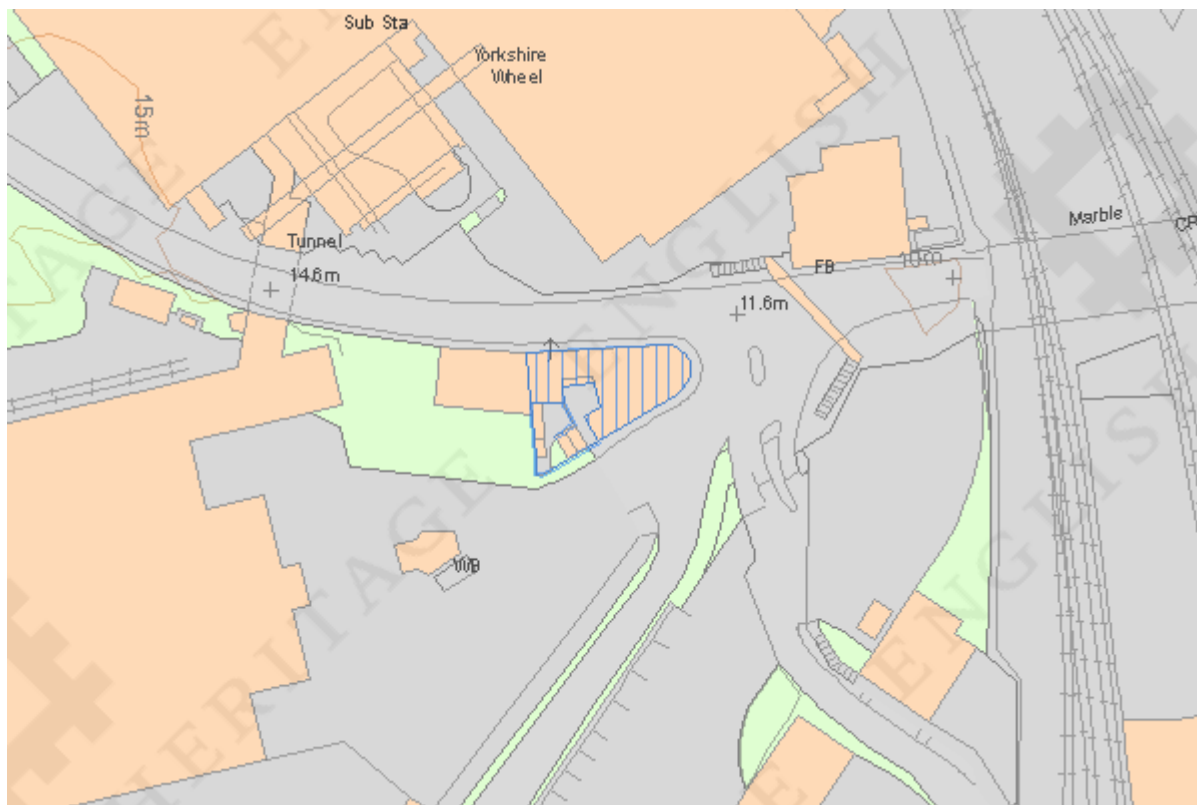
Books and journals

Fawcett, Bill, A History of North Eastern Railway Architecture: Volume 2: A Mature Art, (2003), 86

Other

Historic plans, sections, elevations and research on the Coal Manager's Office provided by Dr Bill Fawcett.

York Central, Appendix 8A: Heritage Statement 4.1.2 Coal Office (Bullnose Building) and Depot, Final/8 August 2018, p8A-37.

Map**National Grid Reference:** SE5947051879

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The above map is for quick reference purposes only and may not be to scale. For a copy of the full scale map, please see the attached PDF - 1465077_1.pdf

Annex 2

Factual Details

Name: Mess room, former Goods Station

Location: Former Mess Room, National Railway Museum, Leeman Road, York, YO26 4XJ

County	District	District Type	Parish
	York	Unitary Authority	Non Civil Parish

History

In the 1870s the North Eastern Railway made a major capital investment in York's railway infrastructure with the construction of both new passenger and goods stations outside the walls to the west of the old station. The new Goods Station was designed by Benjamin Burleigh, who succeeded Thomas Prosser as Chief Architect for the NER when Prosser resigned in May 1874 after a long period of ill health.

Burleigh's Goods Station complex comprised the Goods Station, built in 1876 to 1877, now (2019) part of the National Railway Museum (Grade II, National Heritage List for England (NHLE): 1407453), the weigh office in

the forecourt to the Goods Station (Grade II, NHLE: 1407456), the gate piers and gates at the forecourt entrance (Grade II, NHLE: 1407468), and the coal manager's office and house (the Bullnose Building) on the north side of the forecourt. At this time the forecourt was enclosed by a wall on the southern side, with the coal depot beyond, and a railway track on the northern side, with Thief Lane (now Leeman Road) beyond.

The single-storey mess room was built in the early C20, first being shown on the 1:2500 OS map revised in 1907, published in 1909. It was built for use by the Goods Station employees and was only accessible from within the secure forecourt. It stands on the northern side of the forecourt, in place of a railway track which had previously enclosed the northern side, and abuts the west side of the Bullnose Building (Grade II).

In the C21 the mess room was refurbished as office space for use by the National Railway Museum.

Details

Mess room, built in the early C20 by NER for use by Goods Station workers.

MATERIALS: orange brick, slate roof.

PLAN: the mess room is rectangular and single-storeyed with an entrance doorway on its south side opening from the Goods Station forecourt. It is attached to the west side of the two-storeyed coal manager's office and house.

EXTERIOR: the single-storey, five-bay building is built of orange brick with pier and panel construction, slate roof and brick gable stacks at both ends. The wide windows have segmental-arched heads and multi-pane timber frames incorporating bottom-hinged hopper casements.

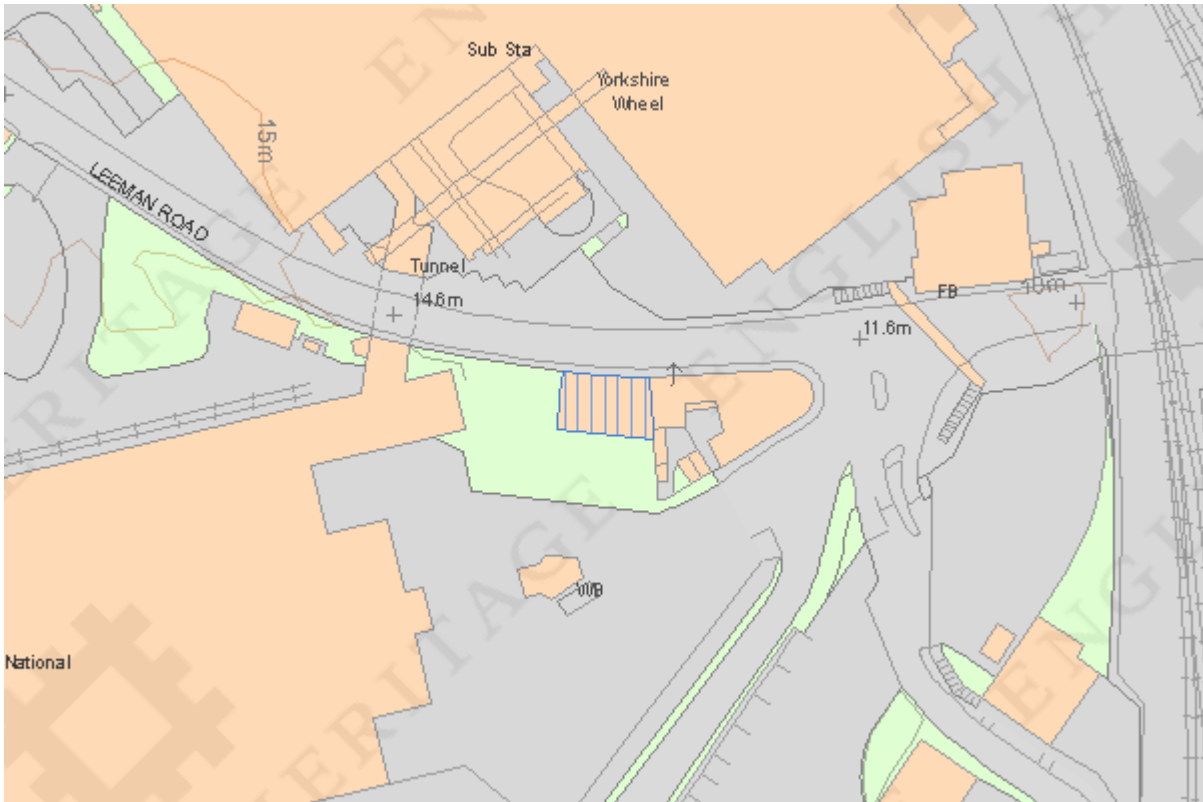
The north (Leeman Road) elevation has a window in each of the slightly-recessed panels. The south elevation facing into the yard in front of the Goods Station has a segmental-arched doorway in the first bay and windows in each of the four other slightly-recessed panels.

INTERIOR: the building is now (2019) used as offices and has modern suspended ceilings and partition walls. There are no visible fixtures or fittings of interest.

Selected Sources

Map

National Grid Reference: SE5944951884



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