



2629

YORK CENTRAL

AUDIT OF HERITAGE ASSETS

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INTRODUCTION

The purpose of this report, prepared by Dr Bill Fawcett, John A Ives and Alison Sinclair is to record the Heritage Assets on the site currently known as York Central to the north west of York Station.

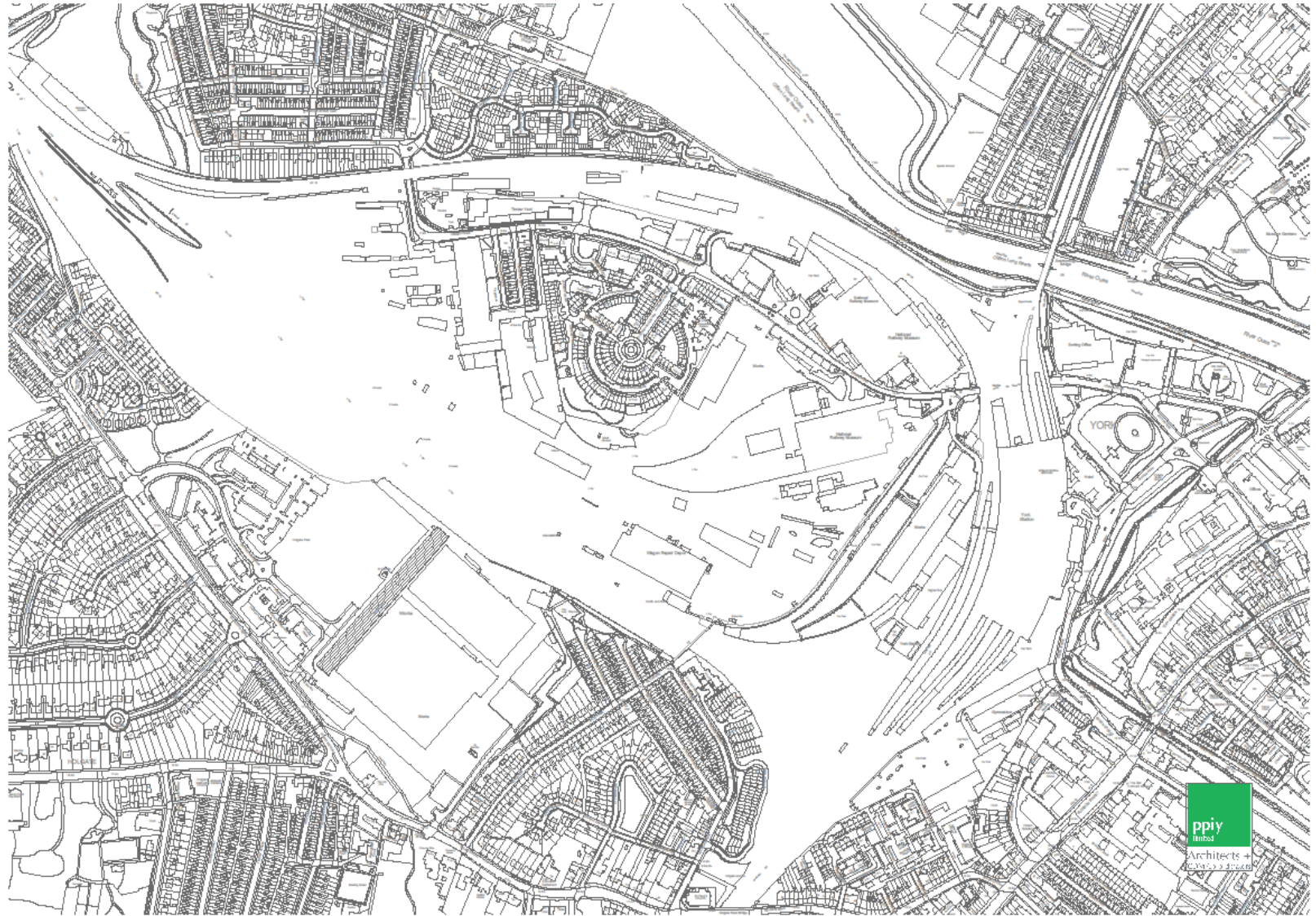
THE AUTHORS

Dr Bill Fawcett, formerly of the University of York, has written some ten books on railway architecture/history and on two occasions has won the David St. John Thomas prize for best transport history book of the year. He currently edits the journal 'York Historian' and is a member of the York Conservation Areas Advisory Panel. He is an adviser to the Railway Heritage Trust

John A Ives Dip. Arch RIBA AABC PPIY Limited, Chartered Architects and CDM Co-ordinators. A Partner / Director since 1996 specialising in Railway architecture carrying out works to, amongst others, numerous TransPennine Express and East Coast Main Line Stations and work for the preserved railways. John is an Expert Assessor, Mentor and Associate Monitor for the Heritage Lottery Fund, Chair of the City of York Council Conservation Areas Advisory Panel and a member of the York Civic Trust Planning Committee, on the Register of Architects Accredited in Building Conservation.

Alison Sinclair is an architectural historian who listed buildings for English Heritage for ten years, her last contract before retirement being the review and revision of the Statutory List of Buildings of Architectural or Historical Interest for York. For ten years she was a Visiting Fellow in the Department of Archaeology at the University of York, teaching a course on English Architectural History to Post Graduate students in the Institute of Advanced Architectural Studies. She also taught a WEA class on the architecture of York for a similar length of time. In 1990, she was nominated to the York Conservation Areas Advisory Panel, of which she was the Chair from 2000 to 2012. She is also a member of the Historic Buildings Casework Panel of the Council for British Archaeology.

York Central: Audit of Heritage Assets Introduction



Drawing showing the overall York Central Site

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BACKGROUND

“Proposals for redevelopment of the (York Central) area must be preceded by an Historic Environment Audit which assesses significance of the existing historic built environment (both statutorily protected and unprotected). This should determine what built heritage is present on the site, assess its significance and include proposals for its integration into the development or recording prior to demolition....”. (Planning Brief York Central, March, 2004: para.6.29).

The importance of the railway heritage on the York Central site was recognised in 2004 when the Planning Brief for the site was first produced, containing the above statement. Because of the limited extent of industrial activity in York during the nineteenth century, the surviving historic fabric on the York Central site represents a large proportion of the City’s industrial heritage. Certainly it was crucial to the development of what heavy industry was established here and it is beyond question that the genesis and ramifications of the North Eastern Railway Company in York exercised a considerable influence on the form and shape of the wider railway network in the north of England. As members of the City’s Conservation Areas Advisory Panel (CAAP), the writers of this Audit have been concerned, since its initial designation as a development site, that a survey of the archaeology and surviving railway buildings on the York Central site, and an appraisal of their significance in the industrial history of the City, should be carried out and used to inform proposals for the development brief.

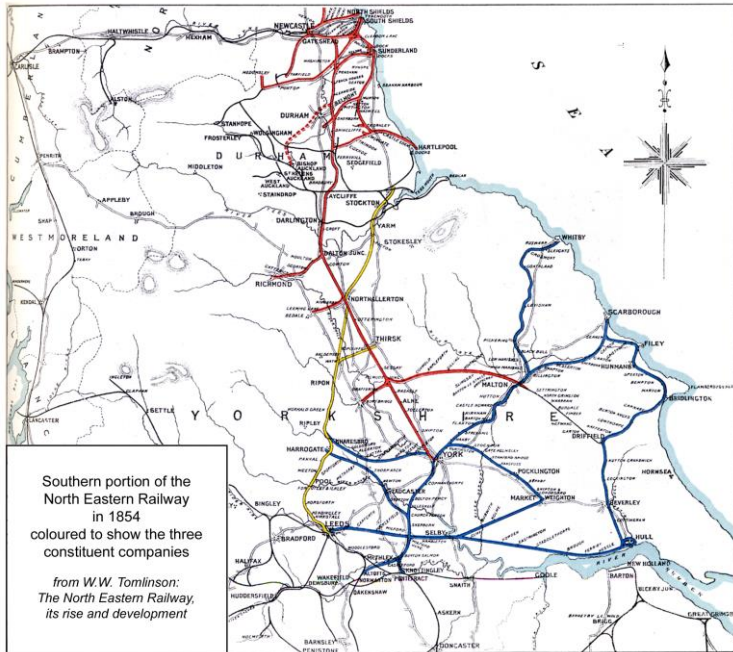
Towards the end of 2011, a Demolition Notice relating to one of the two iron foundries in the Leeman Road area of the site was received by City of York Council and referred to the Chair of the CAAP. The importance of the foundries was recognised but in the absence of any means of protecting the buildings their demolition on safety grounds was unavoidable. In the event, with the support of the CAAP, arrangements were made for Dr Bill Fawcett to produce a historic buildings record for the Council and Network Rail. Later in 2011 a pre-application presentation was given to the CAAP on the construction of the new East Coast Control Centre on what was known as the Engineer’s Triangle. The archaeological potential of the site was acknowledged at the time and an archaeological excavation was agreed. In the event a final design proposal was registered with the Council before the excavation had been carried out and with no visual reference to the archaeology of the site.

York Central: Audit of Heritage Assets Background

In the light of these losses, at the beginning of 2012, because of our shared concern about the potential for further loss of railway history at York Central, the three of us decided to carry out an audit of both standing buildings and archaeology on the site, using our own resources. Besides statutorily and locally nominated listed buildings, and buildings where an Historic Environment Record would be desirable, it identifies archaeological sites where excavation has already been carried out or would be rewarding, and assigns a level of Significance to each.

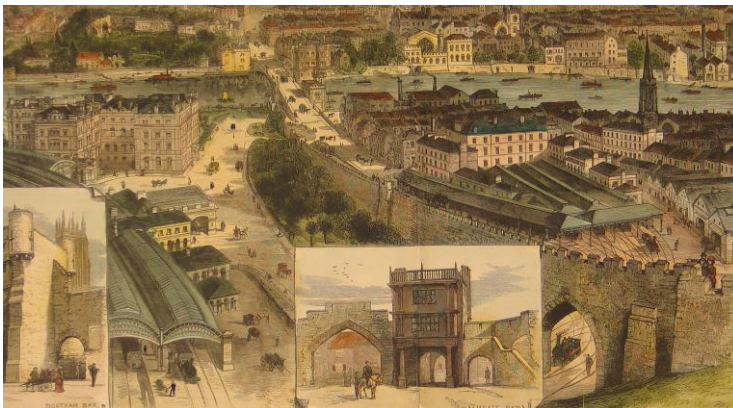
The results of this work form the content of this report which we commend to City of York Council for use in accordance with the direction in the Planning Brief of 2004.

HISTORICAL OVERVIEW



York received its first train services in 1839, with the opening of the first stage of the York & North Midland Railway (YNM) as far as a junction with the Leeds & Selby Railway (opened 1834) at South Milford. This broke the monopoly of the waterways in the supply of coal from the West Riding, a matter of considerable importance to the economic development of the city. The following year brought the completion of the YNM, linking York to a railway network extending from Leeds, Birmingham, Liverpool and Manchester to London (Euston). Meanwhile, the Great North of England Railway (GNE) was under construction from Darlington to York. This opened to goods and coal traffic in January 1841 although passenger services were delayed for a couple of months because of bridge defects. The earliest buildings on site date from the period 1839-44, the most notable being the passenger station (Inventory 1-6) built at the expense of the two companies.

Down to the spring of 1849, York's railway infrastructure developed under the aegis of a notable entrepreneur George Hudson, the first *Railway King*. He promoted a continuation of the main-line railway from Darlington to Newcastle, opened in 1844, and subsequently leased the GNE and continued the route to Berwick, where it met the line down from Edinburgh. These developments were carried out by a second company, known latterly as the York, Newcastle & Berwick Railway (YNB); meanwhile the YNM was sending out branches to a variety of places, the first being from York to Scarborough, opened in 1845.



Hudson left the scene in 1849 and four years later the YNM and YNB agreed to come together with the Leeds Northern Railway (Leeds – Ripon – Stockton) in a merger finally sanctioned by Parliament in 1854, which created the North Eastern Railway (NER). This became Britain's 4th largest railway company, prior to the 1923 grouping, and York was its headquarters, though two head-office functions, Accountant and Engineer, were initially devolved to Newcastle. This role did much to determine the way in which York's railway infrastructure would develop. Notable achievements from the NER's almost-seventy-year span include the present passenger station (1877: Inventory 4-28) and the former head office (1906: Inventory 6-57).

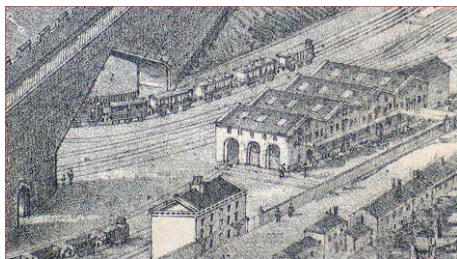
In addition, railway workshops developed in two localities. The first of these is Queen Street, where the YNM began building repair facilities for locomotives, wagons and carriages in 1842 (Inventory 1-7 et seq.) and went on to develop these for new

York Central: Audit of Heritage Assets Historical Overview

construction as well. Site limitations caused a move across the main-line tracks into new workshops for wagons (1867: Inventory 3-27) and carriages (1882 onwards: Inventory 4-45 et seq.). Substantial portions of all these remain, while the carriage works was, until 1996, one of the leading train-builders in Britain. The NER also from 1905 took over the premises of the former Phoenix and Albion iron foundries (brought into use 1874: Inventory 4-F1 et seq.) and adapted them for permanent way and signalling workshops.

In 1923 the NER became the chief constituent of a new London & North Eastern Railway (LNER), whose main contributions to the York scene were an enlarging of the passenger station and modernisation of the workshops. From 1948 to 1996, the system was nationalised as British Railways, latterly British Rail, with York serving as headquarters for its North Eastern (to 1966) and then Eastern Regions. This period saw a considerable scaling-down of workshop and train-support (e.g. engine and carriage stabling) facilities and a withdrawal from most classes of goods traffic, including the sundries traffic which formed the *raison d'être* of urban goods stations. The locomotive works at Queen Street had closed in 1905 but its buildings had been adapted to a variety of other uses, including the LNER's Railway Museum, opened in 1928. This was superseded in 1975 by the present National Railway Museum (NRM), based initially in the former York North engine shed (Inventory 4-30) and later taking on also the York goods station (Inventory 4-34) and horse stable (Inventory 6-61), together with part of the former Albion Foundry (Inventory 4-F2, F4). Privatisation of railway operations, from 1996, brought an end to York's headquarters role and the dispersal of staff from the former head office. As a consequence, the original station (Inventory 1-6) has recently been adapted as the new home of the City of York Council, while the 1906 head office (Inventory 6-57) has been reborn as the 5* Cedar Court Grand Hotel.

York Central: Audit of Heritage Assets Inventory of Assets



Coal train passing the Merchandise Station (detail from Whitlock's Bird's Eye View of 1858).

The maps on the following pages show the development of railway related building on the site overlaid on the current Ordnance plan. The plans have been derived from a variety of sources including Ordnance plans of various dates, selected plans and drawings held within the Network Rail Record Centre, augmented by information gleaned from the Deposited Plans. The colour coding shows the first recorded appearance of a particular building and the date by which it is known to have been demolished.

Notes: Where a single date is given, it usually denotes when a building was brought into use. Multiple dates indicate the extent of a building campaign. Abbreviations for railway companies are: BR (British Railways/Rail—in being 1948-96); LNER (London & North Eastern—in being 1923-48); NER (North Eastern—in being 1854-1922); YNB (York, Newcastle & Berwick—in operation under several successive names 1844-54); YNM (York & North Midland—in operation 1839-54); GNE (Great North of England—in operation 1840-45).

[II] and [II*] indicate statutory listing at the grade indicated.

[L] denotes a building which has been nominated for York's Local List.

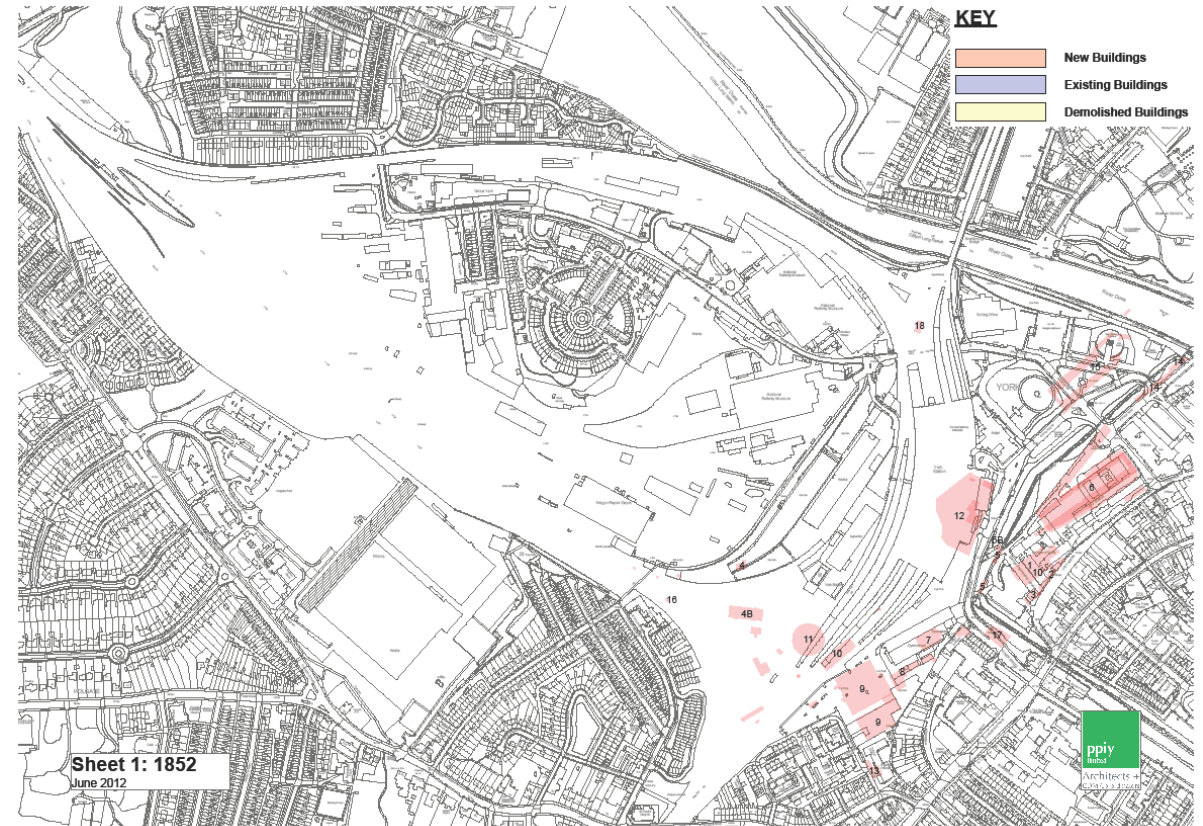
DAD denotes excavated sites.

DA denotes where archaeological investigation of a demolished building might be potentially informative:

D denotes that the building has been demolished, though in a significant number of cases, where the site has been levelled but not built upon, foundations may survive up to floor level.

[AM] denotes a Scheduled Ancient Monument.

York Central: Audit of Heritage Assets Inventory of Assets



Sheet 1: OS surveyed 1851, published 1852.

1. D Merchandise Station (YNM and GNE, 1841). 1a is an extension to this.
2. D Stables.
3. [II] Toft Green Chambers: housing for two railway officers (YNM 1840s).
4. DA 1st GNE Engine Shed (1839-40), taken out of use before 1851, cut back and adapted as two houses; demolished 1875-6 for approach lines to new coal depot.
- 4b. DAD Engine Shed – probably replacement for No. 4 (built between 1844 and 1851)
5. [AM] Railway arches through City Wall (1839 and 1845-6).

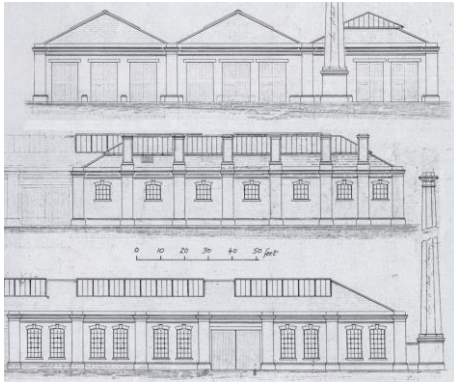
York Central: Audit of Heritage Assets Inventory of Assets



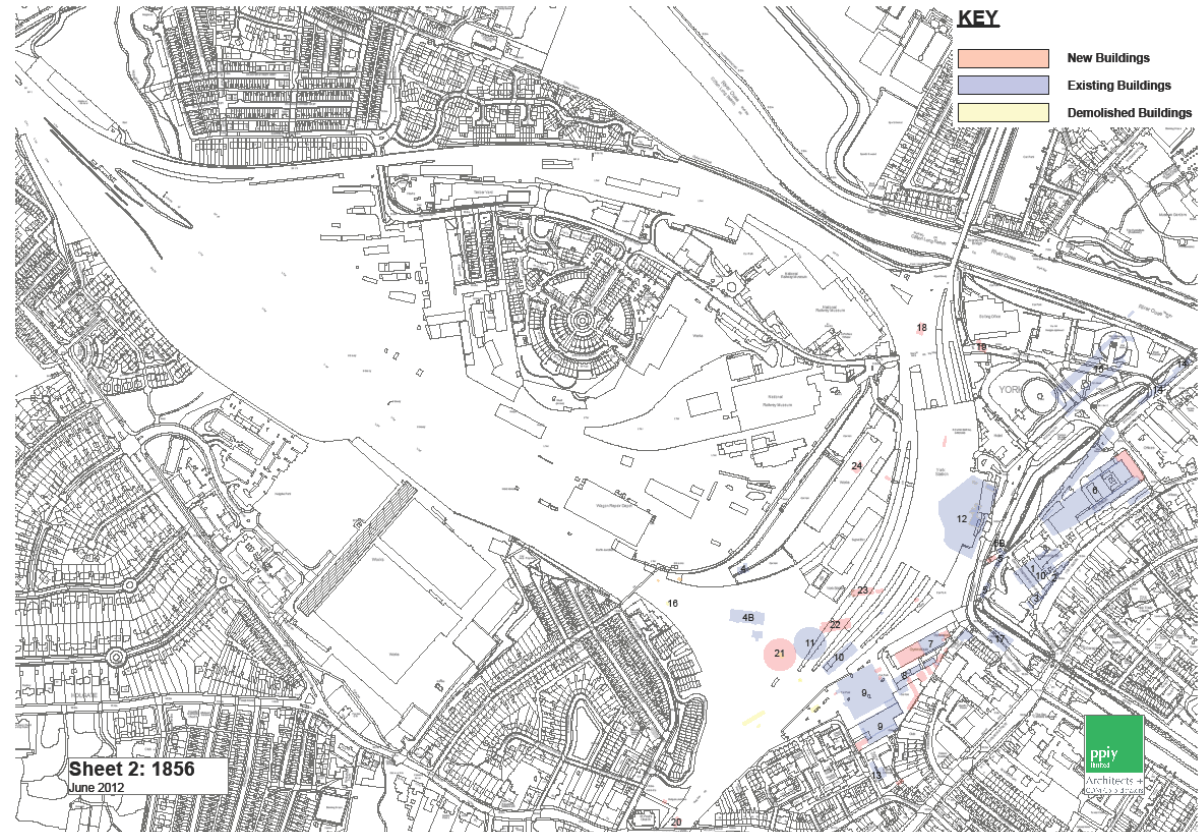
The First Royal Station Hotel of
1853

- 5b. Probably keeper's cabin for Queen Street level crossing. Demolished after 1961 but a neighbouring building, Ivy Cottage (built between 1875 and 1892), survives and was probably a shunter's cabin in connection with the use of no.6 for carriage storage after 1877.
6. [II*] Passenger Station (YNM and GNE, January 1841, enlarged 1846).
7. [L] YNM Wagon Shop (late 1840s).
8. [II] YNM Water Tower and Coke Store (1839) and Store Houses (1840s).
9. DA YNM Workshops (1842 et seq. but incorporating 1st YNM Engine Shed of 1839). [largely, but not entirely, demolished]
10. DA 2nd YNM Engine Shed.
11. DAD 3rd YNM Engine Shed (roundhouse c1849-50).
12. D North Lodge villa and gardens (YNB c1845 for John Close, company secretary).
13. D Holgate Villa and gardens (YNM c1842-3 for Thomas Cabry, engineer).
14. D Former YNM coal depot (1839, abandoned 1845-6).
15. D GNE (later YNB) coal depot (1840) and 2nd YNM coal depot (1845).
16. D YNB Signal Cabin.
17. D YNM housing (1840s); demolished 1875-6 for diversion of Queen Street into new bridge.
17. D YNM housing (1840s).
18. D YNM housing (1845).

York Central: Audit of Heritage Assets Inventory of Assets



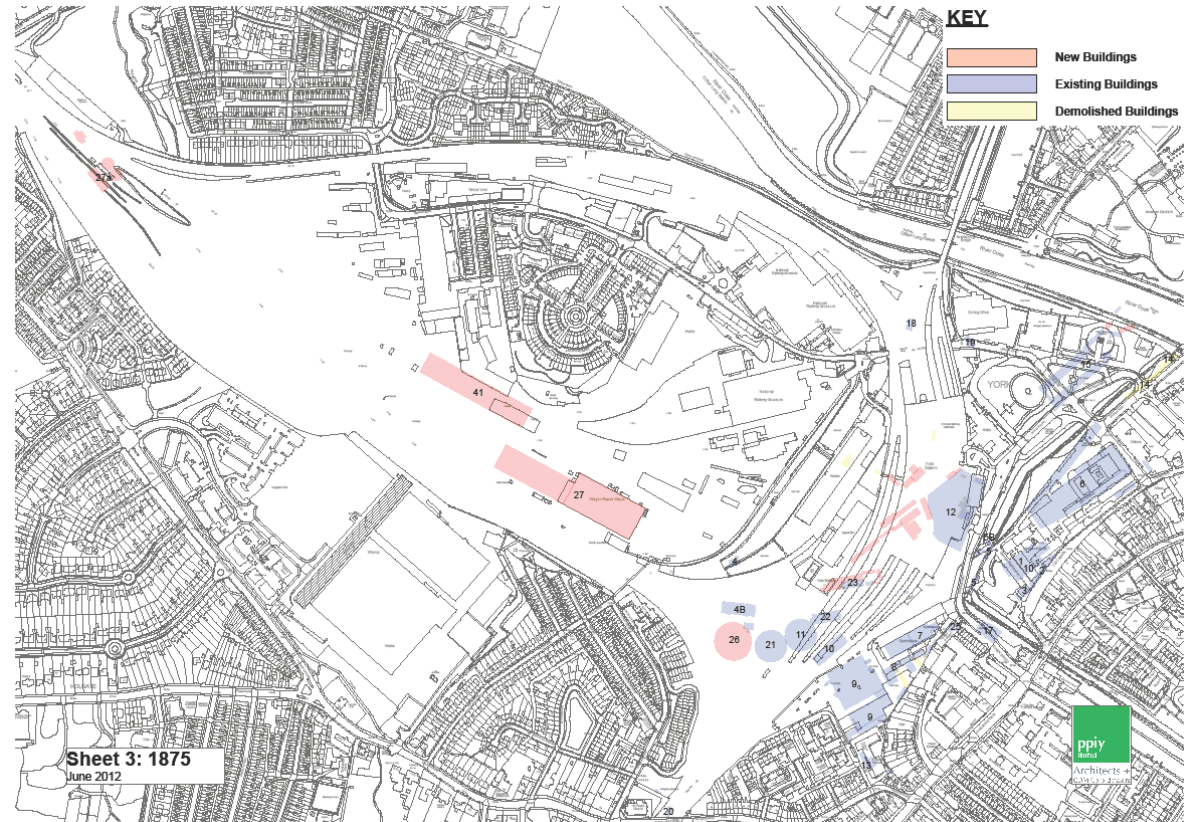
The Wagon Works of 1867



Sheet 2: NER Property Survey of 1856.

19. D Probably a house purchased by NER (built before 1851) with a view to building up a site outside the city walls.
20. D Purpose unknown.
21. DAD 4th YNM Engine Shed (roundhouse 1851).
22. DA Engine Shed.
23. D Permanent-Way Workshop.
24. D Probably house (built before 1851) purchased as in 19.
- (6). [II*] Hotel added to passenger station (YNM & YNB opened 1853).

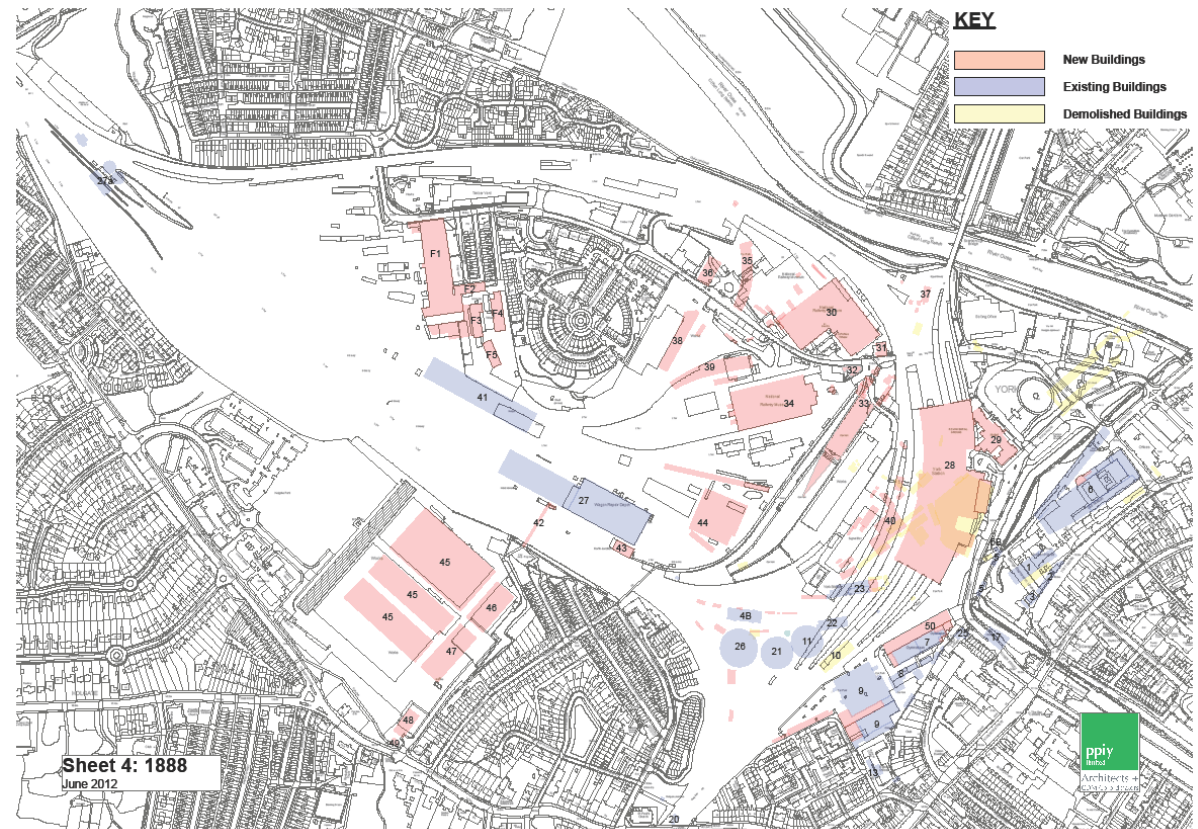
York Central: Audit of Heritage Assets Inventory of Assets



Sheet 3: NER Plan of 1875 relating to contract for new station

- (23) D Permanent-Way Workshop enlarged.
- 25. D Railway Institute founded in former 'Railway Tavern'.
- 26. DAD Engine Shed (3rd roundhouse 1864).
- 27. Wagon Works (moved from Queen Street into new building 1867, with later extensions to NW).
- 27a. D Railway gasworks.
- 41. D Carriage Shed (1871-2), later adapted as wagon repair shop.

York Central: Audit of Heritage Assets Inventory of Assets



Sheet 4: NER Plan of 1888-9

- (25). [L] New Railway Institute and Works Mess Room built on site of 'Railway Tavern' (1889)
- 28. [II*] New Passenger Station (1877).
- 29. [II] Royal Station Hotel (1878).
- 29b (AM) Road arches (1874 and 1876) made by NER through the City Wall
- 29c Queen Street bridge (1878, altered 1909), replacing level crossing
- 30. York North Engine Shed (3 turntables 1876-8). [almost totally rebuilt since]
- 31. Hydraulic Power House (1877).

York Central: Audit of Heritage Assets Inventory of Assets

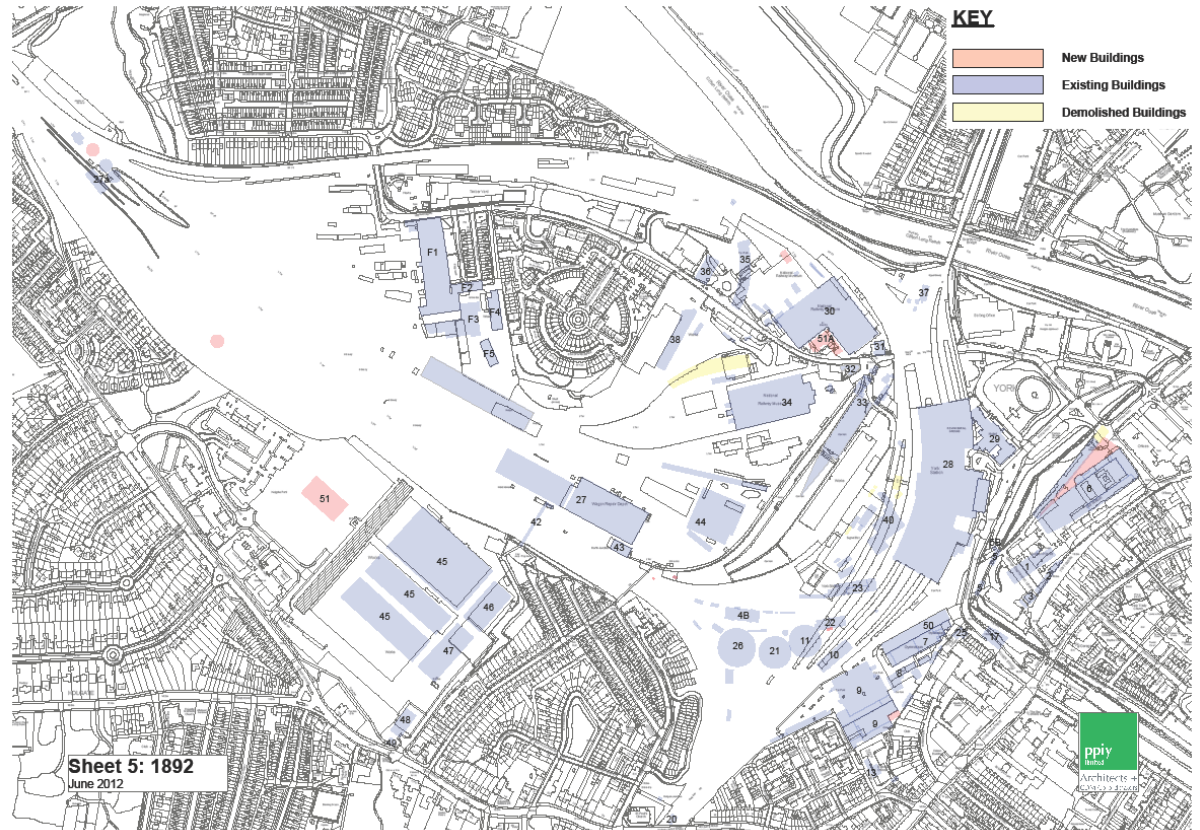
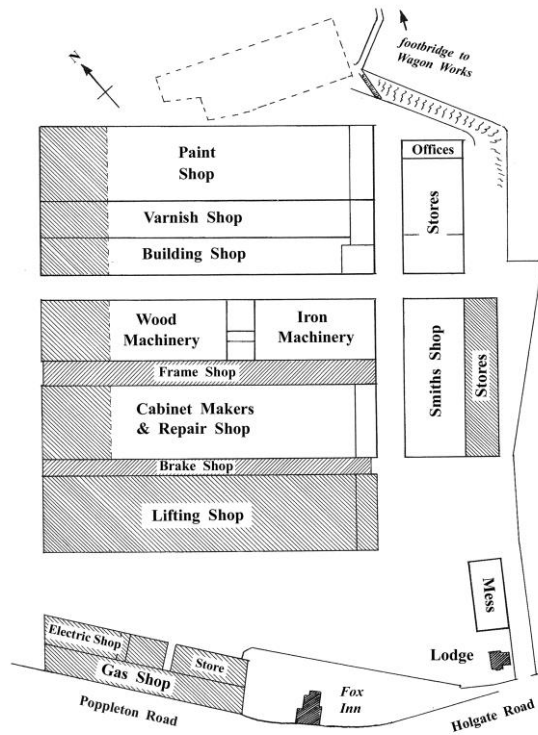
32. [L] Coal Manager's Office (later used as Locomotive Superintendent's office) (1876).
33. Coal Depot (1876). [partially demolished]
34. [II] Goods Station (1877) and weigh office.
35. D North Eastern Crescent (housing 1879-81).
36. D Scarborough Villas (housing, similar date to 35?).
37. DA Water Tower & Pumping Station (1877, to pump water up from river).
38. D Timber Dock, redeveloped from about 1930 as Central Concrete Depot
39. D Timber dock.
40. D Further Permanent-Way Workshops (1882).
42. D Footbridge linking Carriage and Wagon Works. [demolished save for northern abutment and steps]
43. Wagon Works Mess Room (1888).
44. D Timber Drying Shed (for wagon-works).
45. Carriage Works (1884, 1886).
46. Carriage Works Stores & Offices.
47. Carriage Works Smiths' Shop.
48. D Carriage Works Mess Room (1888).
49. D Carriage Works Lodge (Inspector's house 1888).
50. [L] Locomotive erecting Shop No. 1 (1880).
- (7). [L] Former wagon shop heightened to form Locomotive Erecting Shop No. 2 (1884-6)
- (9). DA Extensions to Queen Street workshops.

Following buildings demolished for new station etc: 4, 10, 12, 17, 18, 19

Private Iron Foundries:

- F1. D Phoenix Foundry (1873 onwards). Phoenix Foundry (1873 onwards). [buildings recorded in report of December 2011]
- F2 to F5. Albion Foundry (1873 onwards):
- F2. Smiths' shop with office at end.
- F3. D Erecting/Fabrication shop.
- F4. Foundry shop
- F5.

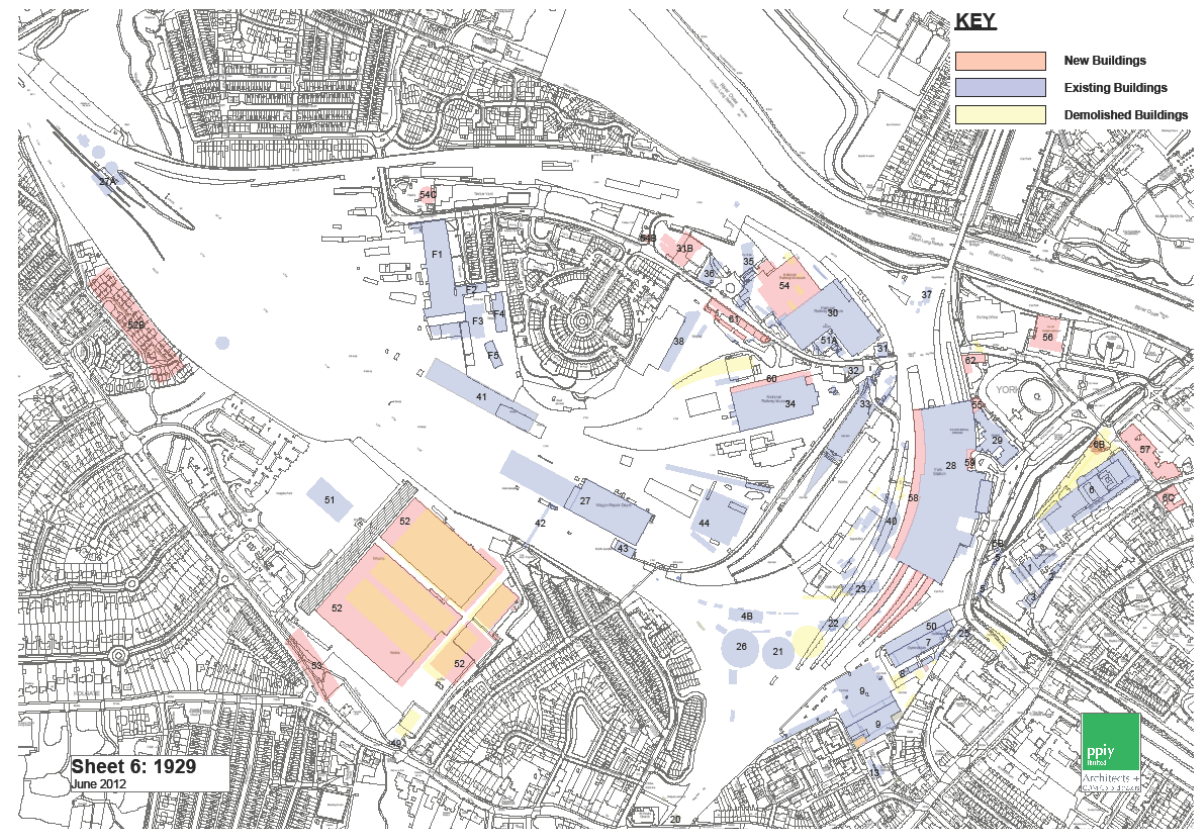
York Central: Audit of Heritage Assets Inventory of Assets



Sheet 5: OS published 1892.

- 51. D Timber Drying Shed for Carriage Works.
- 51a. D Oil-gas works (1890-91).

York Central: Audit of Heritage Assets Inventory of Assets



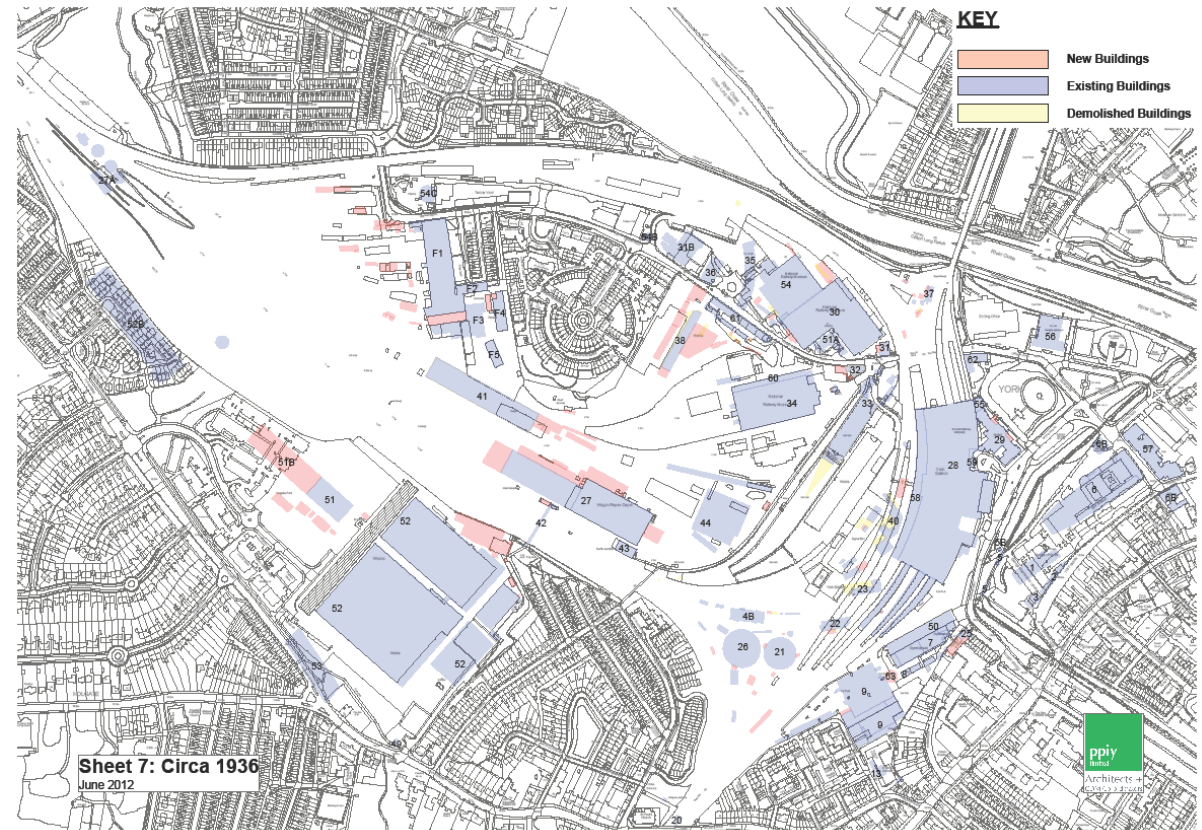
Sheet 6: OS published 1929.

- 6b. [II*] NER War Memorial (1922-4).
- 6c. [II] Former North Eastern Hotel (1854-5), purchased by NER in 1899 and adapted as offices. Now No. 37, Tanner Row.
- 31b. D Electric & hydraulic power house (1900).
- 51b. D Extension to Carriage Works timber drying shed.
- 52. Carriage Works extensions (1897-9).
- 52b. D Carriage Washing & Drying Shed (1890).
- 53. D Carriage Works Gas & Electric Shops (1897-9).
- 54. York North Engine Shed extension (4th turntable 1913-14). [largely rebuilt]

York Central: Audit of Heritage Assets Inventory of Assets

- 54b. D Reinforced-concrete water tower (1909).
- 54c. D Locomotive Turntable.
- 55. [II] Royal Station Hotel 'Klondyke Wing' (1898).
- 56. D Royal Station Hotel Garage (1909, refronted 1924).
- 57. [II*] NER Head Office (1906).
- 58. Passenger Station extra through platform (1900). [reconstructed from 1935]
- 59. (II*) Passenger Station tearoom (1906).
- 60. (II) Goods Station extension (1912). [rebuilt by NRM]
- 61. Horse Stable (1900).
- 62. (II) Hotels Department Offices & Stores (1912). [adapted as hotel bedrooms & conference facilities]
- (11) Roundhouse gutted by fire in 1921 and demolished.
- (F1 to F5) Foundries purchased by NER in 1905 and adapted from 1907 onwards as District Engineer's workshops.

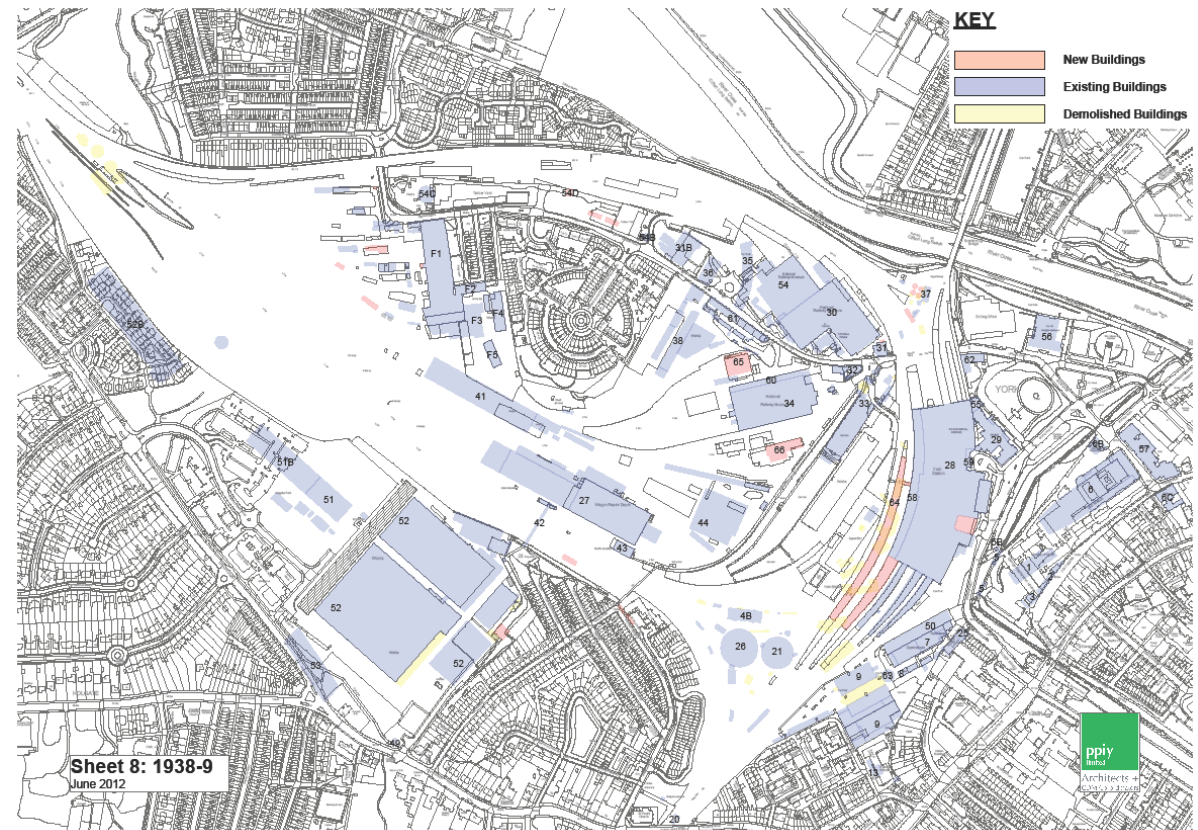
York Central: Audit of Heritage Assets Inventory of Assets



Sheet 7: OS published 1936?

- 38. Area redeveloped from about 1930 as Central Concrete Depot.
- 54d. D Locomotive coaling stage. (concrete tower 1932, though not on relevant edition of map)
- 63. (DA) Queen Street Locomotive Turntable. [removed but pit no doubt just infilled]

York Central: Audit of Heritage Assets Inventory of Assets



Sheet 8: 1938-9.

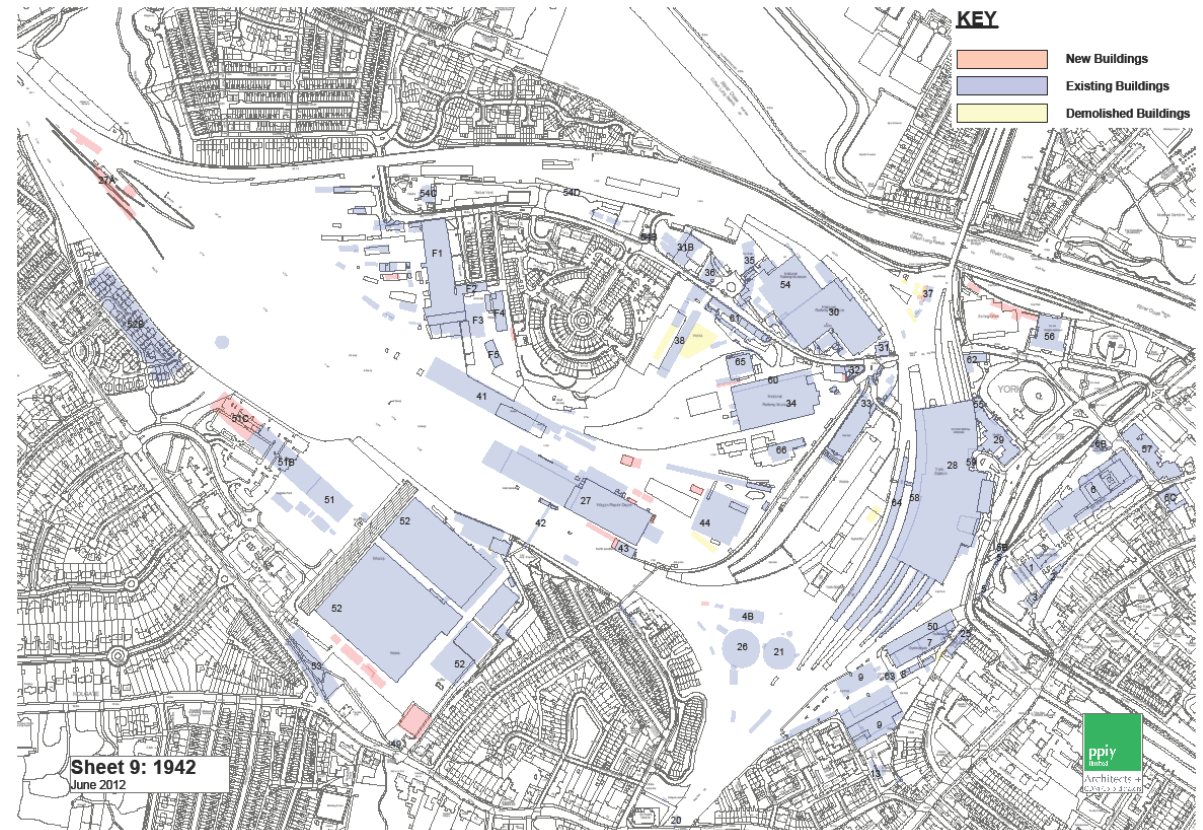
(22)&(23) demolished for passenger station enlargement.

64. (II*) Passenger Station Additional Platforms (1938).

65. Traders' Store for Silcocks (1936).

66. Traders' Store for Associated Biscuit Manufacturers (1937-8).

York Central: Audit of Heritage Assets Inventory of Assets



Sheet 9: LNER Plan of 1942.

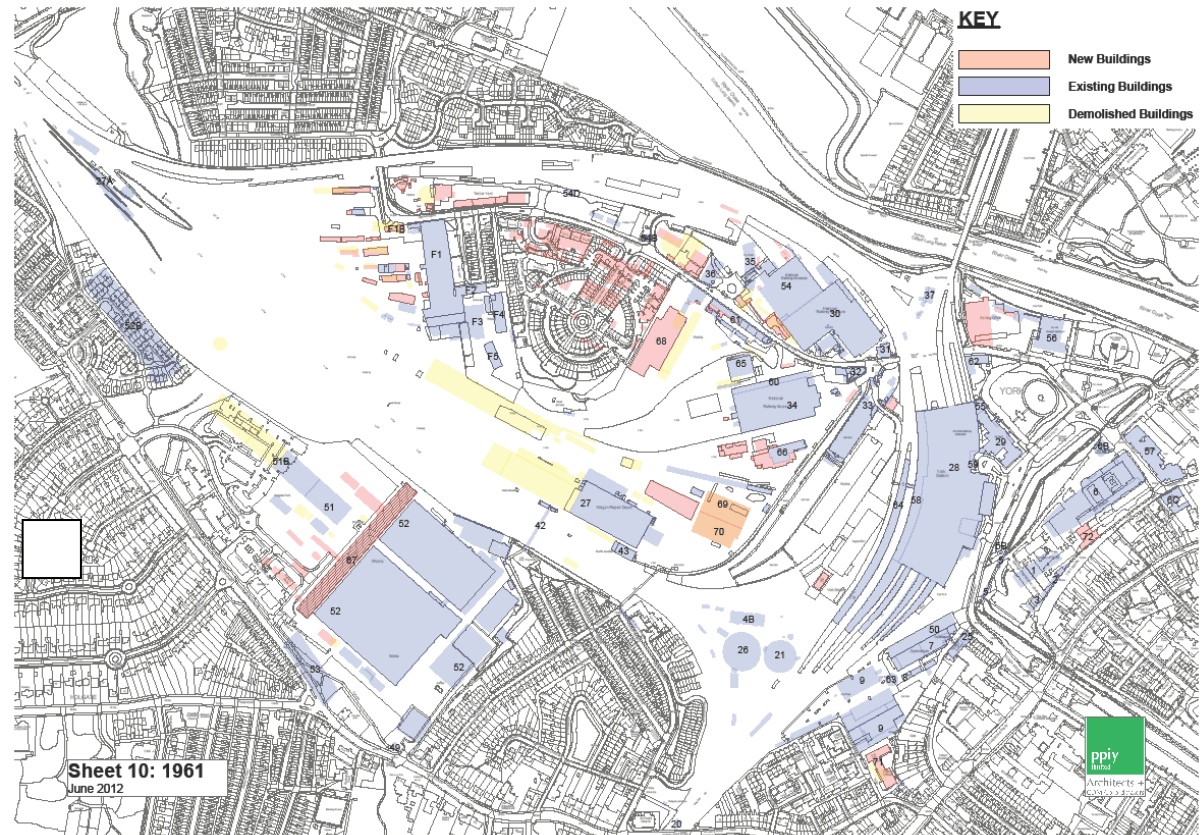
51c. D Second extension to Carriage Works timber drying shed.

68: Concrete Depot for the manufacture of concrete components for use in civil engineering

York Central: Audit of Heritage Assets Inventory of Assets



Store sheds of 1952 (Inventory no. 70) with a cantilevered concrete frame designed by John Dosser, demolished 2008



- 52c. D Carriage & Wagon Works Apprentice Training School (1961).
- (66) Traders Store adapted and enlarged for engineer, eg. Works for welding school in 1981
- 67. Carriage Works Traverser (LNER).
- 68. Concrete Depot: Moulding Shed (1958).
- 69. D Carriage & Wagon Repair Shop (possibly 1930s) on site of or adapted from no 44.
- 70. D Store Sheds (1952-3) on part site of No. 44.
- 71. Holgate Villa Offices (c1959 for BR accountant on site of No. 13).
- 72. D Extensions to offices at Old Station (No. 6) (1955-6).

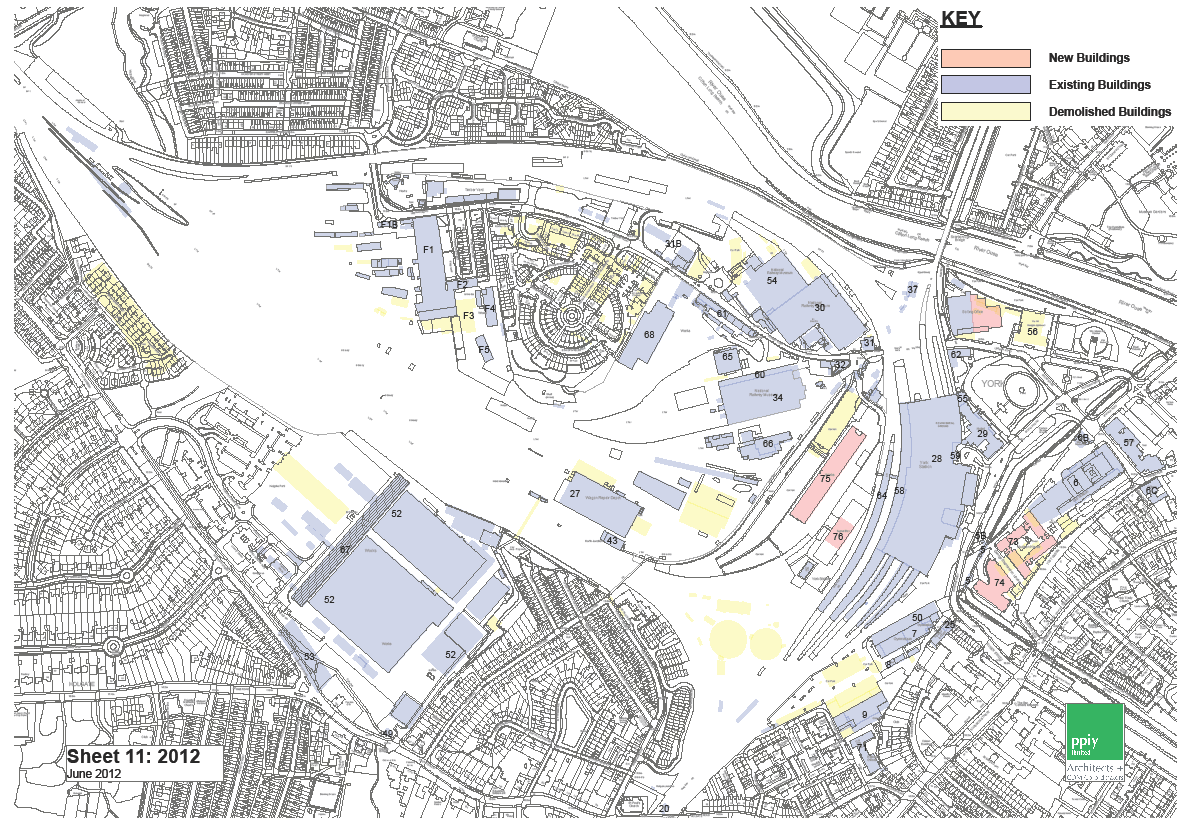
York Central: Audit of Heritage Assets
Inventory of Assets

F1b. Office building etc at entrance to Leeman Road workshops (1943).

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Toft Green Chambers and Hudson House



Sheet 11:2012.

- 73. Hudson House (offices for BR technical departments 1968, on site of Nos. 1 & 2)
- 74. George Stephenson House (offices on site of railway signalling workshops, not previously noted).
- 75. Signalling maintenance centre (1984).
- 76. Signalbox (1989 with later extension).

SUMMARY AND ANALYSIS OF INVENTORY

Items listed chronologically in the Section Inventory of Assets are summarised in the categories as defined, expanded to include 'Sites Recommended for Recording' and 'Unclassified Sites'. In the numbering system used the Inventory number is preceded by the map sheet on which it is marked.

Scheduled Ancient Monument

- 1-5 Railway arches through City Wall (1839 and 1845-6)
- 4-29b Road arches (1874 and 1876) made by NER through the City Wall

Grade II* Listed Buildings

- 1-6 First railway station (the Old Station)
- 2-6 First railway hotel
- 4-28 New railway station
- 6-6B NER War Memorial
- 6-57 NER Headquarters
- 6-59 Tearoom
- 8-64 Additional platforms to new railway station

Grade II Listed Buildings

- 1-3 Toft Green Chambers
- 1-8 Water Tower
- 4-29 Royal Station Hotel
- 4-34 Goods Station and weigh office (now NRM)
- 6-6C 37, Tanner Row, former hotel, now English Heritage office
- 6-55 Royal Station Hotel extension
- 6-60 Extension to Goods Station
- 6-62 Hotels Department Offices and Stores

Local List Nominations

- 1-7 YNM Wagon shop (now part of the Railway Institute gymnasium)
- 4-32 Coal Manager's Office (Bull-nose building)
- 4-50 Locomotive Erecting Shop no.1, incorporating:
- 4-7 Former wagon shop, later Locomotive Erecting Shop no.2;

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4-25 Railway Institute
[4-1, 2, 3,
and 5] Phoenix and Albion Iron Foundry buildings
6-61: Former North Eastern Railway horse stables

Excavated sites - DAD

1-4B Engine shed - probable replacement for Shed no.4
1-11 3rd YNM Engine shed (roundhouse)
2-21 4th YNM Engine shed (roundhouse)
3-26 Engine shed (roundhouse)

Sites with Archaeological potential - DA

1-4 1st GNE Engine Shed
1-9 YNM workshops incorporating 1st YNM Engine shed
1-10 2nd YNM Engine shed
2-22 Engine Shed
4-9 Extensions to Queen Street workshops
4-37 Water Tower and Pumping Station, near River Ouse
7-63 Queen Street locomotive turntable

Sites recommended for recording

3-27 Former Wagon Works
4-F1 The Phoenix Iron Foundry
4-33: NER Coal depot on NRM car park.
7-38. D Timber Dock, redeveloped from about 1930 as Central Concrete Depot
10-68: Concrete Depot for the manufacture of concrete components for use in civil
engineering

Unclassified sites

1-5b. Ivy Cottage, probably a shunters' cabin in connection with carriage storage
after 1877
3-27 Wagon Works and extensions; associated messroom
4-29c Queen Street bridge
4-30 York North Engine Shed; three turntables
4-31 Hydraulic Power house

York Central: Audit of Heritage Assets Summary and Analysis of Inventory

4-45, 46, 47 Carriage Works buildings
6-52 Extensions to the Carriage Works
6-54 Extension to York North Engine Shed: 4th turntable

STATEMENTS OF SIGNIFICANCE

Principles of Significance

The Significance of Assets in this Audit is assessed against the four principles defined in the English Heritage publication, Conservation Principles. Policies and Guidance, 2008. These are as follows:-

Evidential Value

Evidential value derives from the potential of a place to yield evidence about past human activity. Physical remains of past human activity are the primary source of evidence about the substance and evolution of places, and of the cultures and people who made them.
(*Conservation Principles, paras.35 and 36*)

Historical Value

Historical value derives from the ways in which past people, events and aspects of life can be connected through a place to the present. It tends to be illustrative or associative.
(*Conservation Principles, para.39*)

Aesthetic Value

Aesthetic value derives from the ways in which people draw sensory and intellectual stimulation from a place. Aesthetic values can be the result of the conscious design of a place, including artistic endeavour. Equally they can be the seemingly fortuitous outcome of the way in which a place has evolved and been used over time.
(*Conservation Principles, paras.46 and 47*)

Communal Value

Communal value derives from the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory; or with places that people perceive as a source of identity, distinctiveness, social interaction and coherence.
(*Conservation Principles, paras.54, 56 and 58*)

Levels of Significance

Levels of Significance are assigned to an asset, or group of assets, as indicated below. Relative levels of Significance can be used to inform the degree of change which may be sustained by a heritage site or asset, in comparison with others, without inflicting damage on its historic character or qualities.

High Significance denotes qualities or features which strongly demonstrate the character of a heritage site or asset. These qualities or features may be manifest in the craftsmanship, design or construction of the site or asset and will clearly illustrate its historic character.

Medium Significance denotes qualities or features which make a contribution to the historic character of a site or asset but are of less importance than the qualities or features designated as of High Significance.

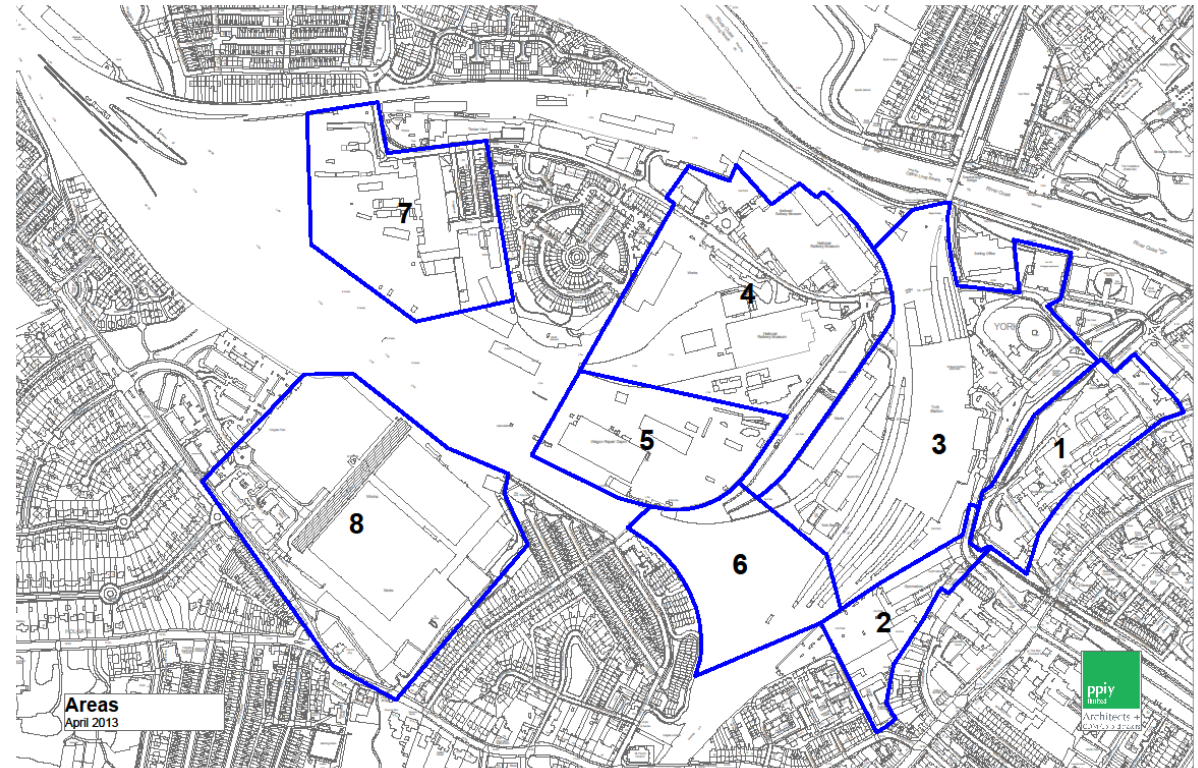
Low Significance denotes qualities or features which contribute less to the historic character of a site or asset than those of High or Medium Significance.

Neutral Significance are those qualities or features which make neither a positive nor a negative contribution to the character of a heritage site or asset.

Detrimental Significance indicates those qualities or features which have a detrimental or negative effect on the character of a heritage site or asset and which could sustain intervention or alteration to improve or enhance their character or appearance.

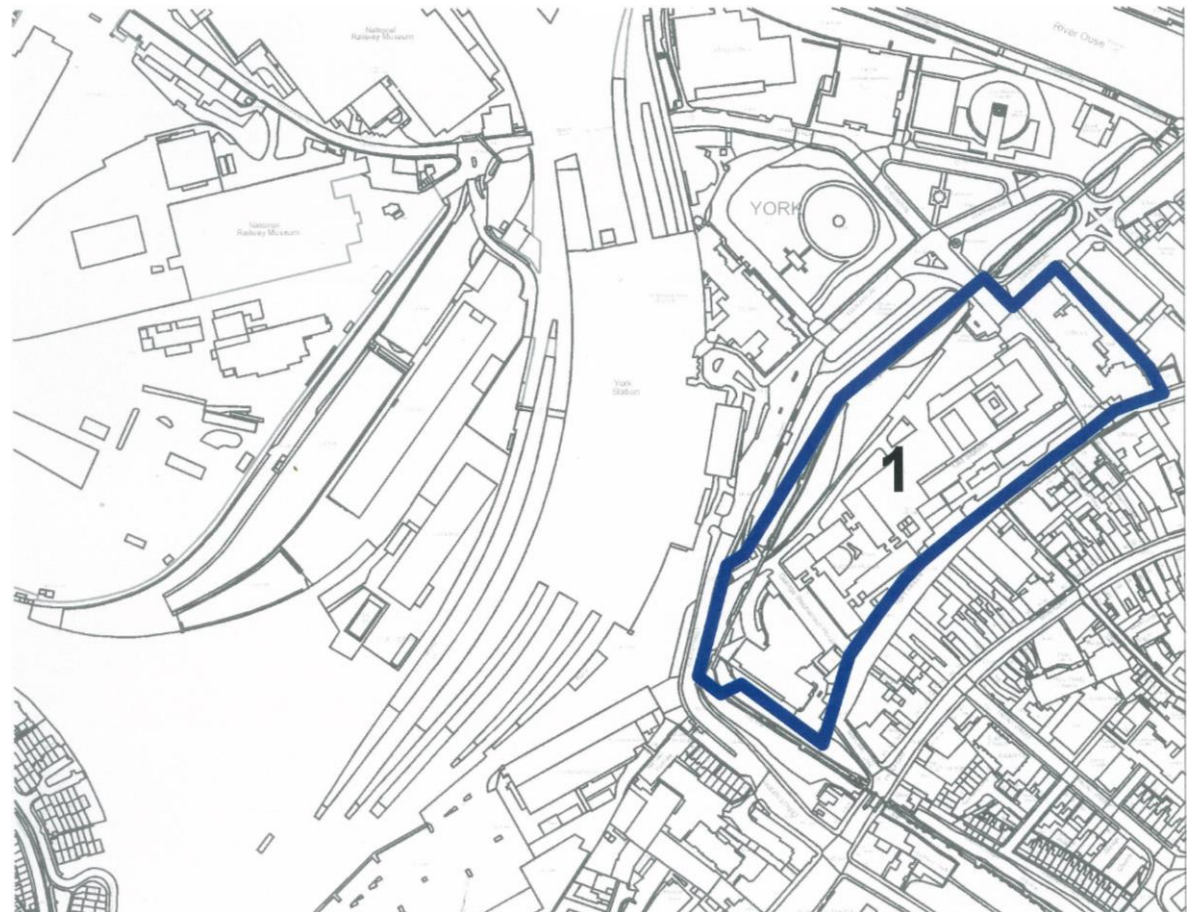
York Central: Audit of Heritage Assets Statements of Significance

For ease of reference, the York Central area has been divided into eight sub-areas, and assets grouped together according to a sub-area rather than in numerical order. The sub-areas are as follows:-



- 1 Old Railway Station
- 2 Queen Street
- 3 New Railway Station
- 4 Goods Station (NRM)
- 5 Wagon Works and Engineers' Yard
- 6 York South Engine Sheds
- 7 The Iron Foundries
- 8 Holgate Road Carriageworks

OLD RAILWAY STATION Area 1.



OLD RAILWAY STATION Area 1

- 1-3. Toft Green Chambers:
Housing for two railway officers. c1845, by G T Andrews for the York and North Midland Railway Company.
Listed Grade II

Medium Historical Significance as an example of early accommodation provided for railway company officers as distinct from that provided for line maintenance workers and gatekeepers.



The Old Station

- 1-6. The Old Station also known as West Offices Passenger Station. 1841, by G T Andrews for the York and North Midland Railway Company, and the Great North of England Railway Company
Listed Grade II*
Incorporating:
the railway's original Station Hotel. 1852 - 53, by G T Andrews
Listed Grade II*

High Evidential, Historical and Aesthetic Significance as one of the best surviving examples of an early railway station, with later railway hotel successfully integrated by the original architect.

- 1-5 Railway arches through City Wall. 1839 and 1845-6, by G T Andrews for the York and North Midland Railway company Scheduled Ancient Monument

High Evidential and Aesthetic Significance as representing an unprecedented intervention into the medieval City Walls to provide access to the Old Railway station



Ivy Cottage

- 1-5b. Ivy Cottage, built between 1875 and 1892, probably a shunters' cabin associated with the use of no.1-6 for carriage storage after 1877.

Medium Evidential and Low Historic Significance as indicative with 1-5 of the alignment of the original railway and reflecting later arrangements following the opening of the New Railway Station.

4-29b Road arches through the City Walls
1874 and 1876, by Thomas Elliot Harrison for the North Eastern Railway Company
Scheduled Ancient Monument

Medium Historical and High Aesthetic Significance The southern arch, dating from 1874, retains its original form and illustrates the intervention required to the medieval City Walls to provide access to the New Railway Station of 1877. The northern arch has been rebuilt.



NER War Memorial

6-6B North Eastern Railway Company War Memorial
1922-24, by Sir Edwin Lutyens

Listed Grade II*

High Evidential, Historic Aesthetic and Communal Significance as an ambitious example of a railway memorial to the fallen of World War I, later commemorating those of World War II, designed by a nationally renowned architect



37 Tanner Row

6-6C No. 37, Tanner Row
now the offices of the Yorkshire and Humber Region of English Heritage
Former North Eastern Hotel. 1845-5, purchased by NER in 1899 and adapted as offices.
Listed Grade II

Medium Historical and Aesthetic Significance: an early commercial hotel associated with railway travel

York Central: Audit of Heritage Assets Statements of Significance



Cedar Court Grand Hotel

6-57 Cedar Court Grand Hotel
Former North Eastern Railway Company Head Office. 1906, by H Field and W Bell.
Listed Grade II*

High Aesthetic Significance as the principal achievement of the architect Horace Field, and as a fine expression of corporate pride

The national Significance of these structures has been recognised by their inclusion on the Statutory List of Buildings of Architectural or Historic Interest, designated either grade II or grade II* Together with assets identified in other areas on the York central site, these items contributing to the record of York's industrial history have **High Historical Significance**.

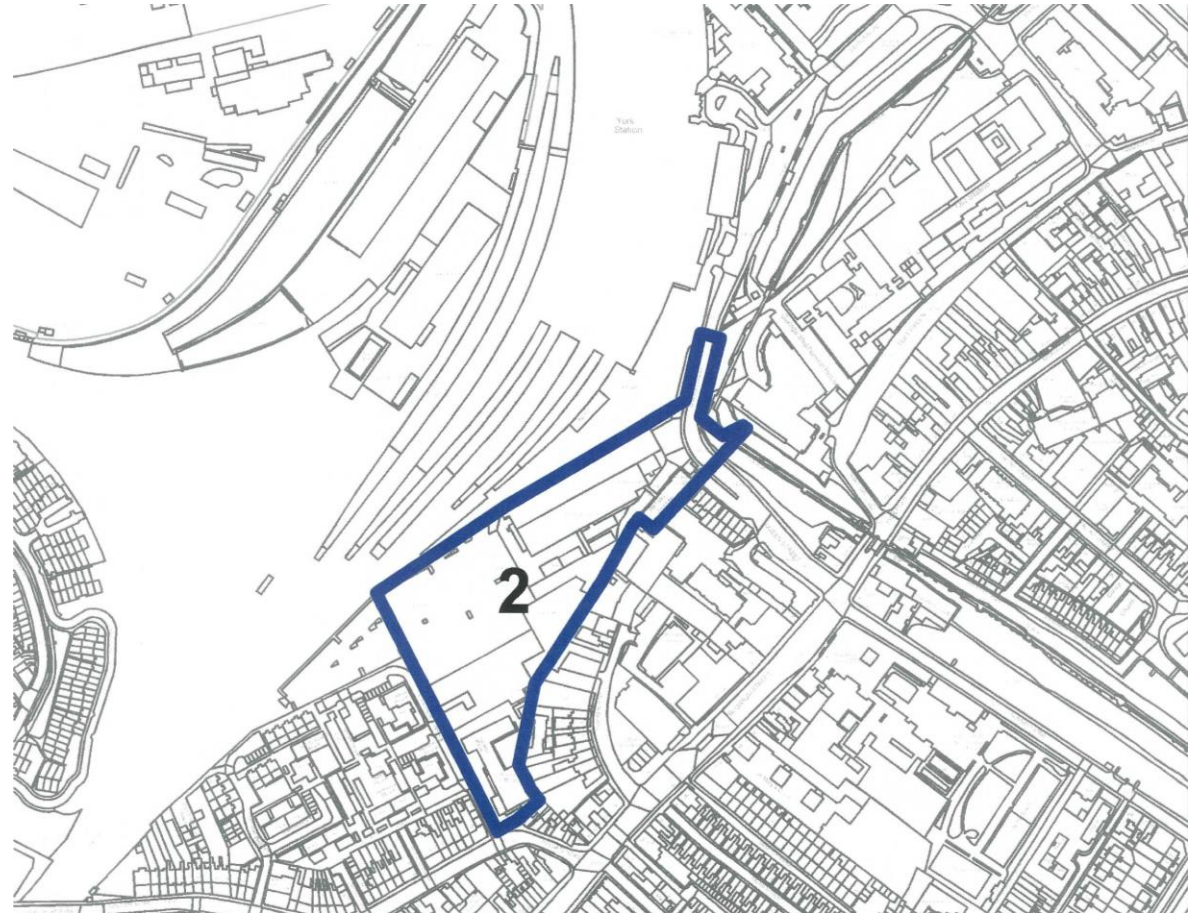
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Bill Fawcett, George Townsend Andrews of York 'The Railway Architect'
Yorkshire Architecture and Archaeological Society, North Eastern Railway Association, 2011

QUEEN STREET Area 2





RI Gym and Rifle Range



Water Tower



Railway Institute

QUEEN STREET Area 2

1/4-7: Railway Institute gymnasium and Rifle Range
incorporating York and North Midland Railway Wagon Repair Shop, 1844-5;
incorporated in Locomotive Erecting Shop no.2, 1884-86 (4-7)

Local List nomination

High Evidential Significance for incorporating an early railway building, retaining much original fabric on the northern side including original small-paned cast-iron window frames.

1-8: Water tower and coke store: 1839, by G T Andrews for the York and North
Midland Railway Company. Listed Grade II

High Historical Significance as the oldest surviving railway building in the city and one of the oldest surviving water towers in the UK..

1-9: Workshops,
incorporating first York and North Midland Engine shed, 1839, 1842 et seq,
Demolished but with archaeological potential Category DA

4-9 Extensions to Queen Street workshops Category DA

High Evidential Significance for the retention of the southernmost range of early workshops including lower courses of the front, east, wall of the building and an original arched window with small-paned cast-iron frame. Any further demolition and development in this area should be accompanied by a thorough archaeological investigation. Consideration should be given to the incorporation of the surviving portions of the east wall within any new structure, so that the history of the site can be interpreted for the public.

1-10: Second York and North Midland Railway Company Engine Shed
Demolished but with archaeological potential Category DA

Medium Evidential Significance as illustrating the early expansion of York's railway support and maintenance facilities.

4-25: New Railway Institute
1889, William Bell Local List nomination

High Historical and Communal Significance as evidence of the railway company's concern for the welfare of its staff through the provision of non-alcoholic refreshment facilities, as well as other aspects of the social and industrial history of the City.

York Central: Audit of Heritage Assets Statements of Significance



Queen Street Bridge

4-29c Queen Street railway bridge replacing an original level crossing, 1878, by Thomas Elliot Harrison for the North Eastern Railway Company
1908-9 reinforced concrete flanking footways constructed by the Yorkshire Hennebique Company

High and Medium Historical Significance as an example of the early use of a new construction material, and as indicative of the original railway approach to the Old Station.

4-50 Locomotive Erecting Shop no.1, now partly occupied by the Railway Institute Rifle Range, 1880, by William Bell Local List nomination

High Evidential Significance as for item 1/4-7 above

7-63 Queen Street Locomotive turntable
1884-6. A turntable and entrance was created on the south side of Locomotive Erecting Shop No.2 (1/4-7) Category DA

Low Evidential Significance as demonstrative of the evolution of the Queen Street workshops.

The area contains one listed building, no.1-8, and three proposed for the Local List, nos. 4-7; 4-50 and 4-25. Three buildings have been demolished but identified as having archaeological potential, nos. 1-9, 1-10 and 7-63. Items 1/4-7 and 4-9 have Visual Significance when viewed from the Station. Together with assets identified elsewhere on the York central site, these items contributing to the record of York's industrial history have **High Historical Significance**.

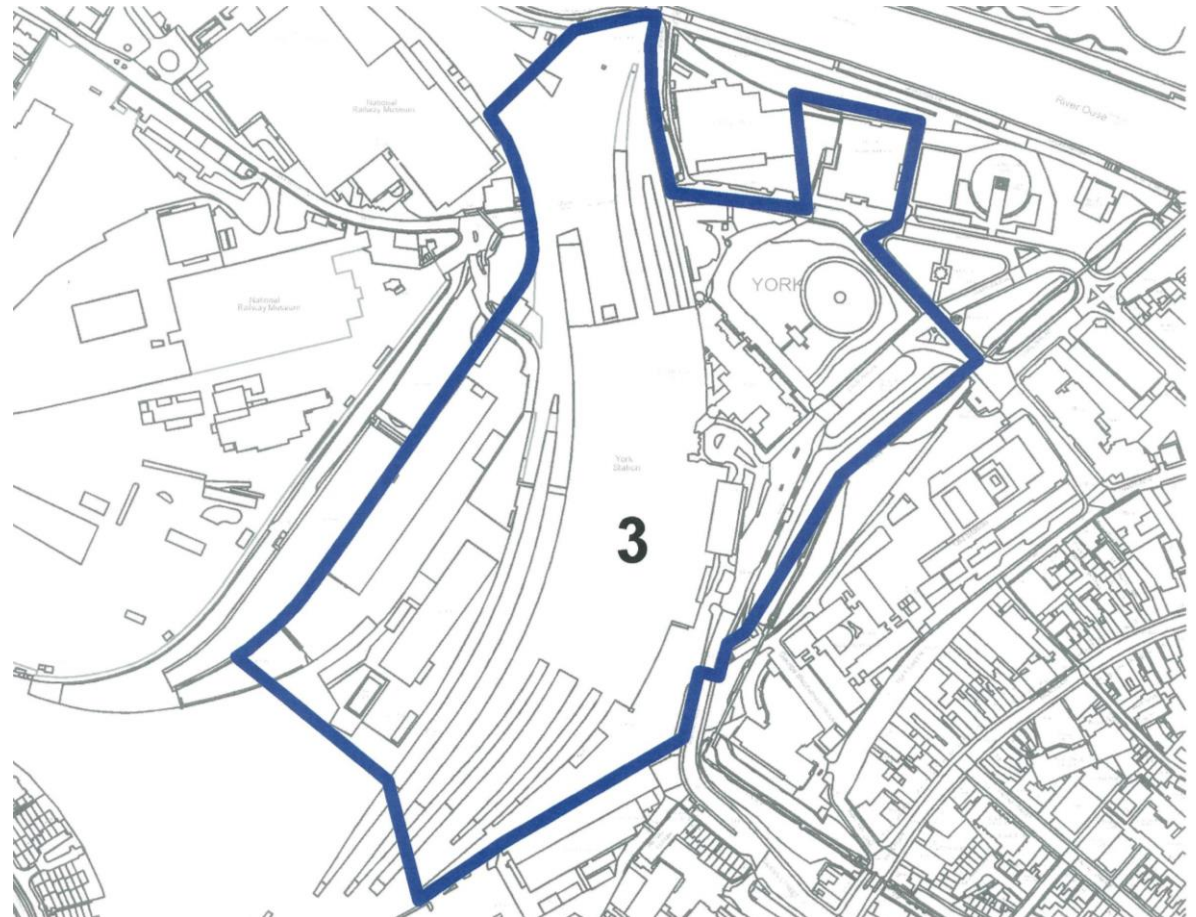
References

Hugh Murray, Opportunity of Leisure: the History of the York Railway Institute, 1889-1989; York Railway Institute, 1989

Statutory List of Buildings of Architectural or Historical Interest for the City of York

List of Local Heritage Assets for York

NEW RAILWAY STATION Area 3



NEW RAILWAY STATION Area 3



Passenger Station



Taxi Kiosk



Tea Room

- 4-28 New Passenger Station
1877, by Thomas Prosser, and Thomas Elliot Harrison for the North Eastern Railway Company. Listed Grade II*
- 6-58 Passenger Station additional through platform; 1900 Listed Grade II*
Taxi Kiosk; c.1900 Listed Grade II
- 9-64 Passenger Station additional platform: 1938 Listed Grade II*

The railway station has **High Historic and Aesthetic Significance**, principally on the basis of the trainshed, which is the most 'architectural' in character of the major surviving British station trainsheds of the High Victorian era, and, on account of the curving ground plan, spatially one of the most exciting. In addition, the original layout of the station was one of the most sophisticated of its period. Of particular Aesthetic Significance is the surviving original end screen visible in Tea Room Square.

The Taxi Kiosk has **High Historic and Aesthetic Significance** as an increasingly rare example of the type and for its visual contribution within the Porte Cochere.

- 4-37 Water Tower and Pumping Station: c.1880 Category DA
Medium Evidential Significance related to the pumping of locomotive water supplies directly from the River Ouse

- 6-59 Passenger Station Tearoom; 1906 Listed Grade II*
High Aesthetic and Communal Significance for its architectural style, for its social role in its time offering respectable accommodation for female passengers, and for its continuing valued communal function.

York Central: Audit of Heritage Assets Statements of Significance



Signalling Maintenance Centre



Royal Station Hotel

11-75 Signalling Maintenance Centre; 1984

11-76 Signal Box; 1989 and later

Low Evidential Significance for demonstrating the changing approach to railway signalbox design, no longer a visual railway icon.

4-29 Royal Station Hotel

1878, by Thomas Prosser and William Peachey for the North Eastern Railway Company
Listed Grade II

6-55 Klondyke wing extension to Hotel; 1898, by William Bell Listed Grade II

6-62 Hotel offices and stores, converted to hotel bedrooms and conference facilities
1912, by William Bell Listed Grade II

Medium Aesthetic Significance as a fine architectural example of High Victorian railway building type

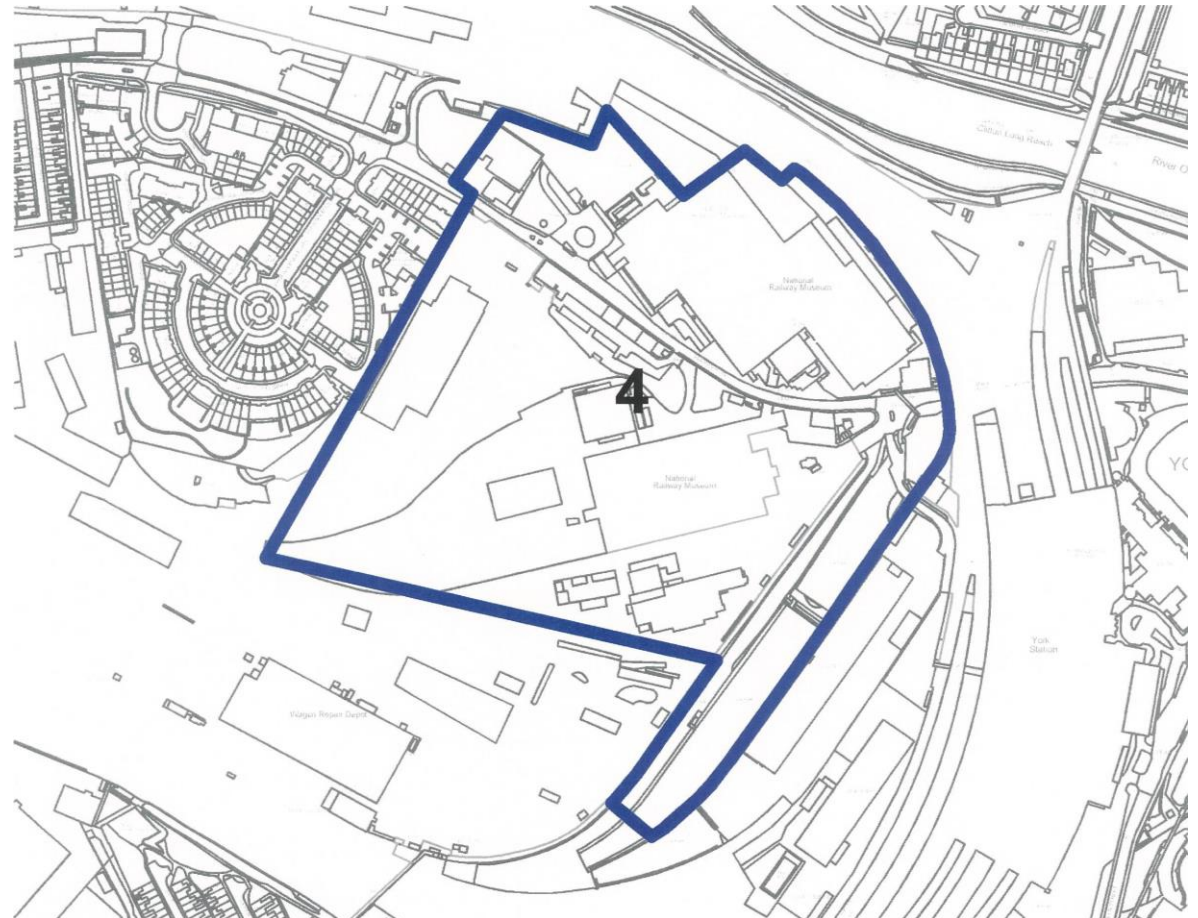
The national Significance of these structures has been recognised by their inclusion on the Statutory List of Buildings of Architectural or Historic Interest, designated either grade II or grade II*. Later additions to both buildings are covered by the Statutory Listing grade assigned to the basic structure by attachment. The station is an outstanding example of the arched iron trainsheds of the High-Victorian period.

Together with assets identified in other areas on the York central site, these items contributing to the record of York's industrial history have **High Historical Significance**.

Reference

Statutory List of Buildings of Architectural or Historical Interest for the City of York

GOODS STATION (now the National Railway Museum) Area 4



GOODS STATION (now the National Railway Museum) Area 4

This area is sub-divided into two zones.

South of Leeman Road, there is the former NER Goods Station, weigh office, and gate and gate piers (4-34, 6-60), the bull-nose building, the former NER Coal Manager's Office (4-32) and Coal Depot (4-33); the horse stable (6-61); and the concrete yard (10-68)

On the north side, the former York North engine shed and extension, items no.4-30 and 6-54, and the site of the Hydraulic (later electric and hydraulic) Power House item no.4-31.



National Railway Museum

South of Leeman Road

4-34: National Railway Museum

Formerly North Eastern Railway Goods Station; 1877, by Benjamin Burleigh, extended 1912:

Former NER Goods Weigh Office, now office; 1877; originally flanked by two weighbridges, one of which remains Listed Grade II

6-60 Gates and gate piers to former NER goods station; 1878; by William Bell

High Historical Significance as an excellent example of a now-scarce building type, which forms a visual ensemble with the adjacent former coal offices and horse stables.

4-32: Bull-nose building, former NER Coal Manager's Office, later used as Locomotive Superintendent's office; 1876, architect Benjamin Burleigh

Local List nomination

High Historical Significance for its visual and functional association with the National Railway Museum buildings and adjacent horse stables.



Bull Nose Building

York Central: Audit of Heritage Assets Statements of Significance

- 6-61 National Railway Museum
Former North Eastern Railway horse stables; 1900, architect William Bell
Local List nomination



Stables



Concrete Depot



Hydraulic Power House

High Historical and Evidential Significance as a reminder of the major role formerly played by horses on the railway and in towns, and as an extremely rare survival of a large railway stable, still evocative of its original role despite having been converted to other uses; also for its visual and functional association with the National Railway Museum buildings and adjacent Coal Manager's Office.

- 10-68 Concrete Depot for the manufacture of concrete components for use in civil engineering. The various structures associated with the concrete yard may be of interest and warrant recording. Recording recommended

Medium Evidential Significance for new technology, reflecting the railway's introduction of pre-cast concrete components for lineside structures and buildings, from the late 1920s

- 4-33 Station car park on the site of the NER Coal Depot; 1872-3.b partially demolished
The cells have been demolished but the retaining walls necessarily survive, along with the stubs of the cell division walls, retained as buttresses.

Medium Evidential Significance as a functional part of railway operations

The former Goods Station combines with the weigh office, the former coal offices and the horse stable to form an unusually complete ensemble exemplifying the way in which goods and mineral traffic were handled in major towns and cities.

North of Leeman Road

- 4-30: York North Engine Shed (3 turntables 1876-8); almost totally rebuilt
6-54 York North Engine Shed extension (4th turntable 1913-14); largely rebuilt
4-31: Hydraulic (later electric and hydraulic) Power House 1876-7; largely intact though the accumulator tower, its most significant feature, has been cut back.

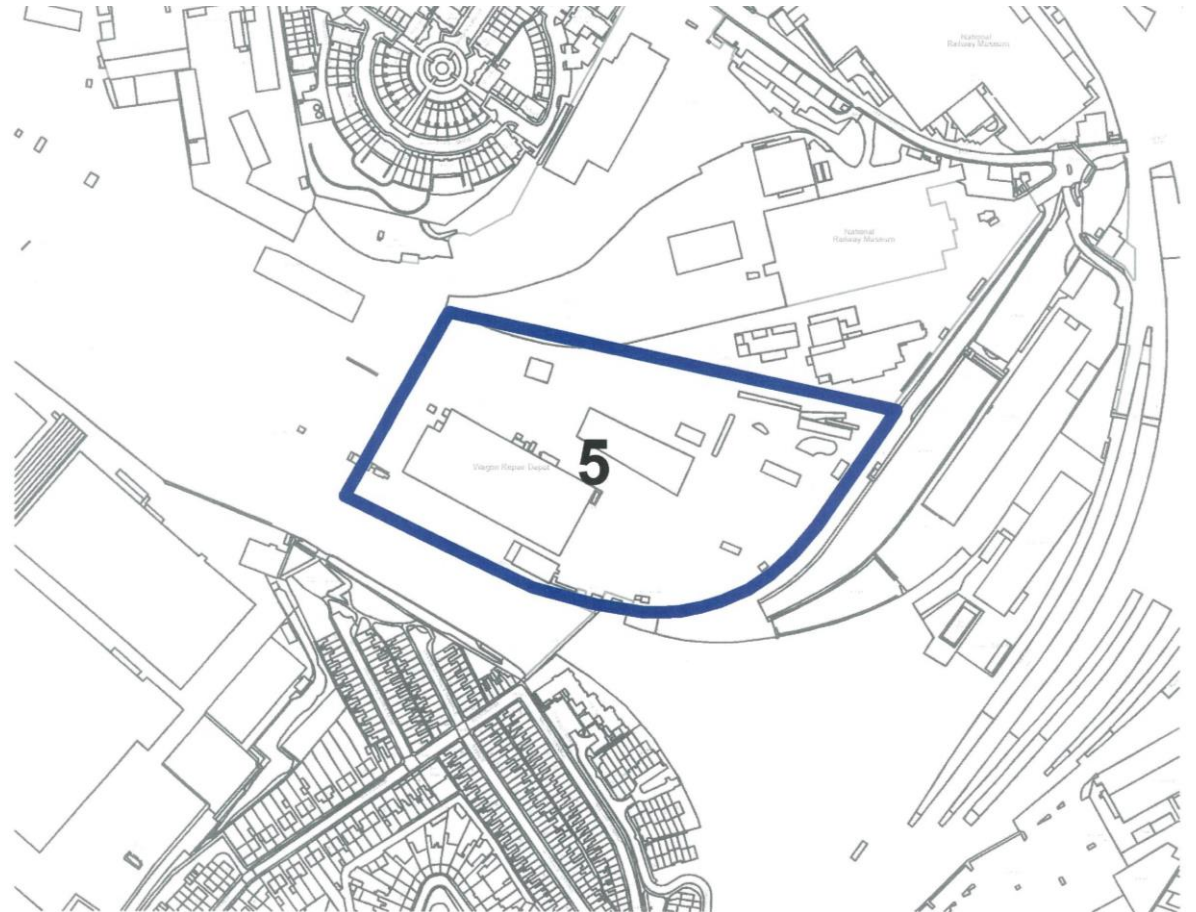
Together with assets identified in other areas on the York central site, these items contributing to the record of York's industrial history have **Medium Historical Significance** as a functional part of railway operations.

York Central: Audit of Heritage Assets
Statements of Significance

References

Statutory List of Buildings of Architectural or Historical Interest for the City of York
Local Heritage List for York

WAGON WORKS AND ENGINEERS' YARD Area 5



WAGON WORKS AND ENGINEERS' YARD Area 5

3-27 Former Wagon Works; 1867, substantially rebuilt after 1931 fire.
The workshops No. 27 were substantially rebuilt after a fire in 1931 and, although stretches of the original external walls remain, the building now is of little historical value while its original appearance and layout are recorded by surviving drawings. In the event of redevelopment photographic recording is recommended.

Low Evidential Significance

4-42 Footbridge abutment

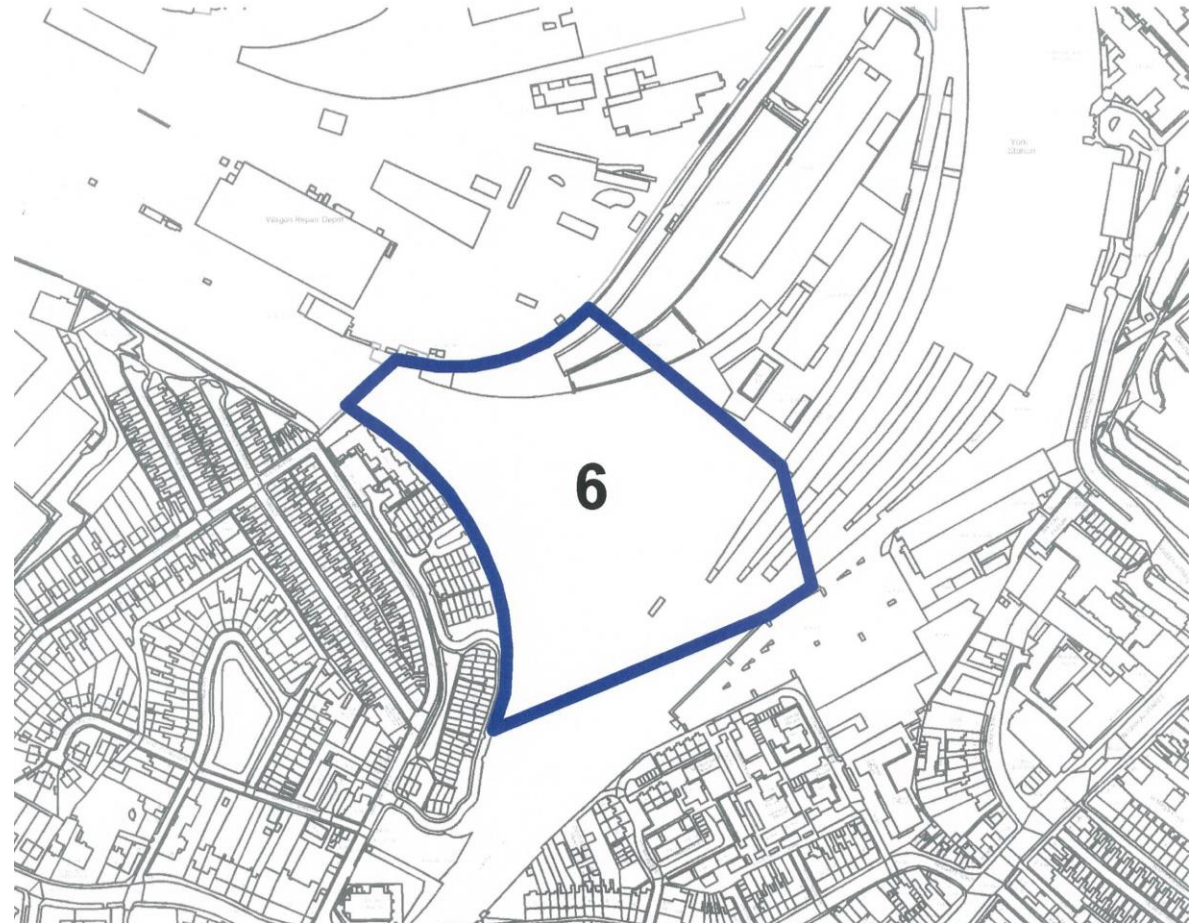
Low Evidential Significance

4-43 Mess Room, 1888; by William Bell
a small, dignified hall, adaptable to a variety of uses, which could be retained to provide a visual anchor in any new development. Demolished 2012

Low Communal Significance

Together with assets identified in other areas on the York central site, these items contributing to the record of York's industrial history have **Medium Historical Significance**.

YORK SOUTH ENGINE SHEDS Area 6

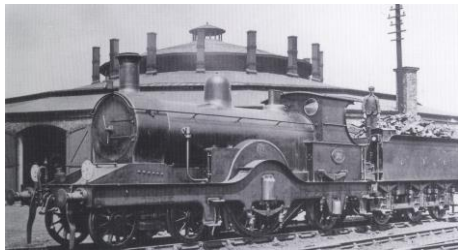


YORK SOUTH ENGINE SHEDS Area 6

1-4 Engine shed, 1839-40, by G.T. Andrews for Great North of England Railway Company. Category DA

This had been partially demolished by 1851, the rump being adapted as a pair of houses which were demolished in 1875-6 to accommodate the tracks to the new coal depot. It had a very unusual layout, with a single through track serving 12 feet diameter turnplates (PE) which led into individual engine stalls. It would only have been demolished down to floor level, and the buried foundations probably survive. In advance of any development of the site, an archaeological excavation should be carried out to locate these.

High Evidential Significance as evidence of a byway in the evolution of the railway locomotive shed which was superseded by the introduction of the roundhouse.



Roundhouse 2

1-4B Engine shed, built between 1844 and 1851, probably as a replacement for no.1-4 Category DAD

A straight shed probably built after the entrepreneur George Hudson took a lease of the GNER in 1845; it would have been free of the constraints on locomotive design posed by the small turnplates of no.1-4 and was presumably a typical design of Hudson's architect, G.T. Andrews..

Medium Evidential Significance

1-11 Third YNM Engine shed (Roundhouse 1) Category DAD
1849-50; Thomas Cabry, (YNM Engineer in Chief). Roof rebuilt in conical form in 1889-90 by NER architect William Bell

2-21 Fourth YNM Engine shed (Roundhouse 2) Category DAD
1851-2; Thomas Cabry. Conjoined to roundhouse 1; roof rebuilt as rdhse. 1, 1889-90

3-26 Engine shed (Roundhouse 3) Category DAD
1863-4; Thomas Prosser (NER architect).



The excavated turntable and inspection pits

York Central: Audit of Heritage Assets Statements of Significance

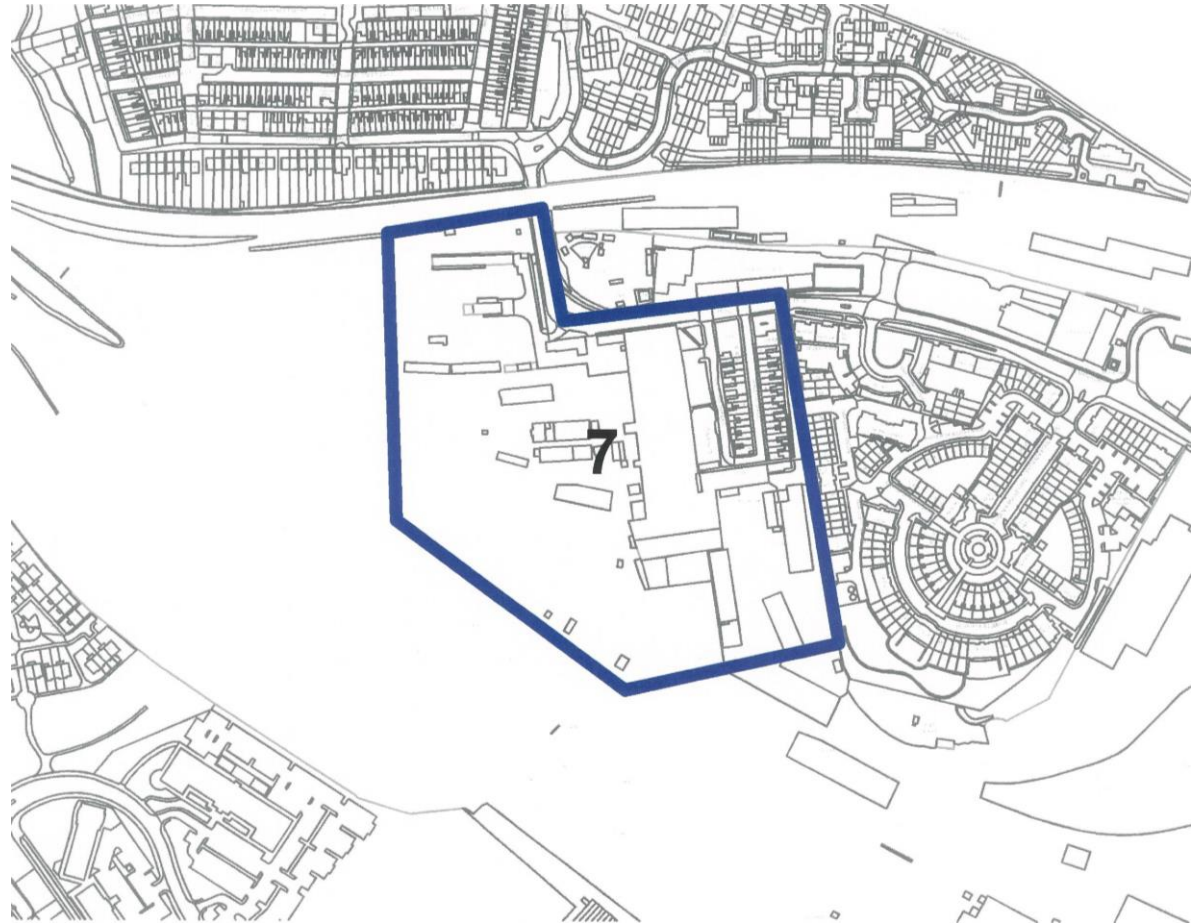
During archaeological investigations in 2012, Roundhouses 2 and 3 (nos.2-21 & 3-26) have been fully excavated; the third (no.1-11) has been excavated except for an area occupied by the station, while the straight shed (no.1-4b) has also been partially excavated.

The remains of all three polygonal roundhouses are notable for their remarkable preservation and legibility. Together they provide detailed insight into the construction, alteration and layout of early railway maintenance arrangements. For these reasons this group of assets is of **High Evidential and Historic Significance**

Reference

Ramboli, Investigations on the Engineering Triangle Site, 2012

THE FOUNDRY AREA Area 7



THE FOUNDRY AREA Area 7



Phoenix Iron Foundry (Demolished)

Phoenix and Albion Iron Foundry buildings, private foundries undertaking general and railway work. The foundry business closed in 1904 and the North Eastern Railway Company later adapted the premises as civil and signal engineering maintenance workshops.

4-F1 The Phoenix Iron Foundry Category DAD
F1 opened in 1874 as the Phoenix Foundry, resited from the Fishergate area by Messrs Close & Ayre. Sold to the NER in 1905 and adapted as maintenance workshops. Despite major alterations from the 1940s onwards, substantial portions of the original structure survived until demolition during December, 2012 - February, 2013.

The Phoenix Foundry was recorded in December 2011 (Bill Fawcett, 'York: Leeman Road: Former Permanent Way Workshops: Interim Report on Historic Structures', 16 December 2011). Further recording and some salvage have been agreed by Network Rail in the context of demolition.



Albion Iron Foundry

4-F2	The Albion Iron Foundry: Smiths' shop and office	Local List nomination
4-F3	" " " " : Erecting and Fabrication shop	Demolished
4-F4	" " " " : Foundry shop	Local List nomination
4-F5	" " " " :	

F2 to F5 were the Albion Foundry of the York Railway Plant Company.

The most interesting are F2 & F4. F2 began life as a rather modest, open-fronted smiths' shop and has the two-storey office building at one end, adjoining the yard entrance. F4 is the original foundry shop, designed by the York architect Charles Toft Newstead, whose drawings survive. These reveal the foundry shop to be substantially unaltered, despite the removal of all original machinery. It retains its substantial timber queen-post trusses bearing a hipped, tiled roof with a raised ridge ventilator. The walls are dignified by arched windows, now covered over, and pilaster strips. Some of the latter occur as broader strips enlivened by a tall arched recess; these correspond to additional roof timbers which seem to have formed part of a support structure for foundry cranes. The furnaces were housed in a lean-to building at the north end, which has been replaced by a modern office range, while the arched entrance at the south end has been replaced by a

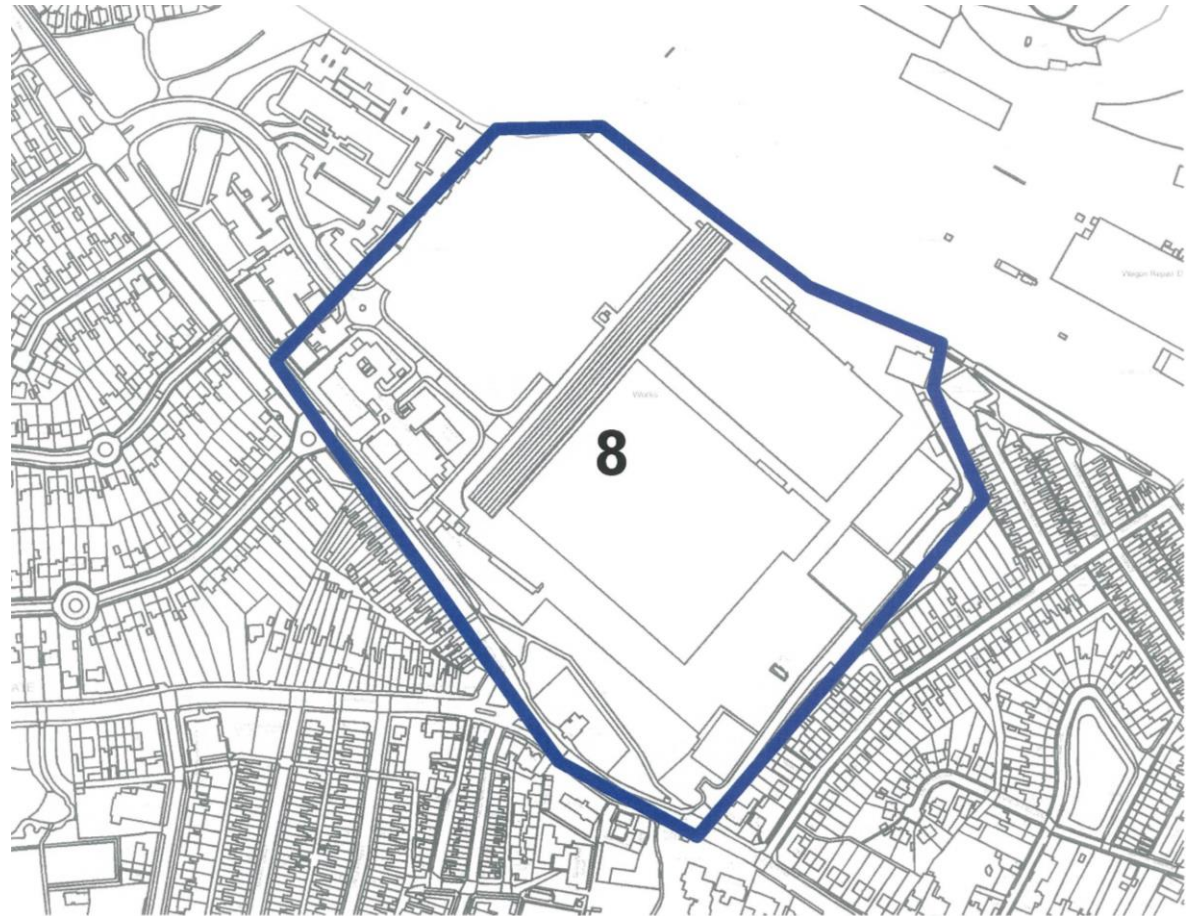
York Central: Audit of Heritage Assets Statements of Significance

wider opening still framed by the original pilaster strips. The largest of its buildings was the erecting/fabrication shop F3, demolished in recent years.

This group of assets is of **Medium Historic and Evidential Significance**

Reference: Bill Fawcett, 'York: Leeman Road: Former Permanent Way Workshops: Interim Report on Historic Structures', 16 December 2011

HOLGATE ROAD CARRIAGE WORKS Area 8





Carriage Works Traverser



Carriage Works East



Carriage Works West

HOLGATE ROAD CARRIAGE WORKS Area 8

4-45	Carriage Works; 1884, 1886	
4-46	Carriage Works Stores and Offices	
4-47	Carriage Works Smiths' Shops	
4-48	Carriage Works Mess; 1888	Demolished
4-49	Carriage Works Lodge (Inspector's house); 1888	Demolished
6-51b	Extension to Carriage Works timber-drying shed	Demolished
6-52	Extensions to the Carriage Works; 1897-99	
6-53	Carriage Works Gas and Electric Shops; 1897-99	Demolished
10-67	Carriage Works Traverser	

Following the creation of the North Eastern Railway, the Company gradually rationalised its many workshops concentrating locomotive construction and major repairs at Darlington, wagon-building at Shildon and Darlington, and carriage-building and major repairs at York. Substantial portions of the York buildings remain in this area.

In the later years of British Rail, with most passenger trains having become self-propelled 'multiple units', without separate locomotives, York became one of very few major train-building workshops left in Britain, and constructed vehicles for export as well as the home market. However, it was fundamentally reliant on home orders, and a three-year moratorium on these in the run-up to BR privatisation led the owners, ABB Rail Vehicles, to decide on closure in 1995, concentrating on their Derby workshops instead.

This group of assets has **High Historical Significance** as representing a major part of York's industrial history.

They have **High Communal Significance** for signifying an era of more than 150 years during which many York families earned their livelihood from the construction and maintenance of locomotives, wagons and passenger carriages in the City.

Reference

The Life & Times of York Carriage Works, ABB Rail Vehicles, 1995

CONCLUSION

The combined significance of the heritage assets identified in this Audit is greater than their individual importance as separate items.

Evidential Value

Evidential value derives from the potential of a place to yield evidence about past human activity. Physical remains of past human activity are the primary source of evidence about the substance and evolution of places, and of the cultures and people who made them. The Evidential potential of the items in the Inventory is of the **Highest Significance**. In total they make up a comprehensive group of sites representing the contribution to the history of the railways by the City. Much has already been lost through a process of attrition thus enhancing, and adding value to, the significance of what remains both above and below ground.

Historical Value

Historical value derives from the ways in which past people, events and aspects of life can be connected through a place to the present. It tends to be illustrative or associative. The Historical Significance of York Central is of the **Highest**. Because industrial activity in York in the nineteenth century was limited, the surviving fabric on the York Central site represents a significant proportion of all York's industrial heritage.

Aesthetic Value

Aesthetic value derives from the ways in which people draw sensory and intellectual stimulation from a place. Aesthetic values can be the result of the conscious design of a place, including artistic endeavour. Equally they can be the seemingly fortuitous outcome of the way in which a place has evolved and been used over time. The **High Aesthetic Significance** of standing buildings on the site is recognised by the designation of many as either Grade II* or Grade II listed buildings.

Communal Value

Communal value derives from the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory; or with places that people perceive as a source of identity, distinctiveness, social interaction and coherence. The York Central site as a whole is of the **Highest Communal Significance** as demonstrated by the degree of interest shown by the local community at archaeological Open Days, and the deep well of experience, memories and knowledge they uncovered.

RECOMMENDATIONS

1. The contents of this Audit should be used to inform the production of a revised and updated Planning Brief for the York Central development site.
2. Material included in this Audit should be entered into the York Historic Environment Record
3. The Audit should be used to generate further research where indicated
4. Information about the railway heritage of York should be used to create a 'History' point on the York Central site when redeveloped.
Records of the foundry buildings and the archaeological findings on the Engineering Triangle site should be combined with further archaeology and building recording to create a permanent comprehensive exhibition of the railway history of York when the site is redeveloped.

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