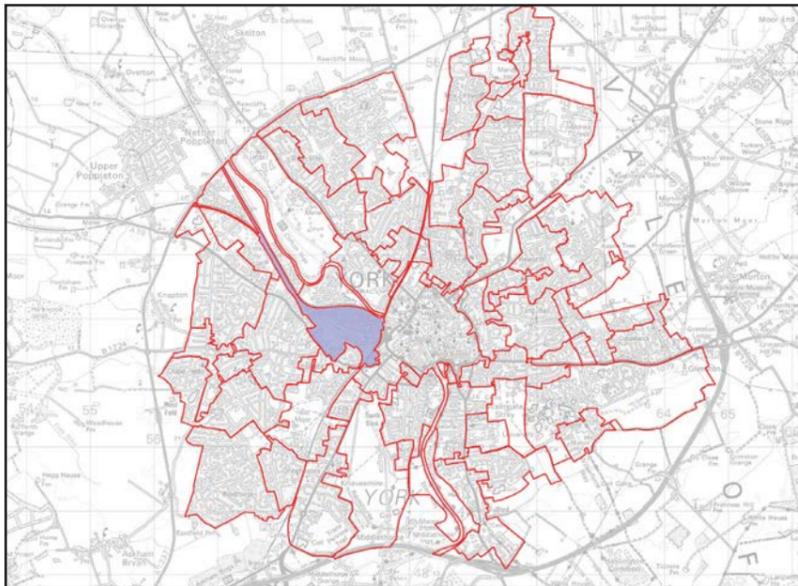
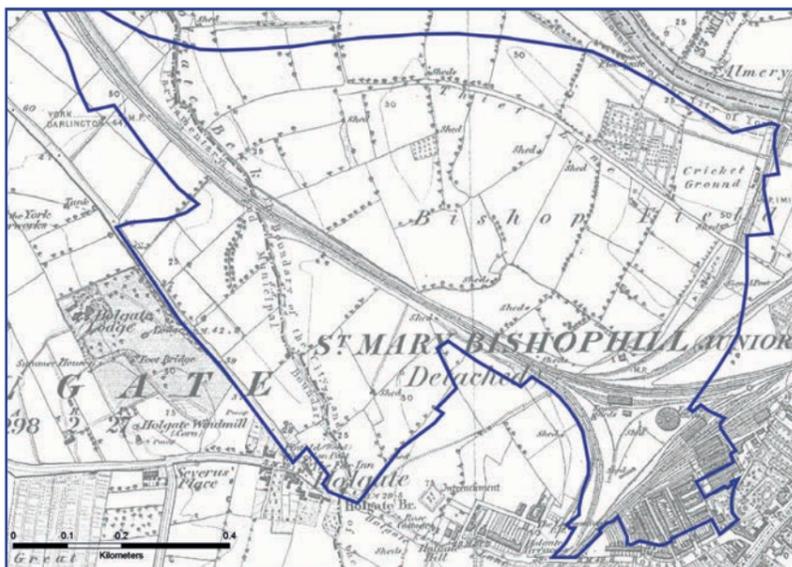


## Character area 31: Railway (Industrial)



Location of character area



Extract from First Edition Ordnance Survey Plan 1852

### Key Characteristics

**General Character:** The industrial core of the 19th century railway development in York. The 'Front of House' railway buildings have a distinctly different character to the largely industrial and functional structures of this area  
Core of York's railway and industrial heritage

Area is bounded by the predominantly 19th century railway-related settlement (Leeman Road) to the north, Holgate to the south and the rear of the station to the east. On the west side the tracks run in a north-westerly direction.

Flat, relatively low lying ground which includes the culverted Holgate Beck.

Industrial and commercial area providing a vital transport link to and from York

Partly within Area of Archaeological Importance and Historic Core Conservation Area

Industrial feel with strong connection to city

Approximate walking/cycling distance to the city centre from the centre of Leeman Road 1.6km

**Dominant Building Type:** Late 19th to early 20th century large railway-related structures such as former carriage works and engine sheds

**Other Building Types:** Late 20th century office blocks

**Designated Heritage Assets:** Former goods station (now largely the National Railway Museum) and associated weigh house and entrance gates and piers (Grade II listed) and Area of Archaeological Importance (part).

**Non-designated Heritage Assets:** Carriage works, former iron works and wagon works buildings, horse stables, industrial terraces and Roman burials, Carleton Street and Carlisle Street

**Key Views:** Many significant views of the Minster and locally important views of rail infrastructure can be gained from this area. The most significant are the views of the Minster from Leeman Road (Key View 11: Leeman Road), from the East Coast Mainline (Key View 12: East Coast Main Line) and from Water End Bridge (Key View 10: Water Lane). These have all been identified as strategic key views of York Minster.

**Surviving historic roads and tracks:** Poppleton Road, Leeman Road and Cinder Lane

## Archaeology and history

Evidence for prehistoric activity is absent but the area of the culverted Holgate Beck is known to include wet organic deposits and sink holes off Holgate Road are also known to contain organic deposits which date to prehistoric periods.

Large numbers of Roman burials have been found during the construction of the railways and through later development along the eastern boundary of the area. Beneath the present station and immediately to the north of it, is the site of a Roman burial ground (MYO 2010). Further Roman burials are known on Holgate Road and Blossom Street. Prior to the 1840s the area of land between Boroughbridge Road, the River Ouse and the city walls was agricultural.

Various historic maps including the 1687 Benedict Horsley map and the Baines 1822 plan of York refer to the area from the City Walls westwards as Bishop Fields or Bishops Fields. This may relate to the Domesday mention of 6 caracutes of land in the ownership of the Archbishop of York.

From 1776 onwards the area was essentially enclosed agricultural land until the 1839 construction of the railway.

By 1850 the railway had cut through the pre-existing agricultural landscape. Its associated infrastructure such as coal depots, engine sheds and workshops were also being constructed at this time.

The original railway station was situated within the city walls and is included within the core character areas. The surrounding landscape was still predominately agricultural but with the addition of a cricket ground and what appears to be orchards along Thief Lane (now known as Leeman Road).

Towards the last decade of the 19th century the area was completely dominated by railway infrastructure and associated industry such as the carriage works off Holgate Road (1880s) and The Phoenix and Albion Iron Works off Leeman Road (in business until the 1930s). This expansion saw almost all of the pre-railway landscape disappear. The cricket ground was re-located to Poppleton Road adjacent to the new carriage works and a football ground was created on the south side of Leeman Road.

Terraced housing for railway workers and specifically Carlyle Street and Carleton Street for the Phoenix and Albion Iron Works. Iron works employees were created to the north of the railway and to the south on Poppleton Road.

The new railway station, just outside this character area boundary, was constructed in 1877 and is a Grade II\* Listed Building.

By the turn of the century York had around 5500 railway employees, half of which were employed in the wagon and carriage works. The football ground and cricket pitch were both swallowed up by railway expansion by 1910. A carriage works was also constructed on the north side of Leeman Road in addition to expansions at Holgate.

During the early 20th century the area to the east of the Phoenix and Albion Iron Works was used as allotments. By the 1960s the allotments had been abandoned and the area developed for commercial use. The carriage works building are still extant, however, during the late 1990s the sidings and associated buildings to the west of the complex were replaced by a business park.

These commercial buildings on the former allotment site were replaced by late 20th century housing (St Peter's Quarter).

In 1975 the National Railway Museum, the first national museum outside of London, opened on Leeman Road in a former steam locomotive depot. The Museum has since been extended and now includes the former railway goods depot a Grade II listed building.

## Character

The area is distinct from all surrounding developments. It is an industrial and commercial area providing a vital transport link to and from York and is part of the main line rail network.

The railway has had a major impact on the character of the area and has developed its own very clear and unique topographic grain. The buildings are predominantly late 19th to early 20th century large-scale, two to three storey functional railway and industrial buildings. The main structures relate to the former iron works, the wagon repair depot, National Railway Museum and carriage works.

The carriage works on Holgate Road are constructed in red brick and are elongated in shape with pitched roofs joined to form an almost corrugated effect over the buildings. Several buildings contain circular windows at their gable ends, now blocked. Windows also run the length of the outer walls of the groups of buildings. Redundant rail tracks are still present at the entrance to the main cluster of works. Solar panels can be seen on the roof of some of the buildings.

The area of former sidings and tracks to the west of the Holgate carriage works has been redeveloped as Holgate Park comprising two to four storey office blocks. Holgate Park is part of the regeneration of the former railway area, generating employment as well as utilising vacant land. Landscaping, footpaths, cycle ways and parking provisions have been incorporated into the design of the park. The buildings range from two- storey red brick to three-four storey brick and glass buildings, the top floor on these buildings entirely comprising of glass. All street lighting and carriageways are modern. A metal arched sculpture has been erected on a landscaped mound on the west side of the park. It simply reads 'Pride of York' – a nod to the former railway industry, which dominated the area during the 19th and 20th century.

St. Peter's Quarter is an unusual, three storey, 21st century development, built in the style of an 18th century townhouse crescent (although most are apartments). Period style street lighting has been used along with modern cobbled paving. This is a very un-York style.

A small area of 1960s council housing is located between the railway and Holgate Road. This area of re-development was formerly occupied by terraced housing dating to the early 19th century. The line and names of Lowther Terrace and Cambridge Street have survived from this period. The extant buildings are three-four storey, brick, pitched roof, apartment blocks as well as short rows of linked terraces. Separate garage blocks are in use for some of the apartment buildings.

## Significance

**Archaeology:** Partly within the central Area of Archaeological Importance for its known Roman cemetery. Further Roman burials are known on Holgate Road, Blossom Street and throughout the vicinity. Prior to the 1840s, and the construction of the railway, this area was largely agricultural. Geological sink holes and buried wetland along the route of the Holgate Beck may contain evidence of prehistoric activity and the local environment over a number of millennia.

**Architecture:** The area contains many significant buildings related to the railway in particular the Grade II listed former goods station and its gateway. This building also forms part of the National Railway Museum which plays a significant role in telling the story of York and Britain's rail network. Several other buildings within the area, such as extant iron works buildings, sheds and offices on Leeman Road and wagon works are undesignated heritage assets with a high historical and communal value.

The carriage works still function for the repair and maintenance of railway equipment and represent a significant survival of railway structures. The canteen buildings (1888) at these works have been nominated for inclusion on the Local List of Heritage Assets as the last remaining social building in the carriage works complex. Some buildings have unfortunately been recently demolished by Network Rail for health and safety reasons.

**Historic:** By the mid 19th century the North Eastern Railway was York's largest employer and had changed the city forever with the creation of housing for employees of the railway and associated booming industries such as the iron works.

Carleton Street, Carlisle Street and the Junction public house, are significant due to their association with the former Albion Iron Works (the terraces have been proposed for inclusion on the draft local list of heritage assets).

Unfortunately this link with the iron works has been further eroded recently with the demolition of one of the key original buildings. However, two or three smaller associated structures remain but are under threat. The remaining iron foundry buildings as a group of assets of medium historical significance.

Social value relating to the railway area as a whole cannot be over emphasised as thousands of employees past and present will have a connection to the buildings (goods station, concrete works, stables, carriage works etc) and the railway in general. The railway is also a strong York characteristic and is known by visitors from outside the region. The presence of the National Railway Museum is a lasting testament to this.

Very few historic field boundaries survive in this area. Perhaps the best example survives as a boundary between the Holgate carriage works area and the adjacent 1930s housing.

**Streetscape components:** Generally modern street lighting and signage. Asphalt carriageways, paved and asphalt footpaths.

**Aesthetics:** Many significant views can be gained from the railway area. The most significant are the views of the Minster from Leeman Road (Key View 11: Leeman Road), from the East Coast Mainline (Key View 12: East Coast Main Line) and from Water End Bridge (Key View 10: Water Lane). These have all been identified as strategic key views of York Minster. There are also a number of locally significant views within the railway area such as those from Cinder Lane, Railway Terrace and Boroughbridge Road.

## Opportunities and recommendations

The area is a key development opportunity highlighted in the City of York Local Plan Preferred Options Draft 2013 as York Central. This will provide challenge and opportunity to existing character. The grain of the site, principally based on railway infrastructure could be used to guide future development so that the site's story can still be appreciated. Building heights and massing will be a key defining consideration but some very low lying areas will accommodate quite tall structures without impinging adversely into the York skyline.

Key views of the Minster, other major heritage assets and local landmarks should be maintained and enhanced to help orientation and enhance local distinctiveness. It is also possible that tall buildings can help create new revealed views of the Minster and other key buildings such as the railway station if well designed.

There is also opportunity to better reveal the railway station from the west through the removal of a number of mid to late 20th century industrial sheds that currently obscure it.

The area contains several buildings that should be considered for listing or at least inclusion on the Local List of Heritage Assets. Those buildings that have been recommended for inclusion on the Local List of Heritage Assets add significant value to the character of this area. The majority are intimately connected with the railway. Every effort should be made to ensure that these buildings are retained and kept in productive use. Their loss or inappropriate alteration would have significant impacts on the character of this area.

Remaining historic railway and industrial structures should wherever possible be retained and sympathetically converted to practical uses. Many could be successfully integrated into modern development.

The former stables on Leeman Road are particularly vulnerable at present and bringing them into use would be very beneficial.

Opportunities for improving the quality and consistency of contemporary street furniture and the public realm should be identified, in particular the enhancement of existing pedestrian surfaces, cycling facilities and upgrades of existing street furniture. This should be undertaken following guidance contained in the City of York Streets and Spaces Strategy and Guidance (City of York Council, 2013).

The few 19th century terraces in the area contain a number of original features which should wherever possible be retained and enhanced. This should include maintenance of existing ironwork to prolong preservation and conservation of remaining areas of stable pavement paving. The stable pavements in particular are a unique feature of York's streetscape and any street works affecting them should carefully store and reinstate following guidance contained in the City of York Streets and Spaces Strategy and Guidance.

Development management policy should take account of the contribution made by locally identified heritage assets to the distinctive character of the area. Sub-surface archaeological sites and landscapes are particularly important. Appropriate mitigation strategies should be agreed to protect potential archaeological deposits for any future development in area.

### Character Area 3 I: Images



*National Railway Museum, Leeman Road*



*Manchester House on Lowther Street*



*Holgate Carriage Works*



*Images from Leeman Road*



*Holgate Carriage Works*



*Holgate Carriage Works*



*Stable Paviour off Holgate Road*



*Holgate Park*



*View of Minster and Eye from Holgate Park*



*St. Peter's Quarter*



*Holgate Park*



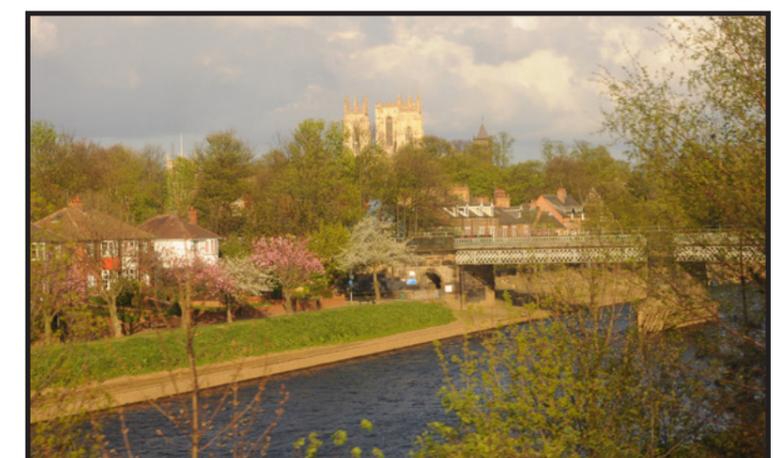
*View of the west front of the Minster in between light industrial buildings on Leeman Road*



*St. Peter's Quarter*



*Monument at Holgate Park*



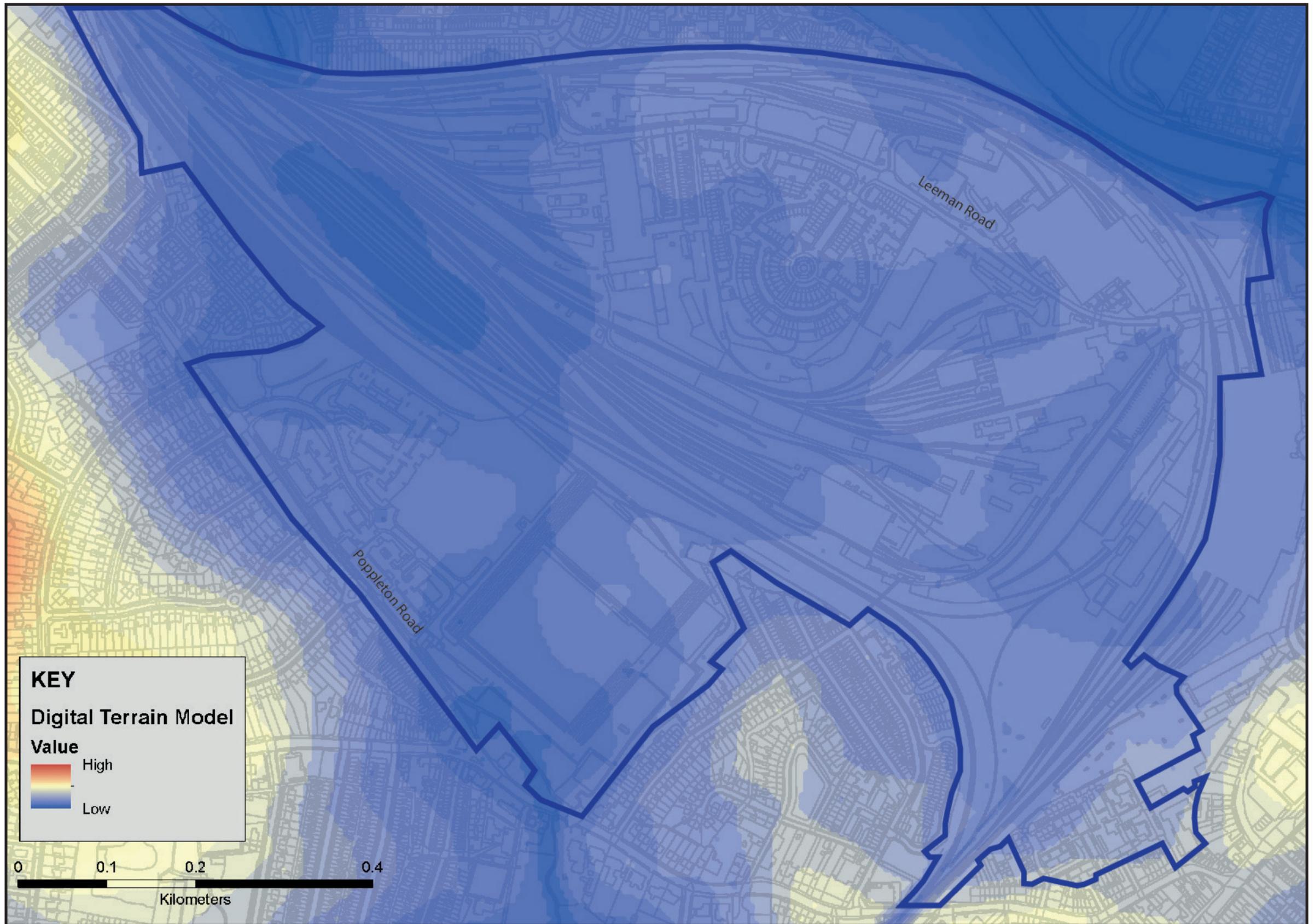
*View of the Minster from East Coast Mainline providing visitors with their first view of the building (Courtesy of Alan Baxter Associates)*

### Character Area 31: Maps

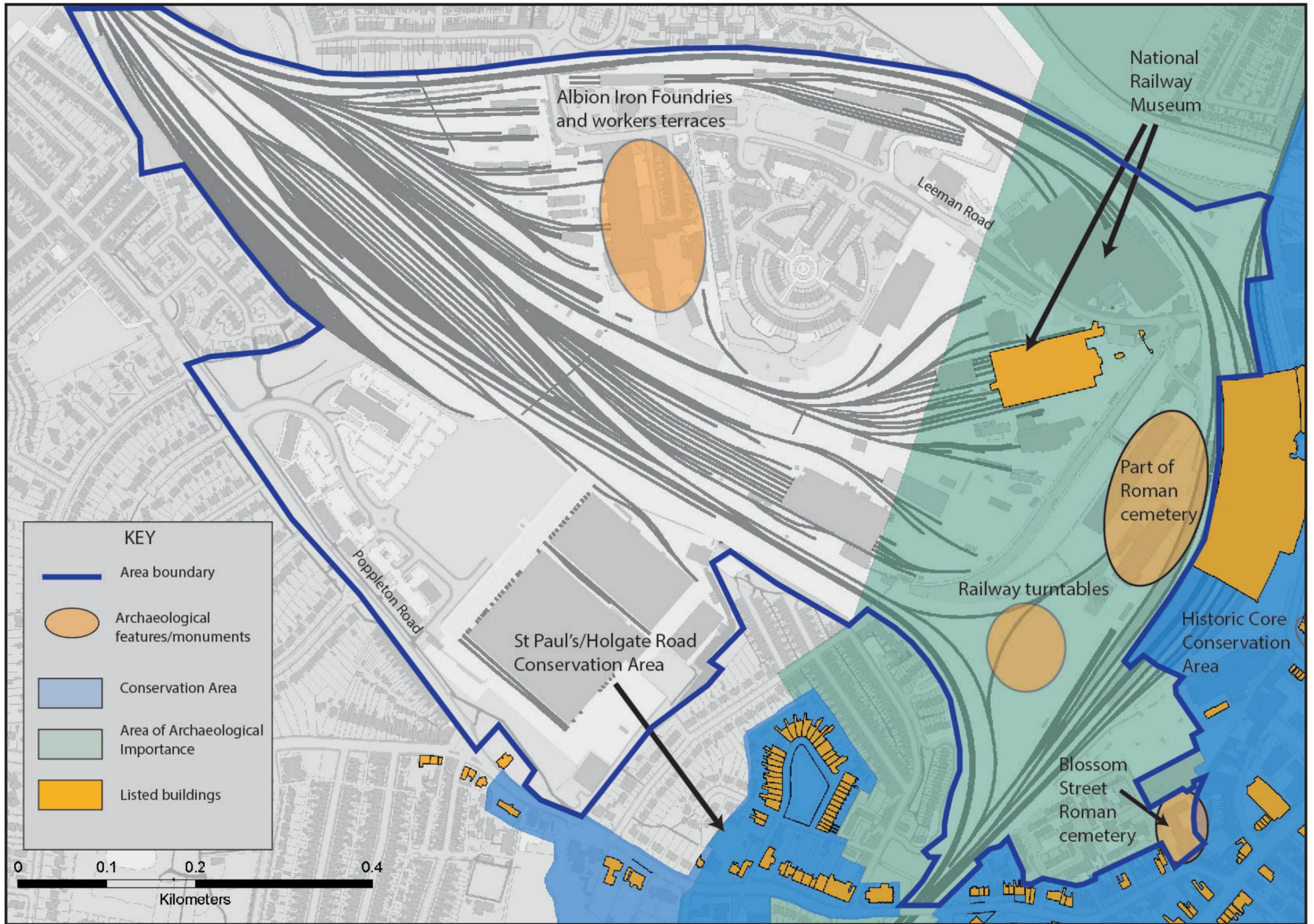
Broad Type characterisation plan. White roadways indicate roads or lanes visible on the 1852 Ordnance Survey Plan



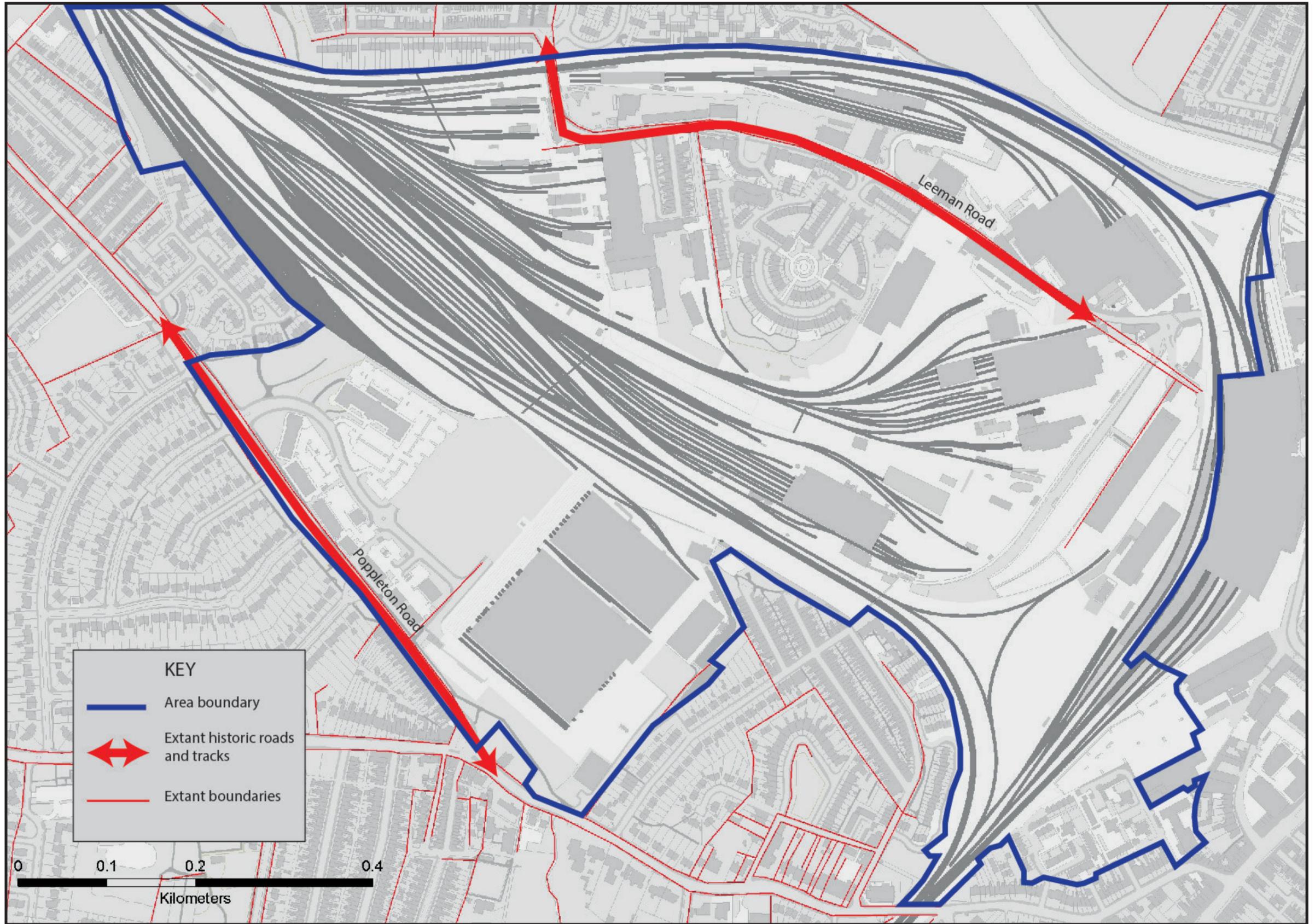
Topography



Archaeology and heritage assets



Extant surviving boundaries, roads and tracks as depicted on the 1852 First Edition Ordnance Survey Plan



*Figure ground map showing the relationship between open space (black) and the built environment*



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