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WHITBY STATION

CONSERVATION MANAGEMENT PLAN

2010

Amended sections marked thus: |

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Directors

Stephen Potts Dip Arch PQCAP RIBA

Stephen Parry Dip Arch RIBA AABC

John A. Ives Dip Arch RIBA AABC

Stephen Young Dip Arch RIBA

PPIY Limited

Registered Office: 94 The Mount, York, YO24 1AR

Tel: 01904 623034 Fax: 01904 634869

W: www.ppiy.co.uk E: post@ppiy.co.uk

Registered in England, Registration No: 6456444

Endorsed by:

Signed: (*Print Name*)

..... (*Signature*)

Dated:

On behalf of Esk Valley Railway Development Company

Endorsed by:

Signed: (*Print Name*)

..... (*Signature*)

Dated:

On behalf of Northern Rail

Endorsed by:

Signed: (*Print Name*)

..... (*Signature*)

Dated:

On behalf of Railway Heritage Trust

Endorsed by:

Signed: (*Print Name*)

..... (*Signature*)

Dated:

On behalf of Scarborough Borough Council

Endorsed by:

Signed: (*Print Name*)

..... (*Signature*)

Dated:

On behalf of North Yorkshire Moors Railway

Endorsed by:

Signed: (*Print Name*)

..... (*Signature*)

Dated:

On behalf of Network Rail Property

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..... (*Signature*)

Dated:

On behalf of Network Rail

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INTRODUCTION

This Conservation Statement has been prepared by John A Ives Dip Arch RIBA AABC of Potts Parry Ives + Young, Chartered Architects on behalf of the Esk Valley Railway Development Company with the co-operation of Northern Rail, the North Yorkshire Moors Railway, the Railway Heritage Trust, Scarborough Borough Council and Network Rail.

The station is currently served by Northern Rail trains along the Esk Valley line from Middlesbrough and the North Yorkshire Moors Railway trains (mainly steam hauled) from Pickering. Stations inevitably act as a gateway to a community, and despite the refurbishment programme carried out in 2009, for a tourist resort such as Whitby, the station in its current condition remains far from ideal.

Although the Whitby Station complex has been diminished by previous alterations, most notably the removal of the overall roof, the shortening of the platforms and the introduction of the two tenancy units it is still of significance because;-

- Even though altered, it is a good example of a relatively early (1847) small town terminus station which retains the original arrangement of arrival and departure platforms, albeit only one is now in use.
- It is a good example of the railway work of George Townsend Andrews and in particular illustrates his developed ideas on passenger circulation.
- It contains well detailed features such as the north and east porticoes.
- It forms an important part of a body of work by Andrews for the York & North Midland Railway carried out to a consistently high standard and showing evidence of standardisation.
- It is important in the development of the town as a holiday resort in the 19th century particularly the planned developments on the west side commenced

by George Hudson whose York and North Midland Railway Company had purchased the Whitby and Pickering Railway.

- It contains one of the few original surviving NER ceramic tile maps by Craven and Dunhill.

This document represents the elements of an initial overview of the key Conservation issues affecting Whitby Station and its environs. It has been produced in order that a rationale can be established for the discussion and implementation of day-to-day work on the station, together with the opportunity to establish agreed parameters for future development. All of this is related to ensuring that the correct procedures are followed by all parties with regard to conservation legislation, and with the best interests of integrating the historic fabric with an operational station suitable for the 21st century.

The document should form a guidance to enable Network Rail, as landlord, the Train Operating Companies (currently Northern Rail and the North Yorkshire Moors Railway) as tenants and any other tenants etc to be fully aware of all aspirations that affect the fabric. Northern Rail is the lead Train Operating Company and therefore the Station Facility owner. It will also enable a control system to be put in place, to ensure all alterations and developments are fully debated by the responsible forum identified within the strategy, prior to Listed Building applications being made.

This document does not mandate actions regarding this station but forms guidance as to how future works should be taken forward

In order that this will be an effective document, the guidance given, and principles therein, will be need to be accepted and endorsed by all parties. This will be monitored by a responsible forum.

Nearby, to the South of the Station, is the stone built, Grade II Listed, two road engine stable, again by GT Andrews built in 1847 and extended in 1868. The building is now disused. Although not within Network Rail ownership and not under the control of the Train Operating Companies The building is covered in Appendix 7 as it forms an integral part of the station complex.



GAZETTEER

Whitby Station is Listed Grade II and lies within the Whitby Conservation Area

The terminus Station was built for the York and North Midland Railway (succeeded by the North Eastern Railway) to designs by George Townsend Andrews and was opened in 1847.

The Station originally served lines radiating to the South (to Scarborough) to the West (to Pickering and York) to Stockton via the Esk Valley and to the North.

The Station is currently served by Northern Rail trains along the Esk Valley Line from Middlesbrough and the North Yorkshire Moors Railway trains from Pickering.

The Station in its heyday formed part of a complex including a Goods Shed and Engine Stable both to the designs by GT Andrews, signal box, turntable and carriage sidings. The majority of these have now been removed, with the exception of the Engine Stable.

The Station as originally built consisted of an overall roof of typical GT Andrews design with two unequal spans, with stone buildings to the north and east side with a two bay Romanesque portico to the north and a five bay portico to the east. As with many similar stations the overall roof was removed and replaced by utilitarian awning in 1953. The Station design was fitting as Whitby was being developed as a seaside resort by the Railway King, George Hudson, Chairman of the YNMR.

The area of this statement is bounded by the Station square to the North, the Station forecourt and Langbourne Road to the East, the platforms and the former engine stable to the South and Windsor Terrace to the West.



OWNERSHIP

Attached in Appendix 1 is a land ownership drawing. The station and its environs are owned by Network Rail (shown in green on the drawing) with the station platforms, an office area and the station forecourt leased to Northern Rail as the Train Operating Company, (currently until at least 2013) (shown in red on the drawing) and 6 no. tenancy units managed by Network Rail Property (shown in blue on the drawing) the remainder of the land in Network Rail ownership is shown in Green on the drawing. The North Yorkshire Moors Railway Booking Office occupies one of these tenancies.

It should be noted that Network Rail owns a portion of Langbourne Road however it is assumed this is now an adopted Highway. The ownership of the northern portico is to be investigated as it does not appear to be in Network Rail's ownership on the drawing.



HISTORICAL AND CONTEXTUAL DESCRIPTION

THE STATION:

The current station at Whitby is not the first.

In 1836 the horse-worked Whitby and Pickering Railway opened a line to transport goods brought by sea into Whitby. The line ran up the Esk Valley to Grosmont and thence to Pickering. Following the purchase of the Whitby and Pickering Railway by George Hudson a new station was built, nearer to the town, to replace the original W&PR Station. The original station was approx 300 yards to the South.

The new station, opened in 1847, was designed by the Architect to the York and North Midland Railway (to be succeeded by the North Eastern Railway) G T Andrews of York. The basic station design contained many features typical of designs by him.

The Ordnance Survey plan of 1851 shows the station as originally built, squeezed into a tight area of land adjacent to Dry Docks.

The station built on a curve comprised two platforms enclosed within stone flanking walls and covered by wrought iron trusses to a typical G T Andrews design in two unequal spans, the narrower span over the arrival (western) platform with the wider span over the central carriage road and the departure (eastern) platform. The trusses were supported on the stone flank walls and a row of cast iron columns. Each span had a central lantern light although that over the narrow span was shorter. The two spans were disguised at either end by a hipped section. At the open (South) end the roof was carried on a bow string or lenticular truss.

The Station accommodation was built alongside the eastern wall with a five bay portico acting as the main entrance. A subsidiary two bay portico was provided at the north end. The 1851 plan shows the northern portico to be almost decorative with no access through it to the station platforms.

The accommodation originally provided was found to be inadequate almost from the outset. A station layout plan dated 1900 shows the accommodation in the eastern block to have proved inadequate as timber extensions were added to the north and south. Original window openings on the southern portion were opened up. The Booking Office however remains accessed from the entrance passageway.

A plan dated 1928 shows yet further extensions to the eastern block and the passageway opened up to enlarge the Booking Hall. The male toilets were dramatically increased in size! The 1928 plan also shows the northern portico enclosed and shop units built to either side.

With an increase in traffic in the mid 1860s two bay platforms were provided to the east side of the line. Traffic increased further on 2 October in 1865 when the Middlesbrough to Whitby line (now called the Esk Valley Railway) was finally completed with the opening of the Castleton to Grosmont section. This new length of line led to the introduction of a Whitby to Stockton service. The Scarborough to Whitby line was finally opened on 16 July in 1885. Thus from 1885 Whitby had four services radiating from the town. However the heyday for traffic was probably in the 1930s.

Copies of drawings and photographs are included in Appendix 2.

CURRENT STATION

The station currently comprises:

- The station forecourt
- The range of accommodation to the east
- The portico to the north
- 2no platforms and the trackbed between (the westernmost platform being the only one in use).
- The awnings to the platforms and the tenancy units beneath.

The overall roof was removed in 1953 to be replaced by low level cantilevered awnings, the timber extensions were removed in the 1980s. In the 1990s two additional tenancy units were created beneath the low level awnings at the north end.

The 6 tenancy units are managed by Network Rail Property. The Ticket Office is situated facing the harbour on the Eastern façade overlooking the station car park, tickets for National Rail and the NYMR are sold here by NYMR staff. Access is from outside the station, not via the platform. There is one other unit which is leased by the lead TOC (Northern) and is the train crew rest room, not accessible to the public. There are no public conveniences on the platform concourse. The station car park is owned by Network Rail, leased to Northern, the lead TOC.

The key plan is attached in Appendix 1

ELEMENTAL SCHEDULE

INTRODUCTION

A report was prepared in February 2005 by Bell Snoxell Associates Ltd, Whitby to provide an assessment of the condition of the buildings etc. It would appear that the major items relating to the stonework, roofs and canopies have been carried out subsequently.

A Type 2 Asbestos Survey was carried out in July 2005. Type 3 Crocidolite (blue) asbestos was identified in the boarding to the underside of the eastern portico. A copy of the report is retained by Network Rail.

STATION SETTING AND APPROACH

The station sits on the junction of Langbourne Road and Bagdale. However because of its size and scale it lacks presence; viewed from the town the station is lost within a sea of parked cars and against the surrounding buildings

On approaching the building from either the east or north it would appear the station comprises a range of shop units rather than a railway station.



STATION FORECOURT

The main station forecourt, located on the eastern side of the station building is used as the station Pay and Display car park. It has recently been resurfaced with concrete sets, drainage channels and a pedestrian walkway area of stone coloured tarmac. The car park is marked out in adequate sized bays. A portion of the car park adjacent the Co-op superstore is reserved for use by store customers. Access to the car park is from Langbourne Road

The area in front of the northern portico is, in effect, an enlarged pavement and is formed of concrete sets.

Whilst there are no particular heritage features on the forecourt it does provided the setting to the Listed building.

ACCESS TO THE STATION

Pedestrian access to the platform area is gained either through the northern portico with stepped access or through the eastern portico with both stepped and ramped accesses.



PLATFORMS

The platforms are of typical North Eastern Railway construction with coursed stone walls supporting stone slabs spanning from the front wall to the rear with, presumably a sleeper wall at mid point. There is evidence of a void beneath the platform slabs. Both platforms have been re-surfaced with a tarmac finish. Tactile tiles have been provided to the operational area of platform.

The disused platform adjacent to the East wall is at a relatively low height and has been cut back to the length of the former overall roof whilst the operational platform adjacent to the West wall is at standard current railway operating height and extends for a considerable distance to the south. Both platforms slope away from the platform edge.

Between the two trading units at the northern end the section of infilled trackbed has been surfaced in an artificial stone paving.

A relatively new metal railing has been installed along the disused platform, across the bay end and part way along the current platform to the location of the buffer stops. The track-bed between the existing platform and the disused platform is finished with a loose gravel with 4no planting beds formed of redundant sleepers. Incongruously there are 2no palm trees and 2no mountain ash (Rowan) trees. The redundant track bed beyond the eastern platform has reverted to scrub with self sown sycamores, elderberries, etc.

Beyond the line of the former train shed the wall to Windsor Terrace consists of a rubble-faced stone wall approximately 1.7m high topped by a brick wall with piers and a stone coping.

PLATFORM CANOPIES

The platform canopies consist of cantilevered RSJ's supporting a relatively recent patent glazing system, glazed with clear glass and with a box gutter adjacent to the overall train shed wall. At the northern end where the platforms have been shortened the RSJ's span the full width and cover 2no tenancy units. These sections are clad in profiled metal sheeting.

The canopies were crudely installed bearing no relationship to the walls. On the operational platform the canopy cuts across window openings whilst on the disused platform bearings onto stone window head lintols have been reinforced by additional beams clad in timber.

STATION BUILDING

Generally

Generally the building Porticos and trainshed walls are formed of ashlar stonework with a plinth, cornice and quoins. The windows and doors are of timber with the low pitch roofs of slate

At high level on the trainshed walls there is a rendered brick band relating to the section of wall exposed when the overall roof was removed.

EXTERNALLY

Eastern elevation



The eastern portico is of 5No bays of round-headed arches with pilasters identifying the middle two bays. At the top of the portico is a corbelled cornice. There are three steps up from the car park to portico level. The columns to the arches are full height stone. .

To either side of the portico are lower single storey sections each with 5No door or window openings. The openings are formed of dressed architraves and cills to the windows and architraves to the door. Both wings show evidence of the considerable alteration previously carried out, with sections now replaced in either new stone, cast stone or render. The quality of these varies considerably.

To the northern side of the portico an existing window has been opened up as a doorway. The replacement stone varies both in type and tooling from the original.

To either side of the portico access ramps have relatively recently been provided. These are formed in stonework.

Within the portico there are 2No window openings to the left of the central doorway and to the right 1No window opening and 1No door opening. All the openings appear to be original. The stonework within the portico has been pointed with strap pointing which disfigures considerably the actual stonework. In areas where the pointing has fallen out it is apparent that the existing joints are exceedingly narrow.

There is evidence of old fixings, etc, to the stonework on the portico; some of these obviously still contain steel or metal cramps or fixings which is causing cracking, etc. Vegetation is growing from the cornice. There is evidence of damage and decay to a considerable number of the portico columns. Type 3 Asbestos has been identified previously in the soffit to the portico.

Northern Elevation

The existing portico has been revealed with the removal of the previous tenancy units. The portico is a 2 bay structure similar in design to the eastern portico, however, the stonework shows evidence of the fixings, etc, of previous extensions.

Within the portico is an entrance into the Station cut through on the location of the original window openings, evidence of which still exists with the lintels and sections of architrave, etc. The portico now has 4No steps rising up to the platform level.

To either side of the portico are window openings consisting of 6 over 6 central sashes flanked by 2 over 2 side panels. The architraves themselves appear to be relatively new. Above the line of the stonework there are sections of brick parapets which have been rendered to show stone coursing. The render has failed in a number of locations revealing the brickwork beneath.



Western elevation

The western elevation consists of a coursed stone flank wall with a series of arched and flat-headed openings. The design was originally symmetrical with 3No window openings flanked by a large door opening at either side, by an arched window opening and beyond a flat-headed window opening. These have been considerably altered over a period of time with windows blanked out and door openings inserted, etc. The original arched openings retain cast iron window frames, however, these are currently unglazed. The stonework shows evidence of decay at low level, although some new stone has been patched in. At high level, there is again the rendered brick fascia, also showing signs of decay.

Platform elevations

Internally the western wall shows evidence of efflorescence, etc, probably partially due to the rising of Windsor Terrace against the level of the inside platform face.

Along the platform face a number of tenancy units have removable shutters; when these are opened during the day the shutters are left lying against the wall. At the southern end of the eastern platform are 2No electrical cabinets, which again detract from the overall appearance of the platform.

Generally:

Generally the elevations, both internally and externally are disfigured with signs, poster boards and advertising displays. It is probable that the majority, if not all, of these have been provided without the appropriate Listed Building Consent.

WINDOWS AND DOORS

Windows:

The windows are generally of 6 over 6 vertical sliding timber slashes. Again, many of these have been replaced over a period of time; this can be evidenced by either the lack of haunches to the (what would appear to be original) sashes or varying haunches to replacement sashes.

Internally some windows retain their panelled reveals. At least one, within the NYMR Booking Office retains its shutters.

Doors:

The original entrance door appears to be insitu and is generally fixed open. The bottom section has probably been damaged previously and is currently covered by a metal panel.

In the station entrance a relatively modern glazed timber screen has been provide on the line of the former wall to the Booking Office.

The external (and platform elevation) doors vary in style and design however a four panelled timber door remaining on the platform elevation is probably original.

INTERNALLY

Internally all the rooms to the eastern block are occupied by tenancies starting at the southern end with the Whistlestop Café and Bistro. In the southern section of the portico is the Station Gallery and in the northern portion of the portico the North Yorkshire Moors Railway booking office. The North of the portico is VIP's hair salon.

Internally all the rooms have been substantially altered and suspended ceilings installed.

Investigation within the ceiling void of the NYMR Booking Office revealed the lath and plaster ceilings and the decorative cornice had been removed although the joists and cornice brackets remain.

The wall plaster above the suspended ceiling had also been removed indicating the existing wall plaster may not be original.

It is probable the same situation applies in the other ceiling voids.

ROOFS

The roofs to the eastern block are formed of low pitch welsh slate roofs set behind parapets. The ridge tiles to the northern and southern sections are of blue clay whilst those to the Portico are of concrete. The slates to the Portico appear to be newer, and in better condition, than those on the northern and southern sections.

The stone parapets are capped with metal, probably zinc subsequently reinforced with grp.

Roof drainage comprises lead gutters set behind the walls. These are generally in good condition although there is evidence of debris and birds' nests. The drainage outlets are sumps with small outlets (approx 40mm diameter) leading to internal downpipes. Overflows appear to be provided to the sumps.

There is evidence of previous water ingress through the ceiling tiles and within the NYMR Booking Office roof void patch repairs to the under slate boarding can be seen.

PEST CONTROL

Bird control spikes have been installed to the support steelwork of the platform canopies.

There are no control measures to the roof areas however, other than birds' nests within the valley gutters, there is no evidence of a problem.

SIGNAGE AND ADVERTISING DISPLAYS

There is no external identification signage to the station other than a totem sign, bearing the British Rail logo, set within the station forecourt. As a double sided sign this only faces along Langbourne Road thereby being at right angles to the main approach from the town. The totem is also lost amongst the lighting columns and CCTV masts. There is no identification sign to the north elevation.

Both the external and platform elevations of the building are liberally defaced with various signs and advertising/poster-boards. There is no apparent logic or design to the disposition of these, each tenant apparently providing whatever he/she thinks fit.

There is no obvious evidence of the main Station entrance.

Much of the stonework has been defaced by previous fixings, etc.

STATION FURNITURE/EQUIPMENT

The main features of importance are the NER tiled map located on the disused platform with, below it, the former iron sliding barrier.

On both the disused and the operational platform there are free-standing cabinets housing electrical and Signal and Telecoms equipment

Seating for customer use is restricted to 3no. seats beneath the canopy on the operational platform.

LIGHTING

There is no lighting specific to the station forecourt, light being gained from the adjacent street lighting.

Downlighters have been recently installed on the eastern portico, fixed directly to the ashlar pilasters.

Lighting to the platforms is provided by fittings fixed to a trunking hung below the canopy and freestanding raising/lowering columns on the open platform.

TRADING UNITS

The majority of the trading units are contained within the main station structure however two units have been created beneath the canopy.

Of the 2No trading units beneath the canopy, the one to the western face is the Whitby Indian Tandoori Restaurant and Take-Away whilst that on the eastern side appears to be an Arriva staff accommodation. Both these units, but particularly the Arriva unit, are unattractive in appearance with blocked up windows, etc.

ISSUES ARISING

INTRODUCTION

In 2009 Network Rail, with financial assistance from the Railway Heritage Trust, carried out refurbishment of the platform canopies including painting and the installation of glazing. In addition other works were carried out including stonework repairs, reinstatement of the Portico roof, renewal of fascias, replacement of platform railings and renewal of external lighting and platform lighting columns.

CONSERVATION AND DESIGN PRINCIPLES

Introduction.

The recent history of works at Whitby Station has been mixed. The variety of work carried out has been wide, and the quality ranges from excellent, down to extremely poor.

All work being carried out at the Station, however minor, should be subject to Listed Building Consent. The station is listed Grade II. (The Engine Stable is also Listed Grade II).

This status has to be respected, and the evidence is, that quite often in the past, works may have taken place despite the legislative process. This may result in Network Rail having to constantly refer works in retrospect which does nothing to prove that a strategy exists for this important site, and makes the agreement on future proposals all the more difficult to achieve.

Network Rail has a responsibility for the upkeep of the buildings however the lead Train Operating Company as the station facility owner and the commercial tenants have responsibilities (as set out in their agreements). Good housekeeping remains the responsibility of all the occupiers.

All works must have a pre-agreed plan for development that should be signed off by the following parties:

For Network Rail: The Headquarters Consents Team

For the Train Operating Company: Projects and Property Team

Others: Railway Heritage Trust
 Local Planning Authority

As a result it is recommended that all proposals for works at the Station should be subject to rigorous monitoring on the following headings:

Planning

Within the area covered by this Statement there are two Listed Buildings and a Conservation Area.

The Conservation Area boundary is currently under review and may, in future, take in a larger amount of the area covered by this statement.

The requirement to designate such features has been in existence for some considerable time. However with the introduction of Planning Policy Statement PPS5, Planning for the Historic Environment this has been widened to include Heritage Assets defined as “those parts of the historic environment that have significance because of their historic, archaeological, architectural or artistic interest.”

LISTED BUILDINGS:

The Secretary of State has been required, since 1947, both to compile and keep under review lists of “buildings of special architectural or historic interest”. The buildings can be chosen because of their age, architectural style, historical interest, connection with a famous person etc or because they form part of a group of buildings which have architectural value as a whole. In general most buildings built before 1840 are listed if they retain their original form. However many buildings built since 1840 and some built after 1939 are listed if they are of quality.

Listed buildings are classified as follows:

Grade I	Buildings of exceptional interest (about 2% of Listed Buildings)
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Grade II*	Buildings of more than special interest (about 4% of Listed Buildings)
Grade II	Buildings of special interest

The effect of listing is to protect buildings from demolition or unsympathetic alteration (either internal or external). Any work which is deemed to affect the character of a Listed Building will require Listed Building Consent. This consent may be required in addition to any other planning or building regulation approvals. It is a criminal offence to carry out alteration work to a Listed Building without obtaining consent.

CONSERVATION AREAS:

Local Authorities are required to designate Conservation Areas – areas which “are of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance”. The main effect of Conservation Areas is that consent is required for the demolition, or part demolition, of buildings within its boundaries. Local Authorities also have a duty to prepare proposals for the preservation and enhancement of their Conservation Areas.

CONSENTS:

Applications for Listed Building Consent or Conservation Area Consent are made to the local planning authority. Applications will take a minimum of 2 months to be processed. Consent can be either refused, granted, or granted with Conditions, Conditions may range from points of clarification to the need to have drawings or details approved prior to work commencing. An appeal can be lodged against a refusal or against Conditions which may be considered onerous.

All works will then be subject to review during development to ensure that all design and quality checking processes are in place and adhered to, and that the legislative process with regard to Listed Building Consent is in place and is programmed for consent to be received before work commences. It should be noted that conditions arising from Listed Building Consent will also require integration in the proposals

It should be noted that, under the terms of The Town & Country Planning (General Development) Order 1995 Part 17, Class A. Network Rail as a Statutory Undertaker is exempt from Planning Permission for work to operational buildings required in connection with the movement of traffic, subject to certain conditions. A copy of the extract from the Order is included in Appendix 1.

Listed Buildings and Conservation Area Consent are separate areas of legislation from Planning Permission. This exemption does not extend to them.

In order that this decision making process can be based on a measurable set of parameters, the following guidance on elements within the station should be followed.

Historic references should also be used to establish the correct skills applicable for the work proposed.

Approvals

Network Rail has in place an online approval system for use by all parties other than themselves, i.e. the Train Operating Company and any tenants or sub-tenants. Commercial tenants of Network Rail, handled by Spacia, direct initial approaches to Spacia. This ensures all schemes are vetted to ensure that they

comply with all relevant Railway Group, Company and other applicable industry standards.

Where specific heritage issues are being considered the Railway Heritage Trust, English Heritage and the Local Authority will be consulted, for support in principle and possible financial assistance for physical enhancement works.

Regular maintenance

Network Rail's principles for regular inspections of Operational Property assets are governed by – Examination of Buildings and Station Structures Ref NR/SP/CIV/088 (formerly RT/CE/S/088). The purpose of this is defined as “to define the requirements for the examination of Buildings and station structures on, over or under Network Rail's Infrastructure, such that there is no unacceptable risk to safety as a result of their condition, and for recording and reporting the examination findings”.

Network Rail inspects all building, in detail, on a 5 yearly cycle. Canopies receive a yearly visual inspection.

Whenever work is proposed at the Station, it will be necessary to review the impact of the proposals on the existing fabric of the station.

Decisions will need to be taken to determine whether the proposals should ideally be historically correct, (note: pastiche solutions will not be acceptable) or modern intervention. General guidance on matters such as these is given in PPS5 Planning for the Historic Environment – Historic Environment Practice Guide.

STATION

Fabric alterations.

The stonework facades should be retained as existing wherever possible, any future repairs are to be carried out using approved materials. Where new stonework is required for either repair or new works samples should be taken of the stone and of the associated mortar from what is agreed to be the original material for testing by a nationally recognised organisation to ensure a correct match in terms of colour, appearance and chemical composition is achieved. “Plastic” repairs to masonry will not normally be entertained without prior agreement in principle from the Local Authority Conservation Officer, and will be regarded as a “last resort”.

Where iron cramps are discovered during alteration works they should be removed and replaced with stainless steel.

Materials schedules and colour schemes should be submitted for approval to Network Rail and the Local Authority.

It is a principle of this strategy that all cabling should be removed from the facades, and to this end all future proposals will be required to demonstrate that this is being achieved. It will no longer be permissible for extraneous cables to be festooned on the facades for purposes of convenience.

Generally any fixings to the stonework e.g. lighting, poster boards, signs etc should be into the mortar joints and not into the stone itself.

The cause of the efflorescence to the western trainshed wall should be investigated and remedial action taken if possible. Any salts etc should be removed by brushing.

Floors.

None of the existing internal floors are of any significant architectural value.

Platform surfaces:

The existing platform surfaces whilst not regarded as being wholly satisfactory from a heritage viewpoint, should be retained.

Roofs:

The eastern range of buildings have slated roofs. Any repairs or replacement should be carried out in a like-for-like style using UK sourced materials.

Regular maintenance should be carried out on the parapet gutters and internal downpipes to ensure adequate drainage. In view of the locality and the problem of nesting seagulls etc this should be at least twice yearly. Of particular concern are the small diameter outlets leading to the internal downpipes. If problems persist they should be renewed and their diameter increased.

The platform canopy roofs are of patent glazing, any replacement glass should match the existing.

Windows:

The timber sash windows vary in style and design. The preferred option should be the retention and conservative repair of windows, complete replacement should not be considered other than in exceptional circumstances. Repairs should be carried out in timber with glazing sections to match the existing. Where replacement is considered, new windows should follow the pattern of the originals; should be traditionally constructed in painted timber; single glazed and operated by weights and pulleys - a window to be used as a pattern has been identified and is marked on the key plan included in Appendix 1.

Consideration should be given to opening up the platform elevation window to increase the visibility of the Booking Office.

A storage area should be created for the removable metal window shutters to the trading units.

The cast iron windows to the western elevation are generally in good condition although currently unglazed. However if replacement is necessary an existing window should be removed, taken back to bare metal and used to aid the preparation of a timber pattern from which to make a new casting.

Doors:

The timber doors vary in style and design. The preferred option should be the retention and conservative repair of doors, complete replacement should not be considered other than in exceptional circumstances. Repairs should be carried out in timber with sections to match the existing. Where replacement is considered, new doors should follow the pattern of the originals; should be

traditionally constructed in painted timber. A door to be used as a pattern has been identified and is marked on the key plan included in Appendix 1.

The main entrance door in the eastern portico is probably original. The metal protection to the lower portion should be removed, any damage made good and the door restored.

Consideration should be given to opening up the trading units within the eastern building to the platform. This can easily be achieved by re-opening previously locked doors.

Drainage goods.

For all new work and repairs to the drainage goods at the Station the correct pattern and size of rainwater goods must be used. These should be cast-iron.

COLOUR SCHEMES

The colour scheme for a railway station would originally have been the livery for the company for whom it was built. Over a period of time this would have been changed as ownership changed.

A consistent colour scheme should be provided for the whole of the station complex including the Network Rail Property tenancies.

The scheme will be based upon the use of a light cream (10 B 15 to BS4800) for door and window frames etc and dark blue (20 C 40 to BS4800) for doors.

Illustrations showing the application of these colours are included in Appendix 5.

PEST CONTROL

There appears to be no requirement to provide additional pest control measures other than to regularly clear birds' nests from the gutters etc.

SIGNING AND ADVERTISING DISPLAYS

Signing.

Signing is recognised as an important aspect of the operation of the station, and consequently should be clear and concise. It should meet the requirements of the Train Operating Companies, the commercial tenants etc whilst, at the same time, reducing the amount of visual clutter.

The legality of the signing attached to the various tenancy units should be investigated and, if necessary the appropriate action taken. The local authority could be asked to use its powers under the Advertisement Regulations to seek removal of signage.

Signing can be broadly divided into a number of areas:

External identification:

The presence of the station in the streetscape needs to be improved if only to announce the location of the station and the entrances to the facilities. Normally the location of a station is well known to the local population (and to those who have arrived by train) however given the tourist nature of Whitby there is a need to also attract potential customers to the station to take excursions from Whitby.

The external identification should include both the National Rail Symbol and the NYMR logo.

The existing totem sign should be increased in height and changed to a four sided totem and moved towards the station square to increase its visibility.

The rendered band at high level should be utilised to include the station name sign and the logos.

Logos or name signs for the tenancies should be subservient to the station signage.

The Station signage should take precedence over the signage for the individual tenancies. A strategy should be developed identifying locations and sizes for the individual units.

Wayfinding signing:

Wayfinding signage can be defined as directional signing to platforms, services and exit points. There are also specific signs such as statutory signs, fire escapes etc, which are integrated into the general signing of the station. In order to comply with Disabled Discrimination legislation, it may be necessary for some signing to be tactile and part of the conservation strategy will concern itself with the introduction and integration of tactile signing and wayfinding.

The use of a consistent style and letter type is vitally importance for the signing to be effective. To that end “Rail Alphabet” letter types should be used, these are available as commercial fonts for sign production purposes.

Paper, card or handwritten signs should never be used and the fixing methods and positions of signs should be carefully considered, and agreed with the conservation forum before installation. Note that signing will require Listed Building Consent before installation.

Additional wayfinding signing is required to direct customers along the platform for the NYMR trains.

Tenancy Signing

A consistent style of panel should be provided to be used by both the commercial tenants and the train operating companies. The basic poster frame to be used is a standard anti-vandal fixture. There should be consistency in the style of boards used, with consideration to setting boards at consistent heights and reasonable spacings whilst respecting the architecture of the building both internally and externally.

To assist customers in locating units on the Station on “store directory” unit would be provided outside the station on the approaches to the east and north porticos and within the entrance passageways from the porticos.

Generally:

A palette of designs will be used to which all users should comply. The installation of these should be carried out to an agreed timescale.

Sample designs are included in Appendix 5.

STATION FURNITURE & EQUIPMENT.

The station furniture can be considered as comprising of several different elements:

Historic Elements:

The original NER tiled map and the barrier railings should be retained.

Seating:

The seating should be rationalised to one type DDA Compliant of seating throughout the covered area of the station, with, in addition, additional seating on the open area of the platform. The type of seating should be high quality modern or a replica heritage style.

It is possible formal planning consent will not be required however this should be checked.

Customer Information Systems.

Customer Information Systems are vital to the smooth operation of both station and train services. As well as keeping the customer up to date with the latest train information, they have an important function in giving the customer confidence to use the commercial facilities on the station, with the knowledge that they will not miss connections.

They must be consistent in appearance, whether based on TV monitors, dot matrix or plasma formats. The appearance of the housings and the mounting systems should be of a consistent style. However technology changes rapidly so the equipment may be replaced. All fixed lettering should be in the same font as “wayfinding signing”. All power and control feeds will be installed in a discreet manner, and surface mounted cables will not be normally acceptable.

The GPS system is currently being installed along the Esk Valley line with a unit located on the platform at Whitby.

CCTV.

Currently there is no CCTV installation within the station at Whitby. Consideration should be given to providing a system, possibly linked to the town system.

CCTV installations by virtue of their function have to be particularly carefully positioned, and it is accepted that some will not be located in ideal situations from a visual point of view, so a balance has to be achieved is acceptable to both security and heritage aspects. It may be necessary to investigate the use of smaller discreet cameras in sensitive locations.

All power and control feeds should be installed in a discreet manner, surface mounted cables should be avoided wherever possible. Signing associated with CCTV installations should also be discreet.

PUBLIC ADDRESS

Currently the existing public address system is out of use, it should be reinstated

EQUIPMENT CABINETS

A long term aim should be to locate all equipment cabinets out of public view.

LIGHTING

Lighting throughout the station must serve two functions. Firstly, it should be in accordance with Railway Group Standards with regard to luminance levels and colour rendering. Secondly, it should also be capable of easy maintenance.

A secondary, but no less important function of the station lighting is the integration of feature lighting to highlight the features of the station buildings. Again this should be consistent in its appearance, and the luminaires should be located in such a manner that they do not intrude into the station appearance.

All power and control feeds should be installed in a discreet manner, and surface mounted cables should not be used.

Where visible, light fittings should complement and enhance the design of the historic building, pastiche/replica fittings should be avoided.

LONG TERM AIMS

Other than day to day and planned maintenance detailed below are a number of items of work which would enhance the building complex but could only be contemplated if and when monies are available.

- Restoration of the internal ceilings
- Relocation of the Booking Office to the original location
- Provision of a run-round facility
- Removal of the two tenancies buildings at the northern end of the trainshed
- Reinstatement of the overall roof

Restoration of the internal ceilings:

Removal of the existing suspended ceilings would allow reinstatement of the original ceilings and cornices, an example of the enhancement which would be achieved can be seen at Pickering Station.

Evidence of typical G T Andrews cornices are available elsewhere for instance within the station building at Pickering.

Relocation of the Booking Office to the original location:

As the operator of the current Booking Office is the NYMR the relocation of the Booking Office to its former location would provide a number of opportunities;

By retaining the existing shop front a more prominent unit would be provided.

The existing shop front could be removed and a replica of the later, enlarged, Booking Hall reinstated.

The existing shop front could be removed, the original wall reinstated and a Booking Office formed behind.

Provision of a run-round facility:

The provision of a run-round facility to the operational platform would enhance the operation of the Steam (locomotive) hauled services.

This could be a token locked installation to keep signalling costs to a minimum.

Removal of the two tenancies at the northern end of the trainshed:

The removal of these two tenancies would significantly enhance the appearance of the station and provide additional space for travel / tourism information, exhibitions, circulation / waiting areas. It is acknowledged there would be a loss of revenue.

Reinstatement of the overall roof:

The original overall roof was typical of GT Andrews. There is enough documentary evidence (photographs, examples elsewhere etc) to enable a replica to be provided. However this would need to be linked with the reinstatement of the currently disused platform, the removal of the two tenancies beneath the awnings and the provision of a run-round facility.

CAR PARK:

The existing car park is within a Conservation Area, consent may be required if proposed works affect the character or setting of the Listed Building.

SCHEDULE OF REMEDIAL AND FUTURE PROPOSALS FOR THE STATION:

Works proposed from Spring 2010 are as follows;

Northern Rail:

There are currently no works planned by Northern Rail.

Network Rail:

There are no works planned by Network Rail in Control Period 4 (CP4 to 2013-2014) other than day to day maintenance and planned preventative maintenance visits.

Network Rail has identified that work will be required to the platforms in the medium to long term and there are problems with vandalism.

APPENDIX 1

Listing description of the

- The Station

Extract from the Town and Country Planning GDO

Network Rail drawing showing Land ownership

Part Plan of Whitby Conservation Area.

Key plan showing the main station elements.

Images of England



© Mr David H. Garbutt

IoE Number: 437685

Location: TOWN RAILWAY STATION, STATION SQUARE
WHITBY, SCARBOROUGH, NORTH YORKSHIRE

Photographer: Mr David H. Garbutt

Date Photographed: 27 September 2005

Date listed: 04 December 1972

Date of last amendment: 04 December 1972

Grade II

1811 STATION SQUARE Town Railway Station NZ 8910 3/489

1. 1811 STATION SQUARE Town Railway Station NZ 8910 3/489 II 2. Mid C19. Station Square Elevation in stone. One storey, Hipped slate roof. Modillion cornice and parapet. Central arcade of 5 bays, moulded round arched heads. Flanking wings have 2 windows in rusticated architrave and one window and door to left, door and 4 windows to right, double-hung sashes with glazing bars, moulded stone architraves. Left hand wing partly obscured by wood penticed extension with 3 sash windows.

EXTRACT FROM THE TOWN & COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995 PART 17 DEVELOPMENT BY STATUTORY UNDERTAKERS

Class A Railway or light railway undertakings

Permitted development

A. Development by railway undertakers on their operational land, required in connection with the movement of traffic by rail.

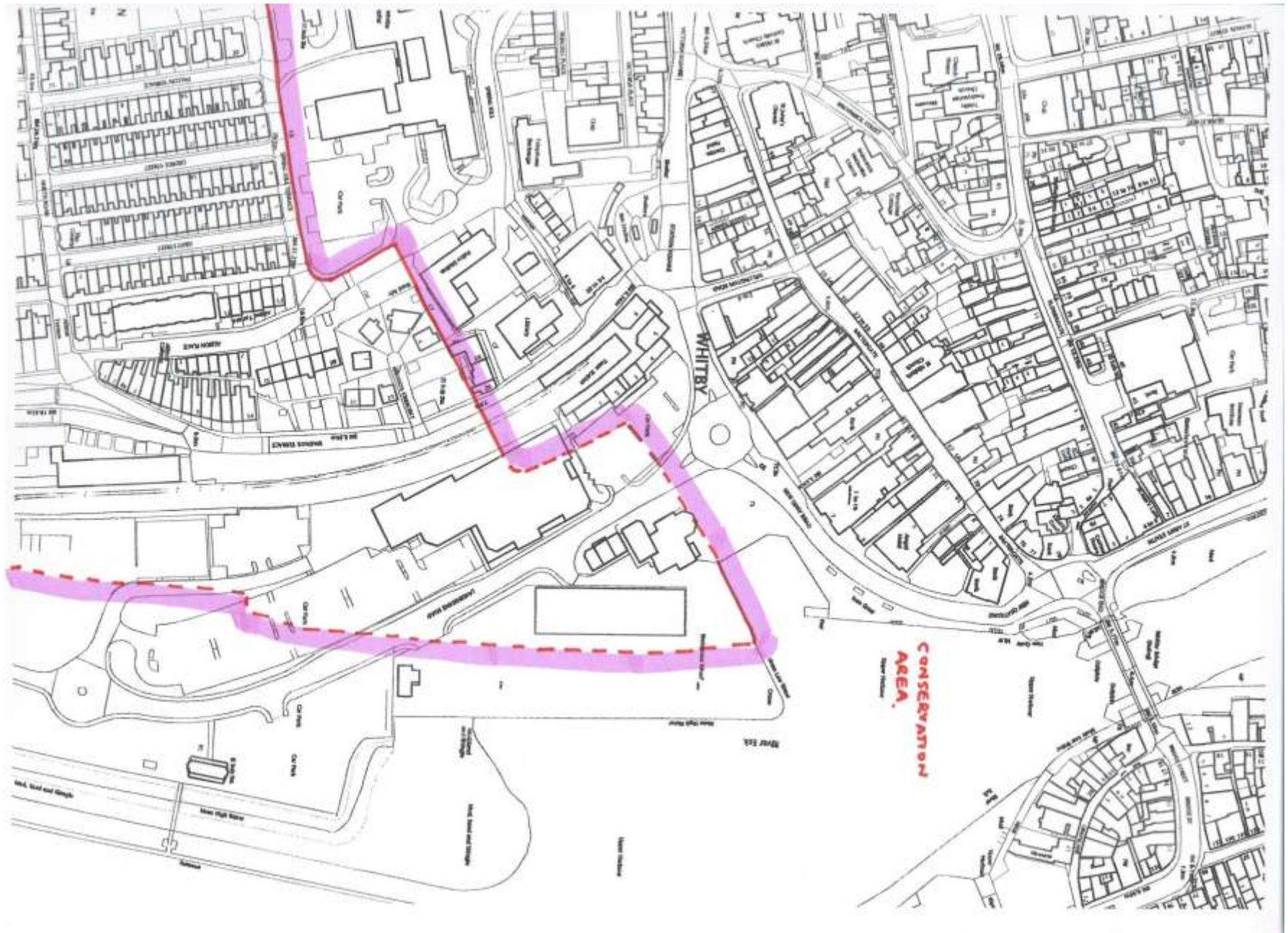
Development not permitted

A.1 Development is not permitted by Class A if it consists of or includes—

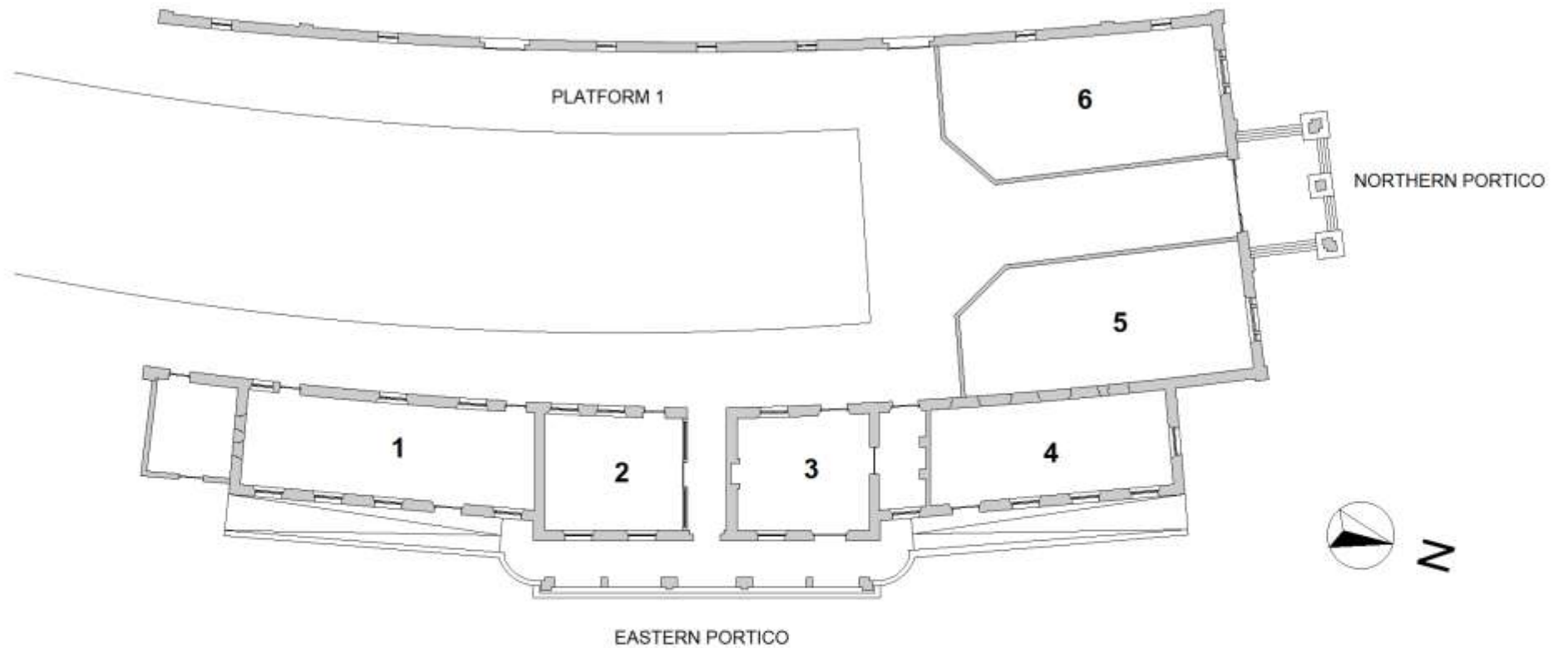
- (a) the construction of a railway,
- (b) the construction or erection of a hotel, railway station or bridge, or
- (c) the construction or erection otherwise than wholly within a railway station of—
 - (i) an office, residential or educational building, or a building used for an industrial process, or
 - (ii) a car park, shop, restaurant, garage, petrol filling station or other building or structure provided under transport legislation.

Interpretation of Class A

A.2 For the purposes of Class A, references to the construction or erection of any building or structure include references to the reconstruction or alteration of a building or structure where its design or external appearance would be materially affected.



Part Plan of the Conservation Area



KEY TO TENANCIES: OCTOBER 2010

- 1. WHISTLESTOP CAFE & BISTRO
- 2. STATION GALLERY
- 3. NYMR TICKET OFFICE
- 4. VIP's HAIR SALON
- 5. ARRIVA OFFICES
- 6. WHITBY INDIAN TANDOORI RESTAURANT & TAKE-AWAY

KEY PLAN IDENTIFYING THE VARIOUS ELEMENTS OF THE STATION

APPENDIX 2

Historic Drawings:

Undated Plan

1851 Ordnance Survey Plan

Station:

1900 Station layout Plan

1906 Site Plan

1928 Station layout Plan

1937 Part Plan of Eastern Block

Goods Warehouse:

1911 Plan, Section and Elevation

Photographs

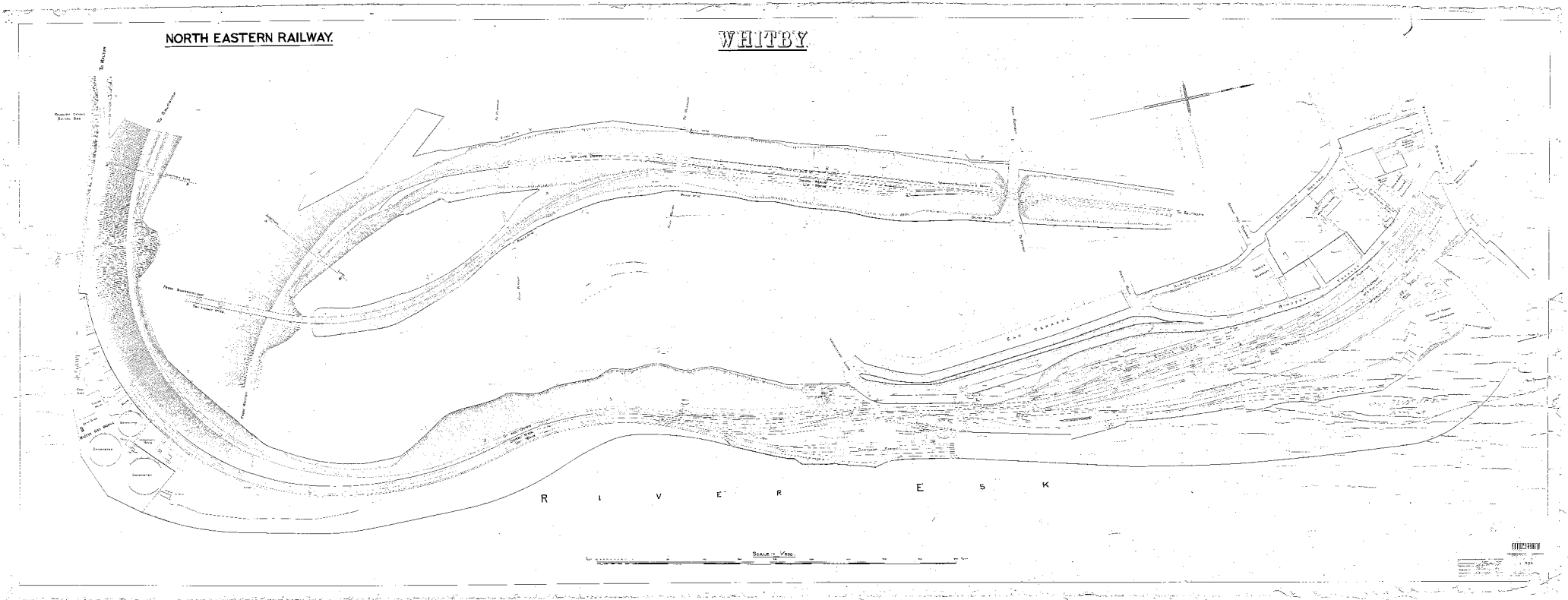
Undated Frank Meadows Sutcliffe photograph of the northern portico
(awaiting permission to use)

Main Entrance pre 1927

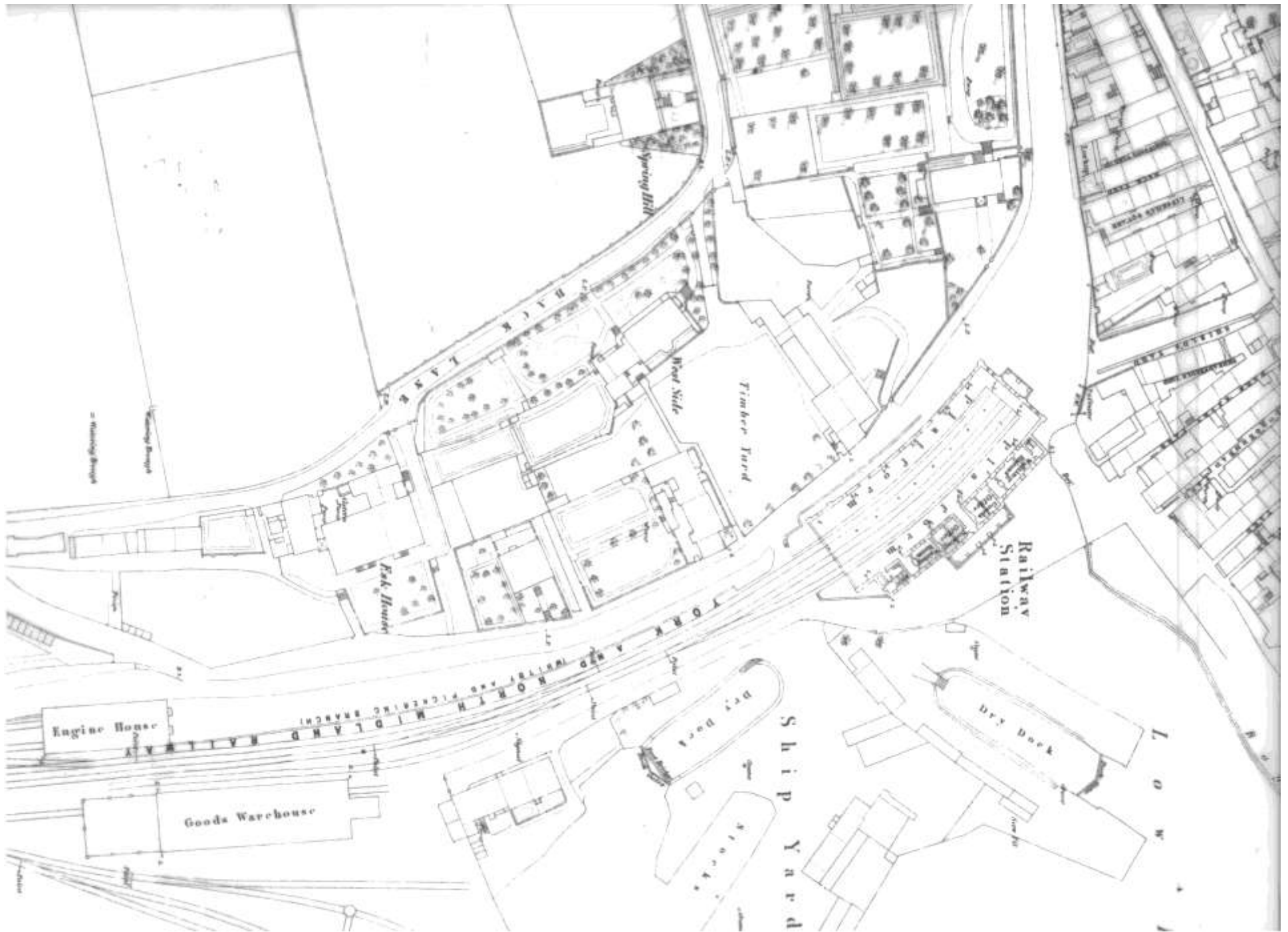
Main Entrance pre 1927

Interior of trainshed

Exterior of trainshed 1952

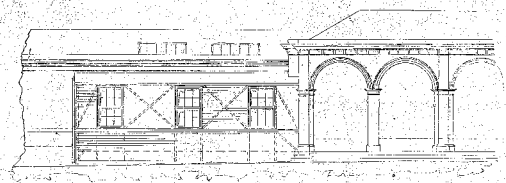


Undated

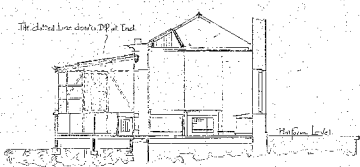


N.C. & W. Whitley Station.

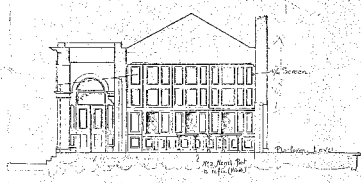
Station and Whitley Branch.



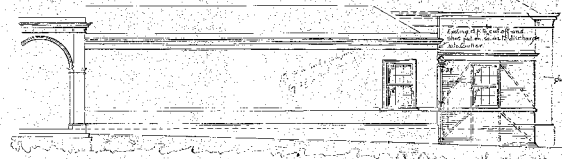
Front Elevation of Addition to Telegraph Office etc.



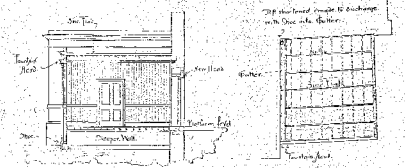
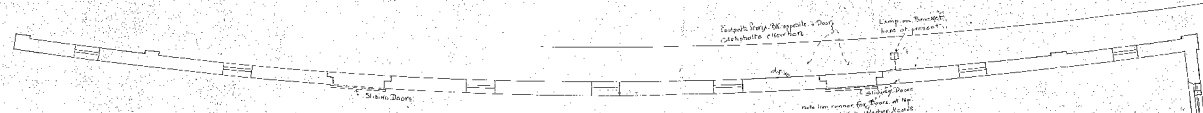
Section on line X-X



Section thro Booking Hall

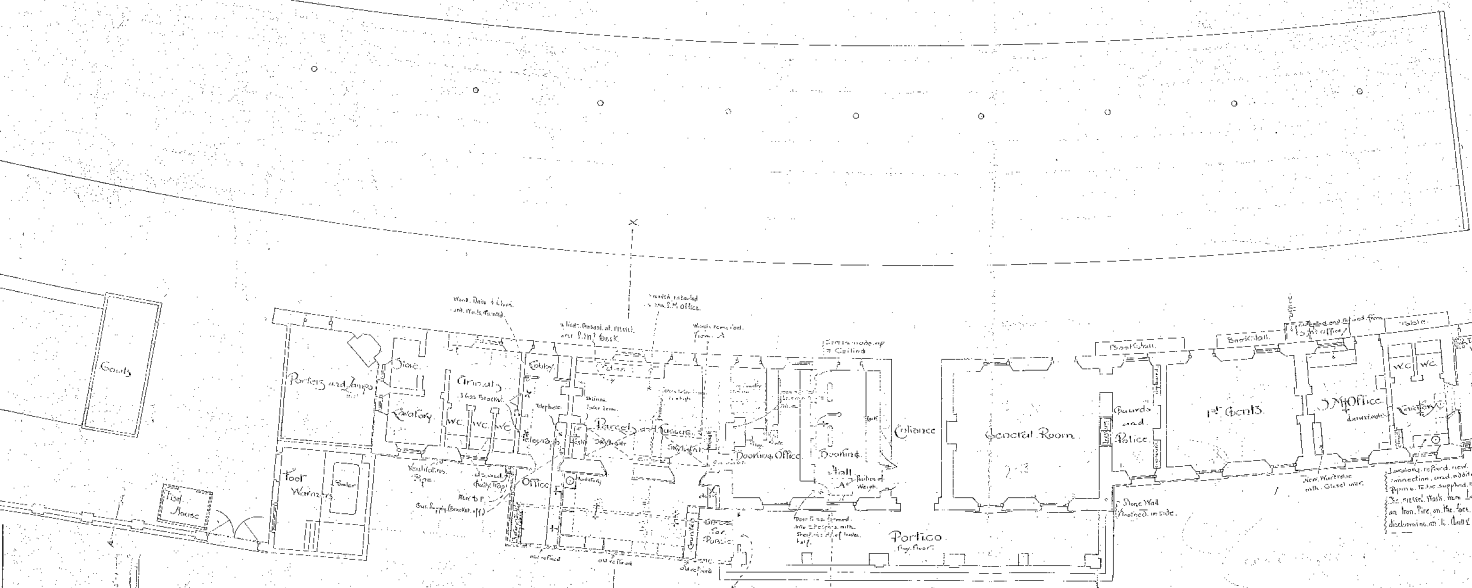


Front Elevation of Ladies Room



Section Ladies

Roof Plan Ladies



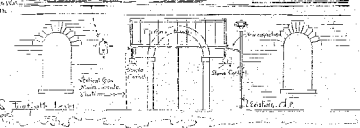
Ground Plan showing Additions.

Scale Eight feet to One Inch 1:100

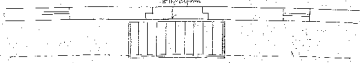


End Elevation of Roof

Section of Roof



Front Elevation of Roof over Entrance



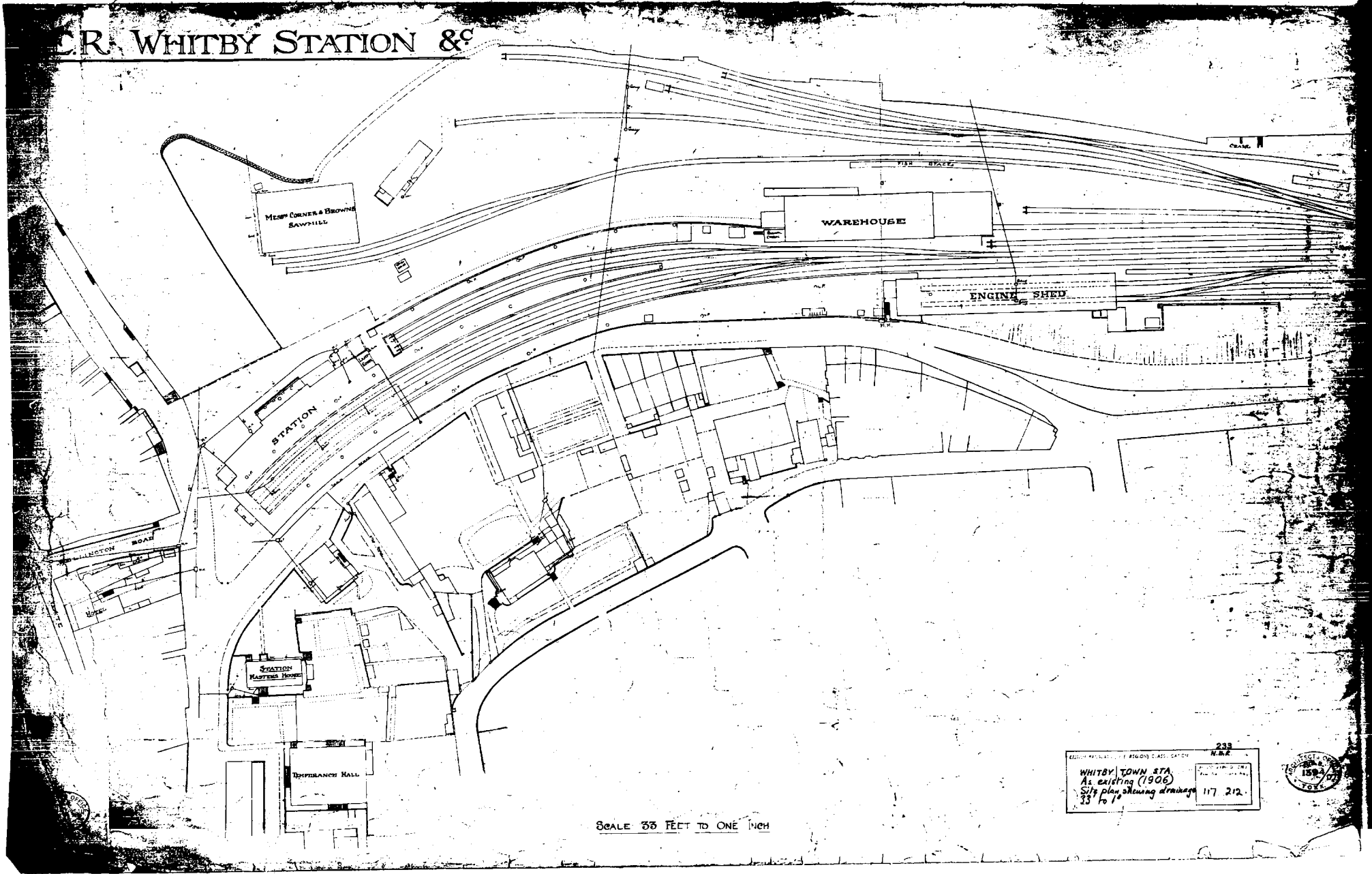
Plan of Roof over Entrance.

WHITLEY OWN STA.
 Addition & Alterations 1900
 N.C. & W. Whitley Station

228
 17. 216



C.R. WHITBY STATION & CO



SCALE 33 FEET TO ONE INCH

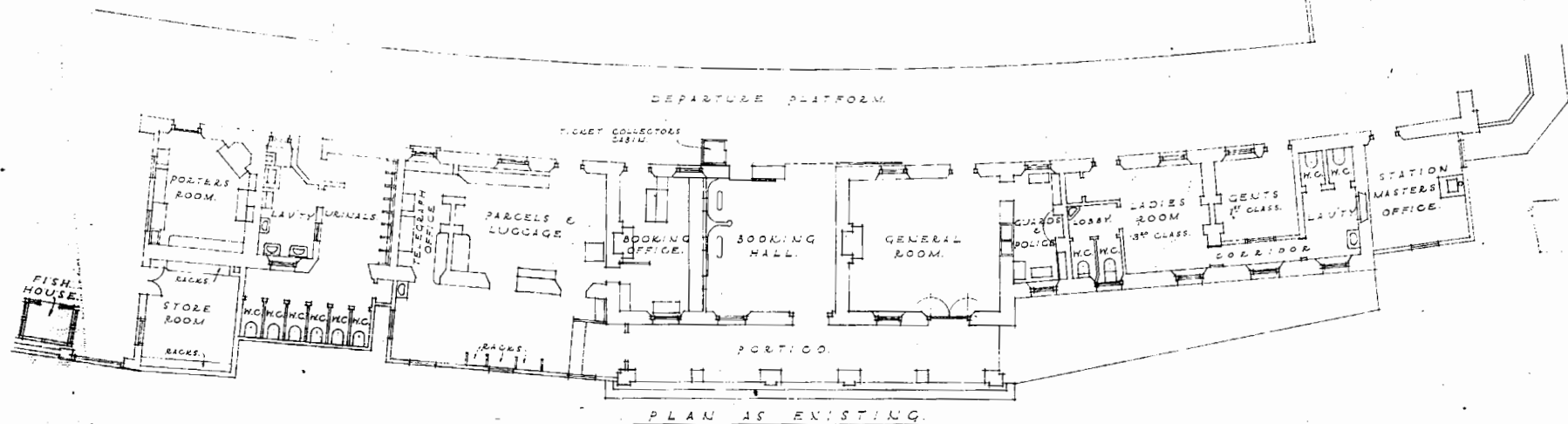
238
 N.B.R.
 WHITBY TOWN STA
 As existing (1906)
 Site plan showing drainage
 35 To 1



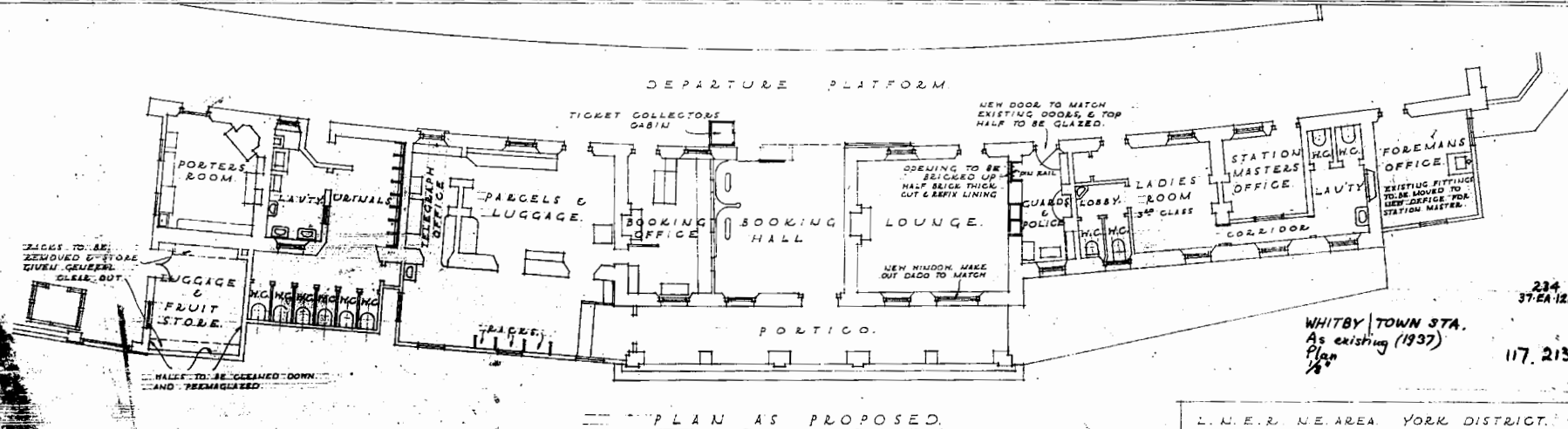
1906 Site Plan

A1775

FILE
CORRESPONDENCE 2. W. S.
AUTHORITY



PLAN AS EXISTING.



PLAN AS PROPOSED.

234
37-5A-128

WHITBY TOWN STA.
As existing (1937)
Plan
1/8"

117.213

APPROVED

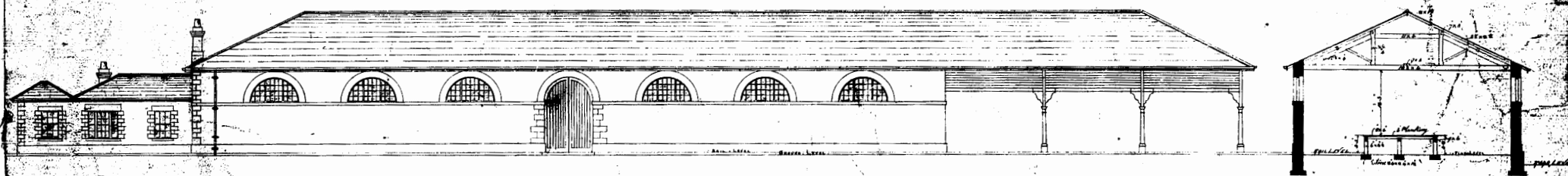
L. N. E. R. N. E. AREA YORK DISTRICT.
WHITBY STATION. - IMPROVEMENT OF WAITING
ROOM & OFFICE ACCOMMODATION.
DRAWING NO. 37-5A-128.
SCALE: 3 FEET TO 1 INCH.
ENGINEERS OFFICE YORK

N E R

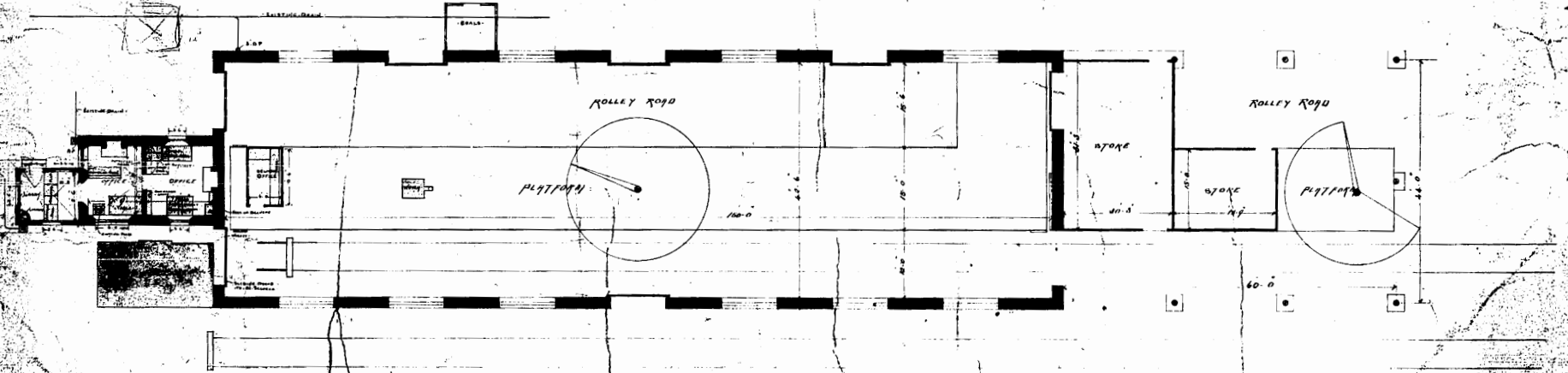
GOODS WAREHOUSE WHITBY

ELEVATION

SECTION



GROUND PLAN



WHITBY
Goods Warehouse
As existing (1911)
Plan, Section & Elevation

Goods Shed 1911 Plan, Section and Elevations

Draft 6:

Date: 22 November 2010





Main Entrance pre 1927

Draft 6:

Date: 22 November 2010



Main Entrance pre 1927

Draft 6:

Date: 22 November 2010



Interior of Trainshed

Draft 6:

Date: 22 November 2010



APPENDIX 3

Current Photographs of the Site

STATION SETTING AND APPROACH



View of the station from the quayside



View of the station from across the inner harbour.



Station Portico

STATION SETTING AND APPROACH



View from station entrance marred by
CCTV mast and ice cream vendor.



Northern Portico

STATION FORECOURT



General View



Paved area and marked bays



Pedestrian area to main entrance

STATION FORECOURT



Signage clutter to forecourt

ACCESS TO STATION



Pedestrian access to main entrance obstructed by ice cream van.



Stepped access to the main entrance with the southern ramp. A similar ramp exists at the north side of the portico.

PLATFORMS



General View



Operational platform



Operational platform

PLATFORMS



Operational platform



Disused platform



Scrub area to south of disused platform.

PLATFORMS



Redundant trackbed



Artificial stone to passageway to northern portico.

PLATFORM CANOPIES



Cantilever platform canopy



Canopy glazing and gutter



Canopy roof looking south

PLATFORM CANOPIES



Canopy roof looking north



Canopy to operational platform cutting across window.

PLATFORM CANOPIES



Window to disused platform elevation
with beam added to carry canopy
support.

STATION BUILDING



View of eastern elevation and main station entrance.



View of eastern elevation and main station entrance.



View of northern and western elevations.

EASTERN ELEVATION



Portico



Southern end of building



Southern portion of building

EASTERN ELEVATION



Showing rebuilt section of wall in non matching stone, artificial stone cill and string course.



Detail showing contrast in tooling (original stone to left)

EASTERN ELEVATION



Cast iron and upvc rainwater / soil pipes



Open joints to Portico cornice and vegetation

EASTERN ELEVATION



Interior of Portico



Strap pointing within Portico

EASTERN ELEVATION



Portico column

NORTHERN ELEVATION



Front elevation



From the north east

NORTHERN ELEVATION



Eastern window



Western window

NORTHERN ELEVATION



Junction of portico and main wall showing vegetation growth and rendered panel



Opening cut through for entrance

NORTHERN ELEVATION



Evidence of original window opening.



Large crack to Portico cornice



Corbel previously cut back, the original design can be seen on the eastern portico.

WESTERN ELEVATION



Northern end

WESTERN ELEVATION



Pilaster showing decayed stonework

WESTERN ELEVATION



Section of replaced stone



Original cast iron window, now unglazed.

WESTERN ELEVATION



Original cast iron window altered.



WESTERN ELEVATION



PLATFORM ELEVATIONS



Efflorescence to the interior of the western wall.



Window shutters propped against wall.

WINDOWS AND DOORS



Main Entrance door



Stone quoins to main entrance door

WINDOWS AND DOORS



Door to disused platform, thought to be original.



Screen to Station Gallery on the line of the former booking office wall.

WINDOWS AND DOORS



Original window



Original window, detail

WINDOWS AND DOORS



Non-original window and replacement architrave.



Windows opening up for new door

WINDOWS AND DOORS



Window opening reinstated with rendered panel below.

INTERNALLY



Roof void to NYMR Booking Office showing existing ceiling joists and brackets



Underside of roof boarding showing patch repairs.

ROOFS



Northern range



Northern range



Rendered block parapet

ROOFS



Southern range, note birds nest



Southern range



Portico roof, note concrete ridge tiles

ROOFS



Portico Roof



Portico roof showing ventilator grille

ROOFS



Typical gutter



Typical gutter outlet

ROOFS



Chimney stack

SIGNING AND ADVERTISING DISPLAYS



Totem sign



Whistlestop Cafe and Bistro

SIGNING AND ADVERTISING DISPLAYS



Station Gallery



NYMR Ticket Office

SIGNING AND ADVERTISING DISPLAYS



VIPS Hair Salon



Northern Rail poster displays



Whitby Tandoori Restaurant

SIGNING AND ADVERTISING DISPLAYS



Whitby Tandoori Restaurant



Mural and travel information displays to the operational platform.



Train departure board.

STATION FURNITURE / EQUIPMENT



Electrical and telecoms equipment cabinets on platform.



Electrical cabinets on redundant platform.



Platform seating.

STATION FURNITURE / EQUIPMENT



Redundant hanging bracket fixed to quoins.



NER tiled map and wrought iron sliding gate.

LIGHTING



Light fittings to Portico



Platform lighting

TRADING UNITS



Trading units at the northern end of the Platforms.



Arriva staff accommodation showing remains of sign fixings and “dead” appearance to glazing.

APPENDIX 4

Bibliography:

- Planning Policy Statement PPS5, Planning for Historic Environment
- PPS5, Historic Environment Planning Practice Guide

Acknowledgements:

- Network Rail Record Centre, York
- Dr W Fawcett
- National Railway Museum
- M Sissons, Archivist, North Yorkshire Moors Railway.

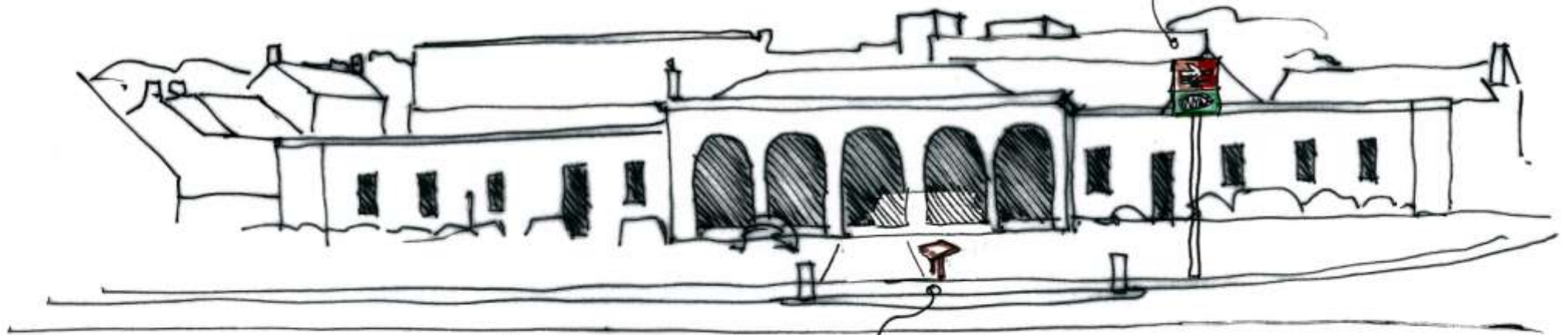
APPENDIX 5

Signing and Colour Scheme Proposals



Existing totem signs removed.
New totem sign in cube form with
National Rail + Nymk symbols.

Totem located adjacent to roundabout.



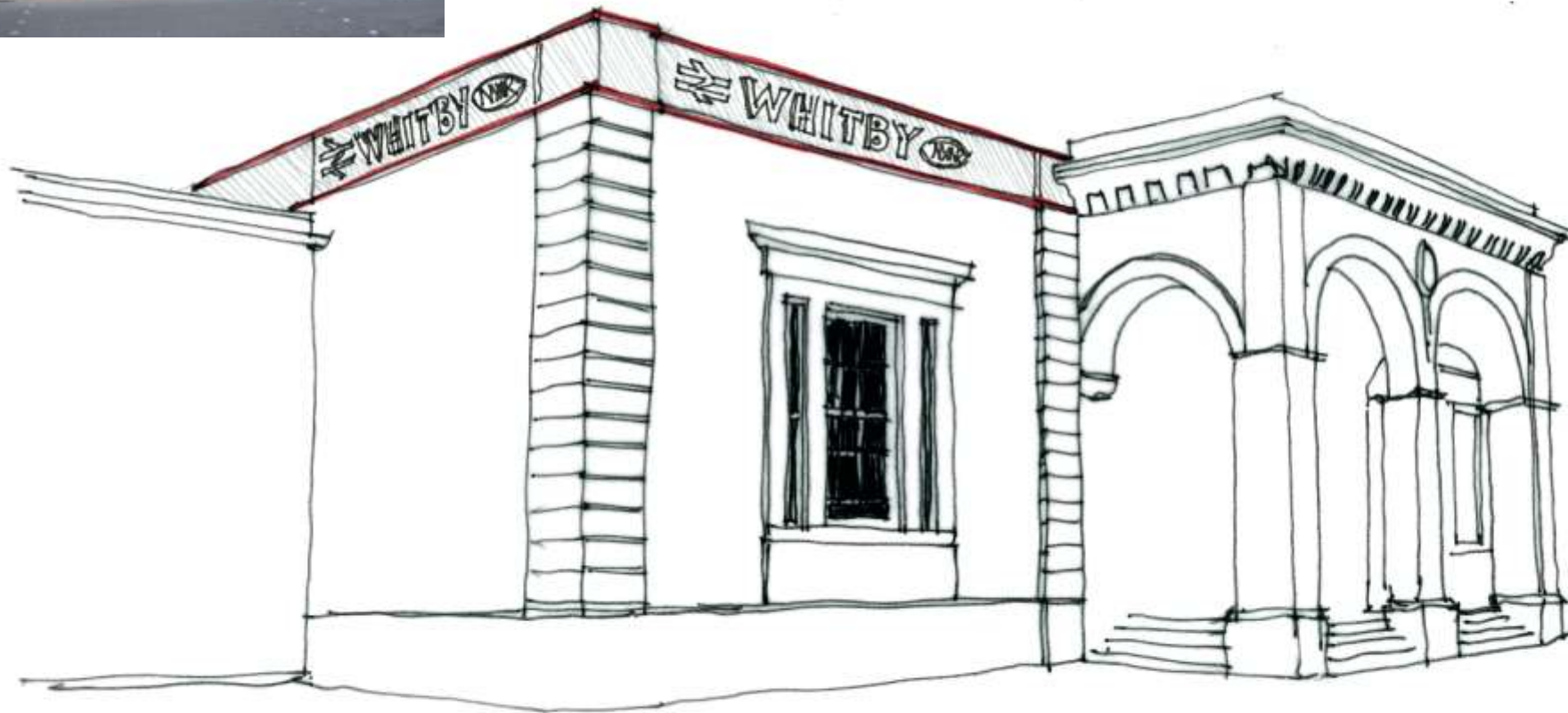
"Store Directory" adjacent to
pedestrian access to station
giving details of all facilities
within the station.

STATION APPROACH

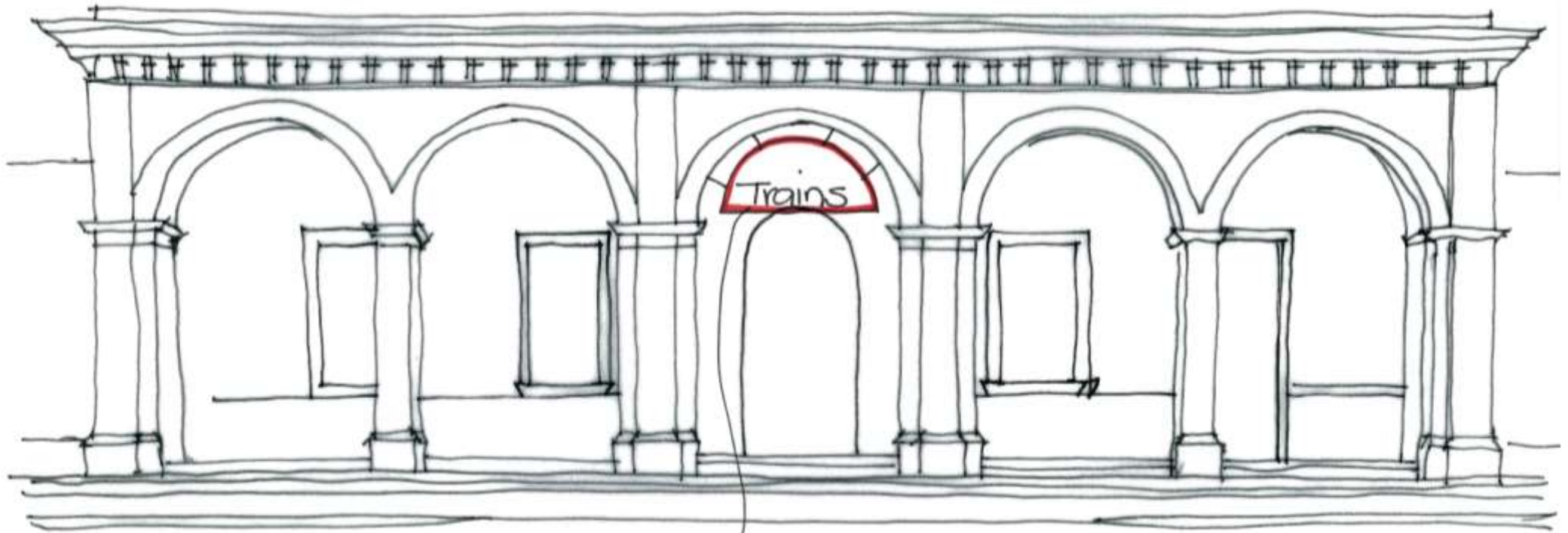


White pie-spaced legend + symbols on a dark gray painted render background.

Legend + symbols to be acrylic, approx 40mm thick, individually fixed.



Legend in capitals

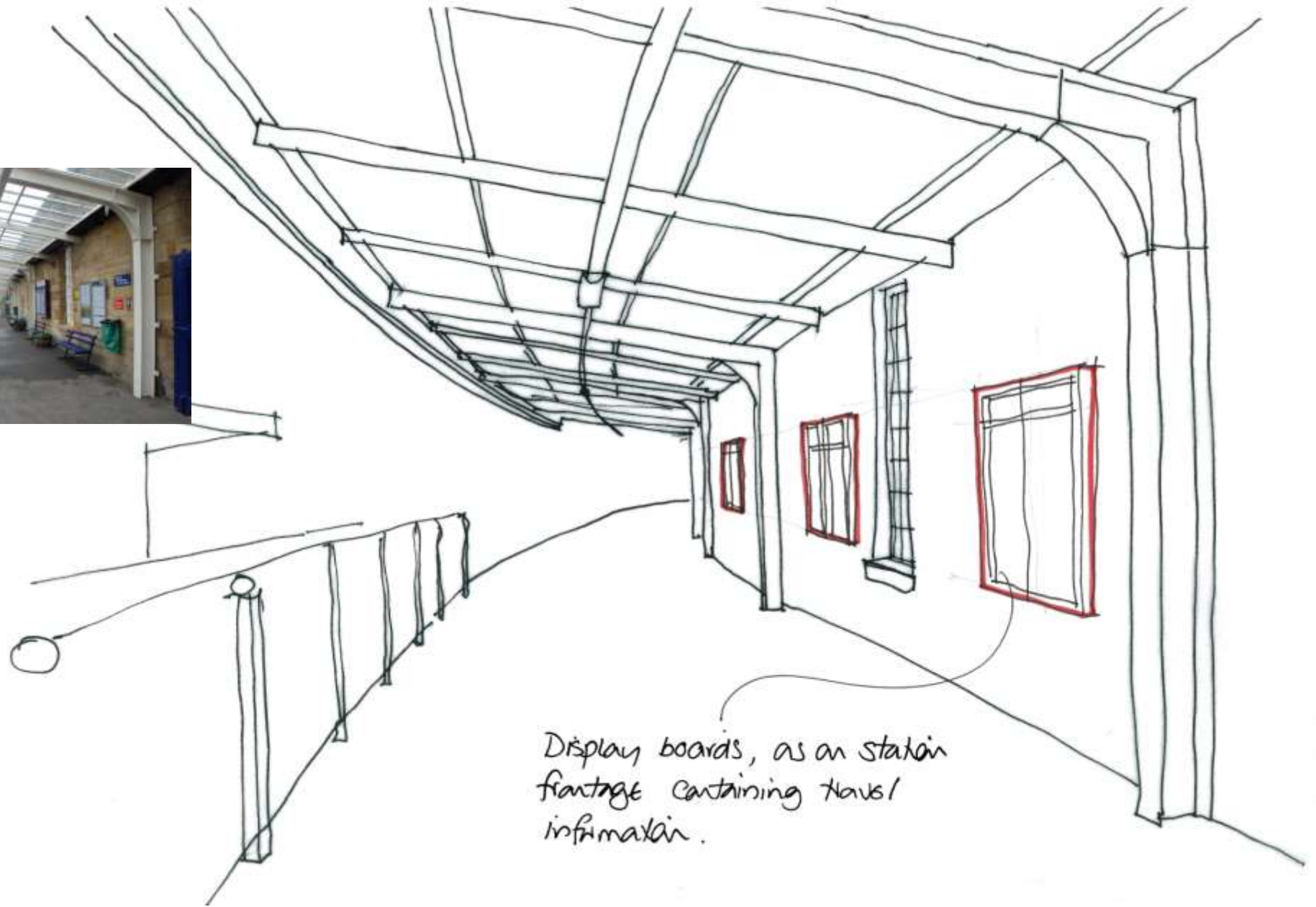


fixed sign bearing legend "trains"
hung within the central arch.
Bottom of sign set so as not to
obscure view to Abbey.

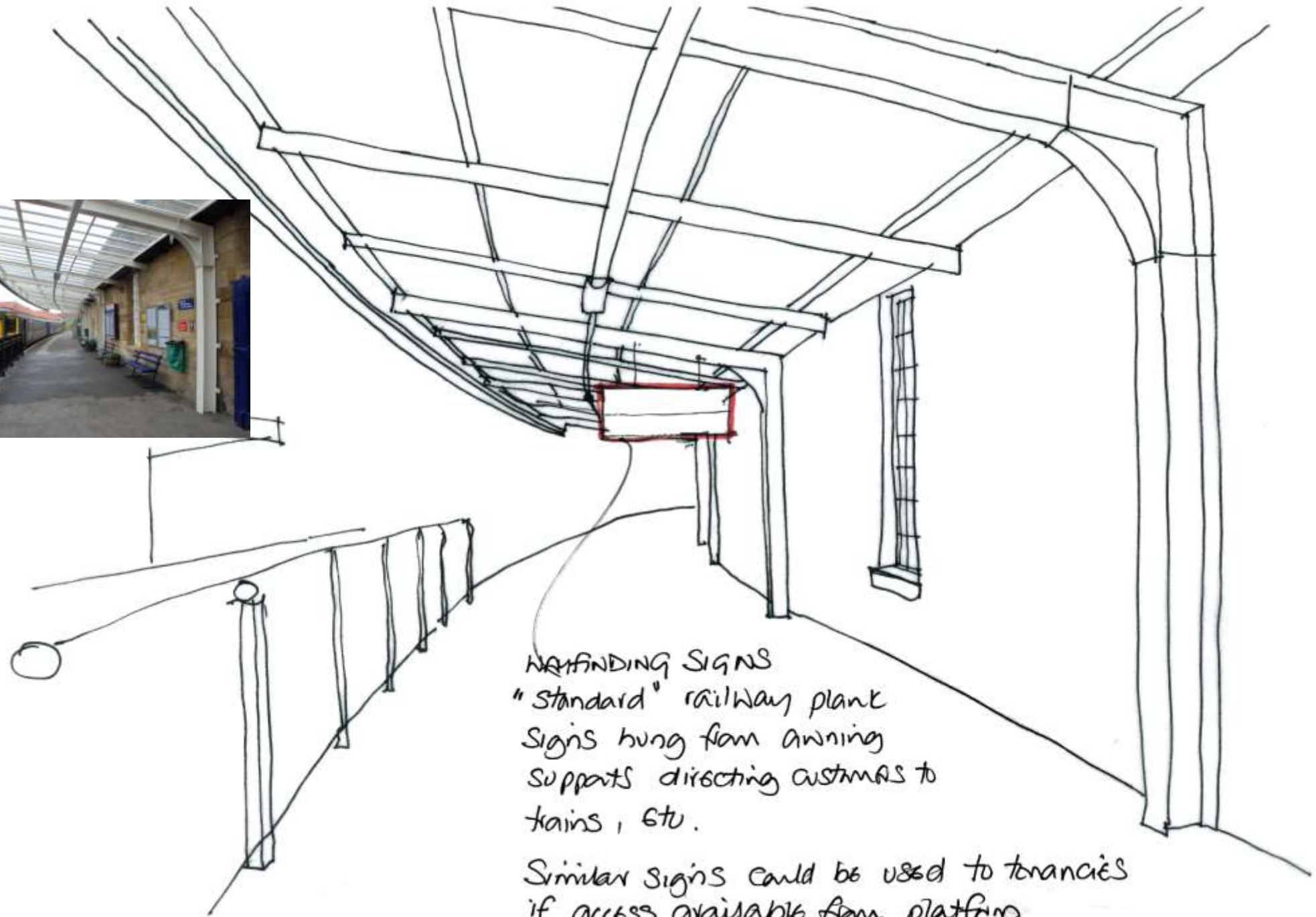


Display board bearing tenancy/facility name, exact size to be agreed. Boards to contain Double Royal (DR) sized poster / information. Boards to be of timber + fixed into mortar joints.





Display boards, as on station
frontage containing travel
information.



WAYFINDING SIGNS
"standard" railway plank
Signs hung from awning
supports directing customers to
trains, etc.

Similar signs could be used to terraces
if access available from platform

PLATFORM

COLOUR SCHEME

COLOUR SCHEME

APPENDIX 6

Contact List

- Whitby Station
Station Square
Whitby
North Yorkshire
YO21 1YN
- Chris Hall,
Conservation Officer, Forward Planning, Scarborough Borough Council.
Address: Town Hall, St Nicholas Street, Scarborough, North Yorkshire,
YO11 2HG
Tel: 01723 232481
E-mail: chris.hall@scarborough.gov.uk
- Erika Allen
Head of Stations and External Relations Northern Rail
Address: Room 44 Central Station Offices, Neville Street,
Newcastle-Upon-Tyne NE1 5DL
Tel: 07764 795921
E-mail: erika.allen@northernrail.org
- Chris Benson
Station Manager, Teeside Northern Rail
Address: Room 35 Central Station Offices, Neville Street,
Newcastle-Upon-Tyne NE1 5DL
Tel: 07764 796238
E-mail: chris.benson@northernrail.org

- Angela Thirkill
Development Manager, Esk Valley Railway Development Company
Address: The Coliseum, Victoria Place, Whitby, YO21 1EZ
Tel: 01947 601987
E-mail: angie@eskvalleyrailway.co.uk
- Philip Benham
General Manager, North Yorkshire Moors Railway
Address: 12 Park Street, Pickering, YO18 7AJ
Tel: 01751 473799
E-mail: philip.benham@nymr.co.uk
- Andy Savage,
Director, Railway Heritage Trust
Address: Railway Heritage Trust, 40 Melton Street, London, NW1 2EE
Tel: 0207 557 8090
E-mail: Andy.Savage@networkrail.co.uk
- Peter Fountain,
Building Surveyor, Network Rail
Address: Network Rail, George Stephenson House, Toft Green, York.
YO1 6JT
Tel: 01904 384005
E-mail: Peter.Fountain@networkrail.co.uk

APPENDIX 7

The Engine Stable

INTRODUCTION

The stone built Grade II Listed, two road engine stable is by GT Andrews. It was built in 1847 and extended in 1868. The building is in private ownership and is disused.

Although outside the scope of Network Rail the Railway Heritage Trust and Northern Rail the Engine Stable is an important feature on the site.

HISTORICAL AND CONTEXTUAL DESCRIPTION

THE ENGINE STABLE;



Locally known as the “Old Engine Shed”. The original Stable was designed by G T Andrews and built in 1847. It soon proved to be insufficient so it was extended southwards in 1868. The original G T Andrews portion had a single span hipped roof with a central ventilator. Following objections the southern extension, although originally intended to be identical, had to be built with two pitches supported on a central row of columns to reduce the height. As a consequence the cast iron windows on the eastern elevation are lower in height. In 1903 the roof to the southern section was rebuilt with a single span roof but the window heads were not raised. Also in 1868 a Fitter’s Shop was provided at the north end and a store at the South. The northern section of the Stable and the Fitters Shop were destroyed by enemy action in the Second World War.

Copies of drawings showing original proposal for the 1868 extension are included as Appendix 7a.

A Copy of the Listing description for the Engine Stable is included as Appendix 7b.

It should be noted however that the listing description for the Engine Stable appears to be incorrect.

The descriptions implies the original section of the building was at the south end whilst evidence on site and the historical drawing suggest the original GT Andrews building was at the north end.

ELEMENTAL SCHEDULE

ENGINE STABLE

The Engine Stable is unoccupied and in poor condition it is currently undergoing repair as required by the terms of an agreement under Section 106 of the Town and Country Planning Act to form part of the approval for the erection of seven cottages on the adjacent land to the South.

The works being carried out under the draft 106 Agreement are basic repairs and include:

- Re-roofing in natural slate
- Erection of new cast iron gutters
- Repainting the cast iron window frames

It is not a full restoration scheme.

Generally the Engine Stable is of masonry construction supporting timber trusses with a welsh slate roof. The southern portion still retains a raised ventilator. On the western side the stable acts as a retaining wall whilst the eastern elevation has cast iron window frames, currently unglazed. The windows to the Southern portion are lower in height. On the Southern elevational re the large round headed openings, one currently closed with breeze blocks whilst the north wall is of brickwork being a new end wall following the wartime bomb damage. Internally the walls are of limewash / distemper. The floor is of concrete, there now being no evidence of the former tracks.

The GT Andrews portion has timber Queen Post roof trusses whilst the southern extension has scissor trusses. There is evidence on the walls of the raising of the walls following the replacement of the twin trusses with the new scissor trusses.

Larger stone blocks, possibly pad stones can be seen whilst externally the top courses are smaller in course height and exhibit a different tooling to those below.

At the centre of the western wall are three recesses, two retain their original arched heads. It is probable that these are sand dryers.

Access could not be gained to the former stores at the Southern end of the building.

ISSUES ARISING

ENGINE STABLE

The Engine Stable is currently unoccupied however repairs covered by the Section 106 Agreement are currently being undertaken to the roof which will ensure the building is watertight.

The preservation of historic structures is best achieved through a long term beneficial use. Therefore a use needs to be found for the stable which ensures its full restoration, its viability and which respects its historical architectural and spacial qualities.

APPENDIX 7a

Listing Description

Images of England



© Mr John Turner

IoE Number: 438017

Location: THE FORMER ENGINE SHED, ESK TERRACE (east off)
WHITBY, SCARBOROUGH, NORTH YORKSHIRE

Photographer: Mr John Turner

Date Photographed: 09 March 2001

Date listed: 18 November 1991

Date of last amendment: 18 November 1991

Grade II

WHITBY NZ 8810-NZ 8910 off ESK TERRACE (east side) 8/10000

The Former Engine Shed 3/10000

WHITBY NZ 8810-NZ 8910 off ESK TERRACE (east side) 8/10000 The Former Engine Shed 3/10000 II Former engine shed, now boat building shed. Built 1847 extended 1868 for the Whitby and Pickering Railway Company. Ashlar with ashlar dressings. Slate roofs with overhanging eaves, continuous raised ventilator and single gable stack. Ashlar plinth and

quoins. South front has 2 large round headed engine openings, with flush ashlar surrounds. That to the left with double plank doors, and that to the right now filled with breeze blocks. To the left a small, low office wing with a single door and window, both with segment heads, and a shallow pitched hipped roof with over hanging eaves. East front, 8 window original range, with 10 x 12 pane glazing bar segment headed windows. Beyond to right 7 window extension, with 12 x 18 pane taller glazing bar segment headed windows. Originally the extension was 8 windows long, but the final bay was demolished after bomb damage. Rebuilt brick north front has 2 circular ventilation openings. Interior: scissor truss roof to original section, and queen post truss roof to later extension.

APPENDIX 7b

Historic Drawings

Engine Stable:

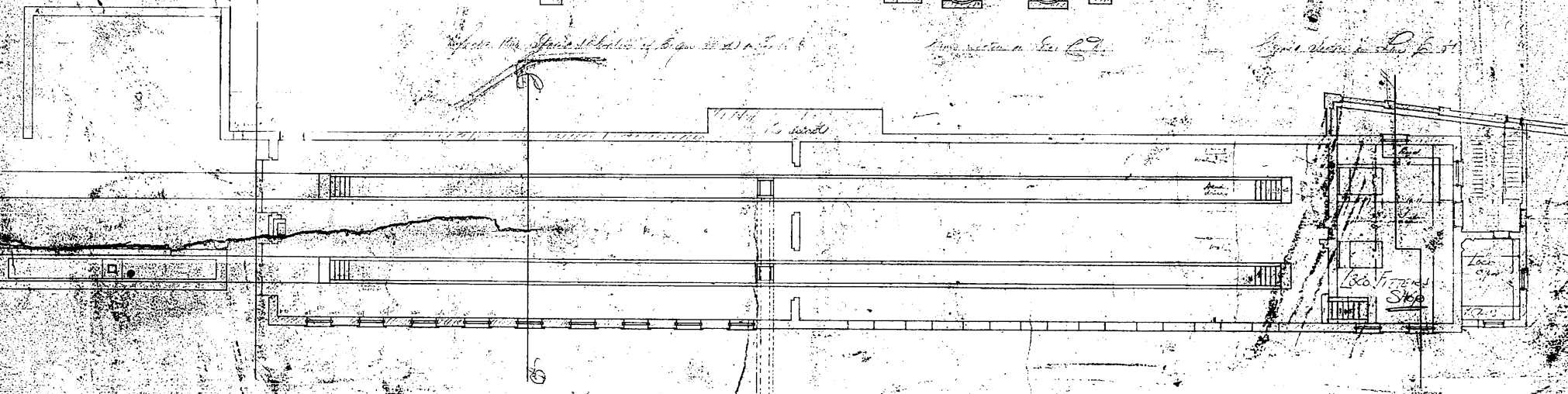
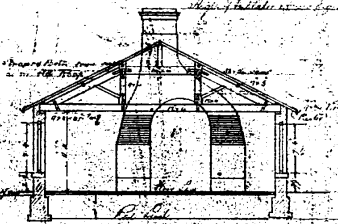
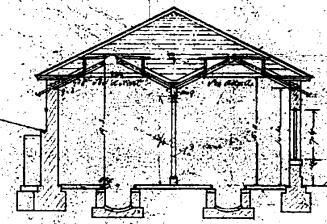
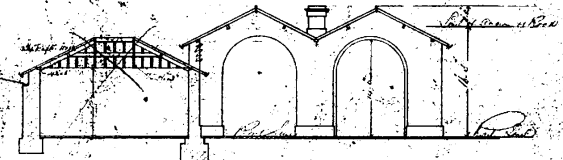
1867 Plan and Cross sections

1867 Long section and elevations

Wm. Carlton Denny
Wiley Lugin Stables Extension (As Executed)

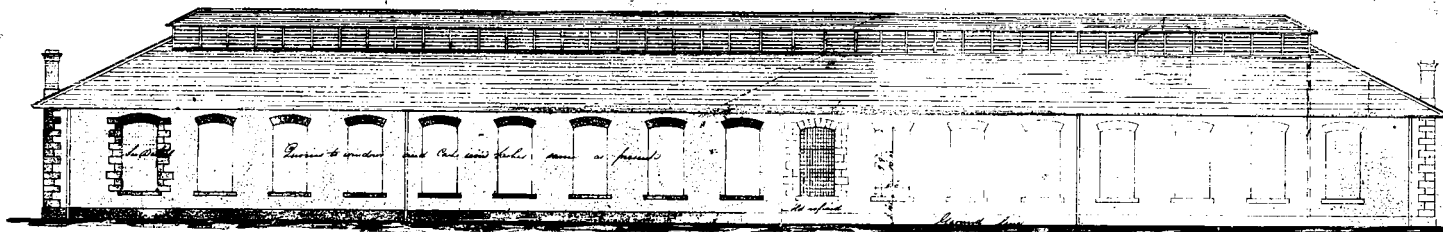


ARCH. RECORDS (U.S. GOVERNMENT CLASSIFICATION) **288**
WHITBY
 Engineer
 Additions (1867)
 Plans, Sections & Elevations
 Sheet 3 of 3
 1179 218



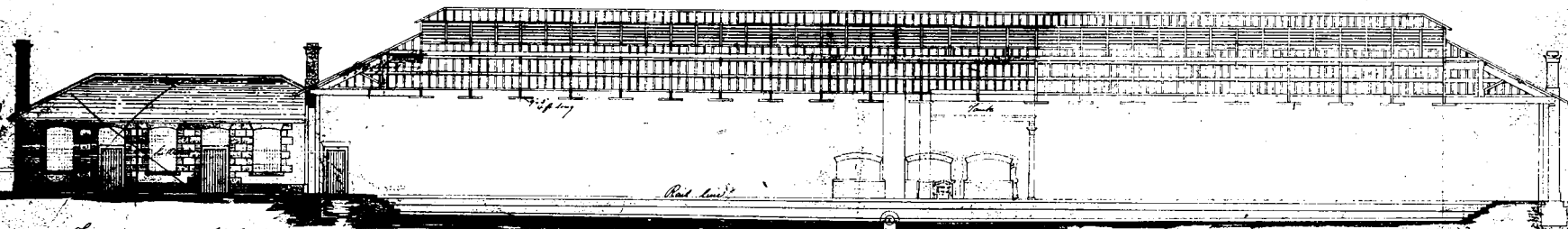
N. E. R.

WHITBY ENGINE STABLE EXTENSION



Front Elevation of Engine Stable

CLASSIFICATION	238
REG. NO.	N.E.R.
WHITBY Engine Shed Additions (1867) Plans, Sections & Elevations	17-217
SHEET 2 of 3	



Longitudinal Section on line A B

This is one of the Drawings referred to in a certain Contract dated 13th March 1867, between us the undersigned and Young of the one Part and the North Eastern Railway Company of the other Part. *Shain...*

APPENDIX 7c

Current Photographs

EXTERNALLY



Engine stable



Southern elevation



Eastern elevation

EXTERNALLY



Southern elevation from east



Southern elevation from west



Southern elevation showing location of new housing

EXTERNALLY



Northern elevation showing the area demolished by the bomb damage.



Eastern elevation, north end showing.



Window detail northern end.

EXTERNALLY



Window detail southern end



Junction of northern and southern sections.

EXTERNALLY



Arched entrance at south



Southern portion showing raised masonry.

ROOF



Roof detail



Roof detail



Roof detail

INTERNALLY



Internally looking north



Internally looking south



Queen Post trusses to northern portion

INTERNALLY



Scissor trusses to southern extension.



Southern portion showing raised masonry and probable former padstones.



Probable sand dryers

INTERNALLY



Probable sand dryers



Cast Iron windows to GT Andrews portion



Cast Iron windows to southern portion.