



HERITAGE STATEMENT

ALNWICK RAILWAY STATION, ALNWICK

22099-HL-00-XX-RP-A-0001-S4-P01

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BY	CHK	SCALE	SIZE	DATE				
AW	NT	NTS	A4P	05/08/2022				
PRO. NO	ORIG	VOLUME	LEVEL	TYPE	ROLE	NUMBER	STATUS	REV
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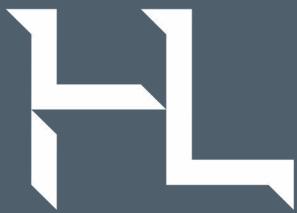


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This report is an assessment of the significance of the Grade II Listed Alnwick Railway Station. (Listing 1041411) to accompany the planning application for alterations to the roof and essential repairs.

This report is prepared to inform and guide the design team in the evaluation and understanding of the heritage asset and the asset in the context of the Alnwick and the conservation area.

1.1 Purpose of this Assessment

The report is to assess the Railway terminus building in its' setting, looking at its' history, and its' physical form. This assessment will assist the design team in developing an understanding of the hierarchy of significance across the site, establishing where change might be more easily accommodated, and identifying areas of greater sensitivity.

All the information presented and analysed in this report will inform the design team, allowing them to make informed and well-evidenced design decisions.



Figure 1. Alnwick Railway Station

1.2 Structure of this Assessment

This statement sets out the description of the site, a summary of the legislative and policy framework, followed by an assessment of significance. Assessing significance is a key principle for managing change to heritage assets and is embedded within the National Planning Policy Framework (NPPF). The Heritage Statement sets out the following criteria for planning authorities to use to evaluate a planning application and is detailed in NPPF Chapter 16 Conserving and enhancing the historic environment.

Significance can be measured according to hierarchical levels; the most usual levels are:

- **Exceptional** – A designated asset is significant at the highest national or international levels, which includes scheduled ancient monuments, Grade I and II* listed buildings and World Heritage Sites. Substantial harm should be wholly exceptional.
- **High** – A designated asset is significant at a regional and national level, which includes Grade II listed buildings and Conservation areas. Substantial harm should be exceptional.
- **Medium** – An undesignated asset is significant at a local to regional level, which includes local (non-statutory) listed buildings or those that make a positive contribution to the setting of a listed building or to a conservation area. May include less significant parts of listed buildings. Buildings and parts of structures in this category should be retained where possible, although there is usually scope for adaptation.
- **Low** – A structure or feature of very limited heritage or other cultural value and not defined as a heritage asset. May include insignificant interventions to listed buildings and buildings that do not contribute positively to a conservation area. The removal or adaptation of structures in this category is usually acceptable where the work will enhance a related heritage asset.
- **Negative** – A structure or feature that harms the value of a heritage asset. Wherever practicable, removal of negative features.

1.3 Listing Description

Official list entry description from the Historic England website, as per May 2023:

Heritage Category: Listed Building

Grade: II

List Entry Number: 1041411

List Entry Name: Former Railway terminus

Date first listed: 25th August 1977

Statutory Address: Former Railway Terminus, Wagonway Road

District: Northumberland (Unitary Authority)

Parish: Alnwick

National Grid Reference: NU 19155 12941

Listing NGR: NU1915512941

Details:

WAGONWAY ROAD 1. 5330 Former Railway Terminus SU 1912 6/385 II 2. Rebuilt 1887 Probably by William Bell (architect to the N.E.R.) who built the Darlington Bank Top Station, which it resembles, in the same year. Large and solidly built of rock faced snecked rubble with slate roofs "to be worthy of the ducal town" and to accommodate the Alnmouth and Coldstream branch lines.

The west, booking hall, front is single storey with rounded corners, 2 pairs of windows at the sides and on corners and triple openings flanking the large central entrance. Cast iron bracketed canopy across centre portion. Three ridge chimneys; tops of train sheds, set back now ridge, capped with open segmental pediments. Plinth; modillions to high eaves cornice. Segmental headed windows with "Board-School" glazing and continuous hood roll interrupted only by end piers. Side elevations of 16 bays, segmental headed windows in panels formed by dividing piers, plinth and modillion cornice set below eaves level. Double train sheds, still partly open to the east which is flanked by large side piers framing 2 wide segmental arches with vertical east iron glazing on a cambered base.

These train shed arches are separated by a smaller segmental arch to the central platforms also with vertical cast iron glazing. Two cast iron columns with simple Corinthian columns exposed below. interior: 3 aisles of 7 bays separated by cast iron columns with simple Corinthian capitals supporting girder arches. Segmental roofs, with raised centre parts over lines.

Listing NGR: NU1915512941

1.4 Listed Buildings in Alnwick Town Adjacent to the Station

Alnwick has 266 listed building within the town, a high figure which forms a significant part of the character assessment and setting of Alnwick.

The station is situated to the South East of the centre of the town with relatively few listed buildings in its vicinity. We have noted the 14 buildings that are within the viewing vicinity of the station.

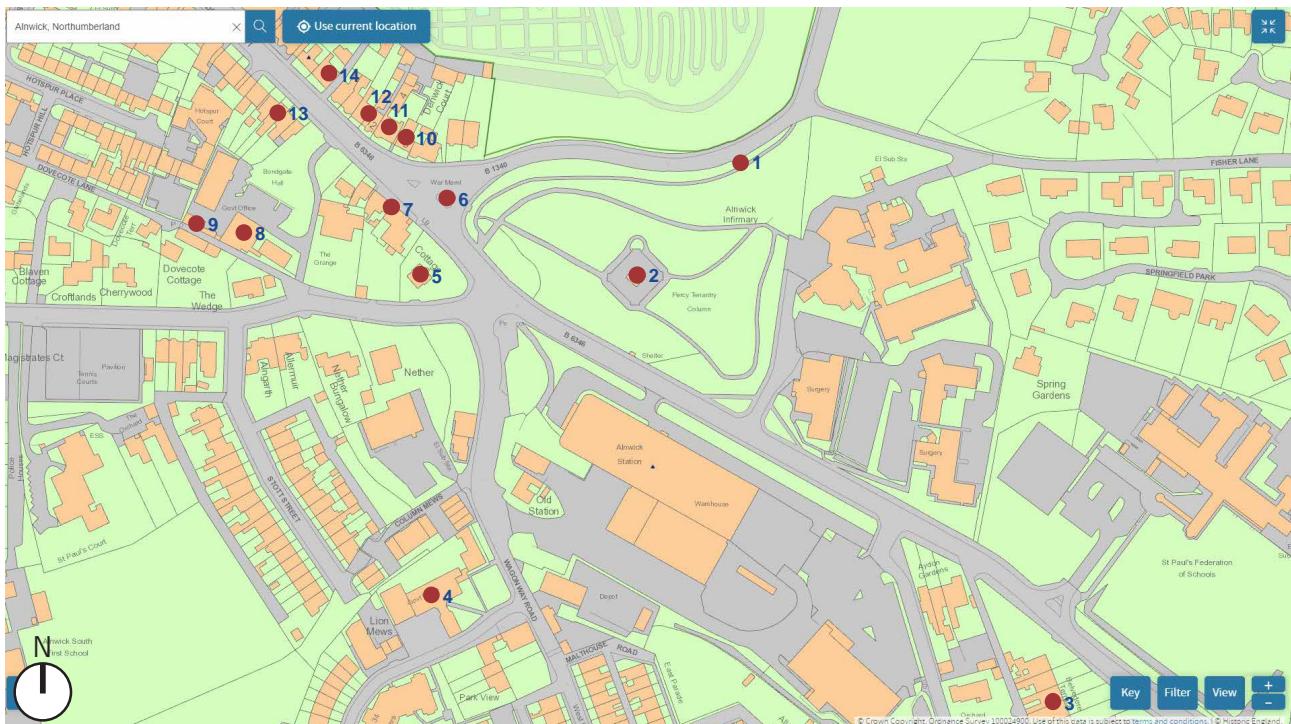


Figure 2. Historic England location plan showing listed buildings in the vicinity of Alnwick Railway Station.

1. Former Pant, Denwick Road	Grade II - Listed 1977
2. Percy Tenantry Column, South Road	Grade I - Listed 1952
3. South Road, 1-6 Belvedere Terrace	Grade II - Listed 1977
4. Former workhouse, Wagonway Road	Grade II - Listed 1977
5. Column Cottage, Bondgate Without	Grade II - Listed 1977
6. War memorial, Bondgate Without	Grade II - Listed 1977
7. 1 and 3 Bondgate Without	Grade II - Listed 1977
8. Bondage Hall, Bondgate Without	Grade II* - Listed 1977
9. Stables, south west of Bondgate Hall , Bondgate without	Grade II - Listed 1977
10. 8 Bondgate Without	Grade II - Listed 1977
11. 10 Bondgate Without	Grade II - Listed 1977
12. 12 and 14 Bondgate without	Grade II - Listed 1977
13. 13-17 Bondgate Without	Grade II - Listed 1977
14. 20 Bondgate Without	Grade II - Listed 1977

This section briefly sets out the planning context for this application with respect to the historic environment. The Government has published guidance notes to support Local Planning Authorities in making decisions on applications within the historic environment and these are summarised below:

2.1 Planning (Listed Buildings and Conservation Areas) Act 1990

Sections 189 – 208 of the 1990 Act set out how '*Local Planning Authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting*'. The following report provides a detailed description of the significance of Alnwick Railway Station and the contribution made by their setting of Alnwick Castle and Alnwick Town.

2.2 National Planning Policy Framework 2021

The National Planning Policy Framework (NPPF) sets out the government's planning policies for England and their expectations on how they should be applied. The policies in the NPPF have been written with the aim of achieving 'sustainable development' with a presumption in favour of sustainable development at the heart of the Framework and decision-making.

The National Planning Policy Framework dedicates a whole chapter to Conserving and enhancing the historic environment (Chapter 16). As described in paragraphs 189-193, the historic assets 'are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations'.

When considering potential impact to the designated historic environment, paragraphs 199 to 208 state that 'great weight should be given to the asset conservation.'

The significance is defined in the Annex 2 of the NPPF as:

'The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.'

3.1 Setting of Alnwick Railway Station

For the detailed analysis of the setting of the station, a separate document has been prepared to cover the setting of the station in the context of the town of Alnwick, its' history and the proximity to listed buildings.

3.2. History of Alnwick Railway Station

The York, Newcastle and Berwick Railway (YN&BR) was a railway company formed in 1847 by the amalgamation of the York and Newcastle Railway and the Newcastle and Berwick Railway. [*1]

The rail line to Berwick was built in 1847 -1850 with the opening of the Newcastle railway station and Berwick Royal Border Bridge, by Queen Victoria in 1850.

Various records note that the 3rd Duke didn't want the new train line passing through Alnwick. He was happy for the town to be served by a branch line but thought that the improvement of the road from the main line at Ledbury 'would be most beneficial to the town'. [*2]

The line built by Newcastle and Berwick Railways had its' nearest stop at Bilton (renamed Alnmouth Station in 1892), for the route from Newcastle to Berwick.

The railway company were then able to build branch lines after completing the main line. A branch line was constructed from 1848 – 50 with a small station and single line [*3]

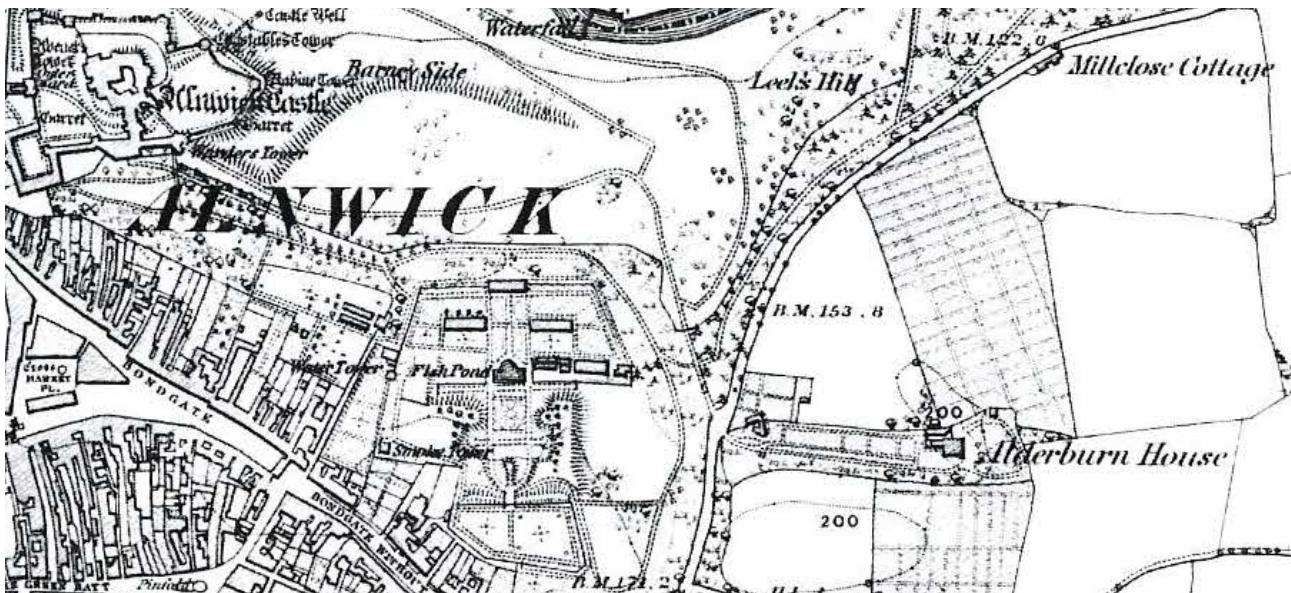


Figure 3. OS Part Plan 1867 - Showing the original plan of the first station constructed in 1850 with the small station and single line.

After 35 years, the Town council approached North Eastern Railway (NER) for improving the facilities and plans for a new station in 1885. The latter 6th duke was then able to see that an opportunity had been missed with Alnwick not connected to the main line and campaigned for the improved replacement station.

In the context of the population of Alnwick with 7000 residents the proposed built station is large. NER originally declined Alnwick Town Council's request for the replacement station, only to change its mind.

The new station was constructed at the same time as the new Alnwick to Coldstream line, both by the building contractor Meakin and Dean. The station cost £11,500 with a further £3,931 for engineering works. The Alnwick to Coldstream line was constructed for £272,266.

The station was considered impressive by NER standards with four railway lines in the terminus station with two central platforms. The Structure had two glazed clear spans across the central platform.

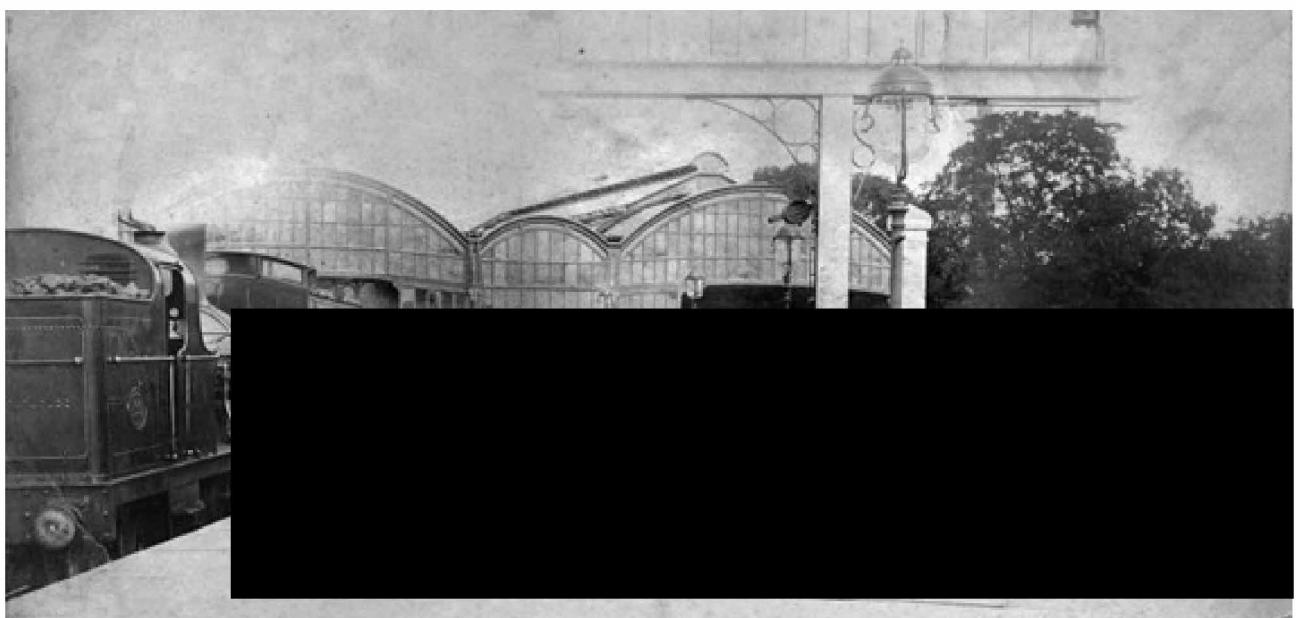


Figure 4. Opening of the new Alnwick Railway Station in 1877.

The original station was retained as a goods shed and the old platform as a cattle shed. The original station building was converted into a warehouse and an extension was built onto one end to provide stables and a mash house. This building survived until 1930. [*1]

The station has seen considerable royal patronage and visitors, including King Edward VII making Alnwick Castle his headquarters in June 1906 when visiting Tyneside for opening the new railway bridge in Newcastle. In 1908 the Prince and Princess of Wales (later King George V and Queen Mary) stayed at the Castle, all arriving by train.

The replacement station was designed by NER Architect William Bell. [*4]

3.0 Setting and Context

Site Analysis

3.3 OS Plans of Alnwick



Figure 5. OS Part Plan 1867 - The first edition of the OS plan showing the original plan of the first station, small in scale. The only buildings in the area are the Belvedere terrace to the east and the Alnwick Union Workhouse to the southwest.



Figure 6. OS Part Plan 1897 - the replacement (and current station) is shown from its construction in 1877. Nearby terrace streets are being constructed. There is a still a separation from the town to the station.

3.3 OS Plans of Alnwick

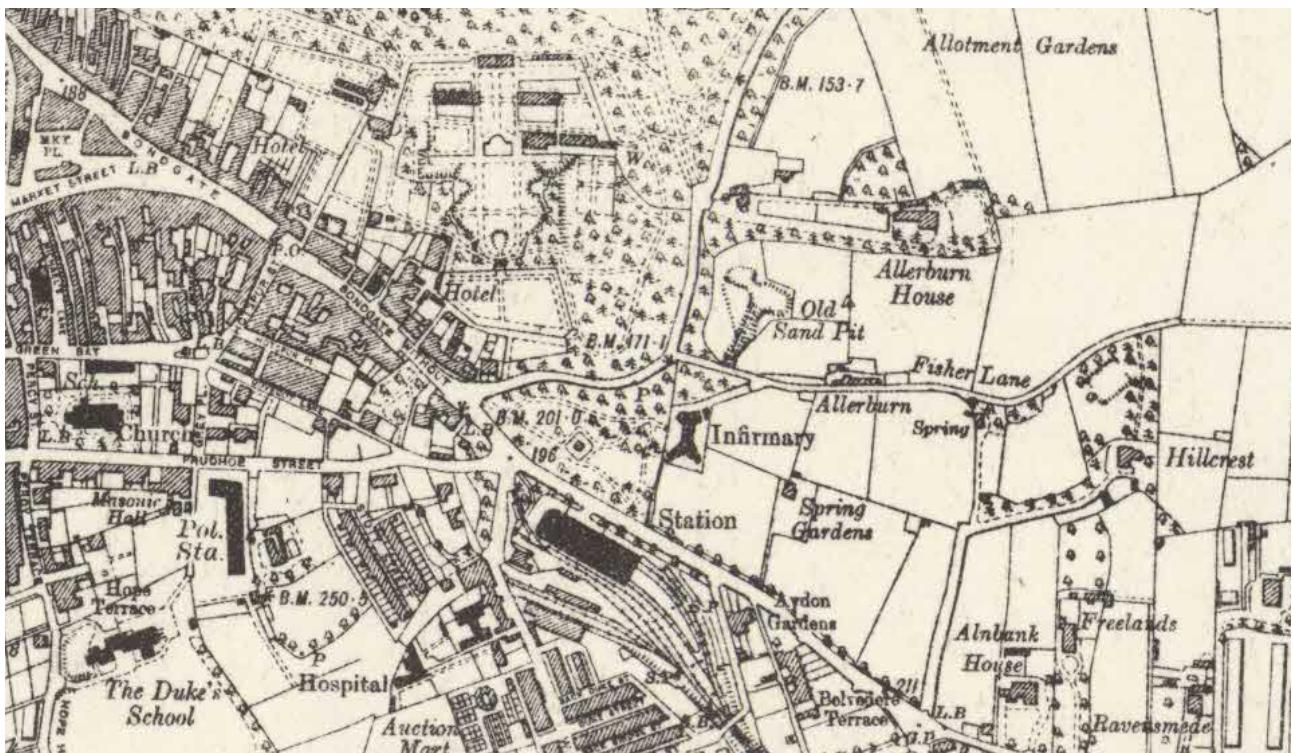


Figure 7. OS Part Plan 1939 - By the time of the Second World War, the town begins to grow with more terrace streets connecting the station and surrounding streets.

3.4 The Closure of the Current Station

By the beginning of 1900 there were 60 trains a day visiting Alnwick Railway Station. Goods traffic was important and in 1911, 2394 tonnes of building stone and 1754 tonnes of grain were dispatched from Alnwick. [*44].

From the 1920's road use started to affect the income of trains so that by 1930 the number of trains had dropped to 14 per day.

In the 1960's the line was reduced to a single track continuing with Steam and diesel trains. As a consequence of the closures by Dr Beeching (British Rail) in the 1960's, the Alnmouth shed closed in 1966.

The Alnwick Railway Station was announced for closure in March 1966 with the last passenger train on 29th January 1968 and the last goods train 7th October 1968.



Figure 8. Photograph from 1966 - Pennine Railway Society



Figure 9. A similar view in 2023. All the platforms and rail lines have disappeared from the surrounding context.

3.0 Setting and Context

Site Analysis

In 1975 the goods shed was demolished and rebuilt at Beamish Museum. The Station Masters House still stands.



Figure 10. The original Station Master House.



Figure 11. Wagonway road towards the main entrance, the line is now removed. This was built for the original railway station.



Figure 12. This photograph is the same view today, following the line being removed in **xxxx**.

The station was auctioned off for sale in the late 60s and purchased by fertilizer company Fernon and Coates for the storage of fertilizer.

Barter Books took on a small part of the station in 1991 and have occupied the station ever since, expanding its occupation.

The Northumberland Estates purchased the building in August 2018.

3.0 Setting and Context

Site Analysis

3.5 Context of Alnwick Railway Station - Refer to the setting assessment for more detail.



Figure 12.



The nearby context to the station is of significantly different characters. The Terminus station was originally built outside of the town. The OS plans of 1867 and 1897 show the disconnect of the current station.

The only nearby building was the former warehouse on Wagonway (to the south west) in 1867. The terrace streets off Wagonway to the south (Back Duke Street, Duke Street, Back Bridge St, Bridge St) serving the trade and railways were constructed in 1880's.

Figure 13. Bridge Street

4.0 Alnwick Railway Station

Architectural design

4.1 Architectural Design and Layout

The Station was designed by the NER drawing office from York, under the Chief Architect William Bell [*6].

The Architects' department were highly experienced in station design, see appendix for more details.

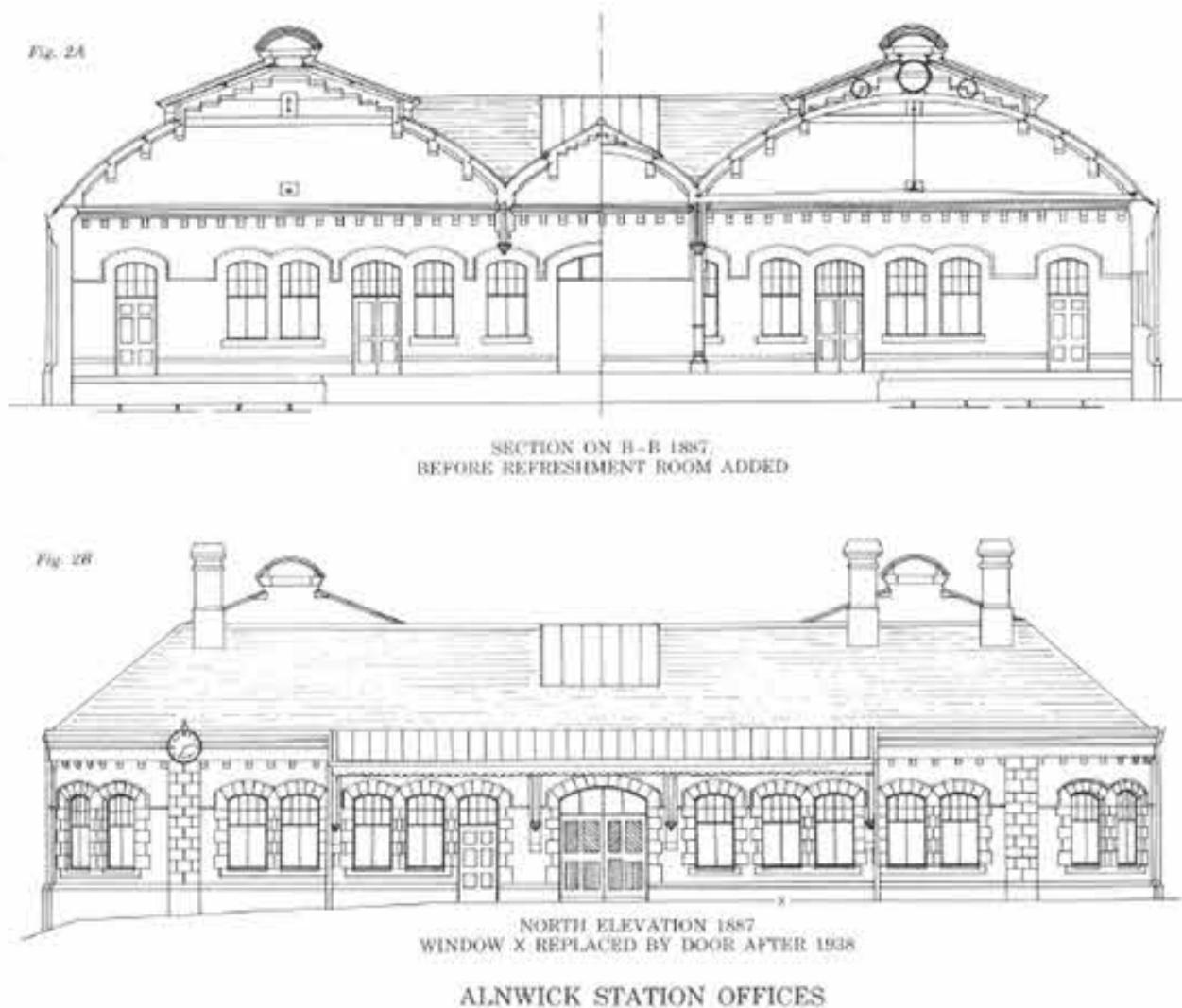


Fig 14. Illustrations From the North Eastern Branch Line Termini Book (pages 25) – main elevation to the North and Section through the building. [*7]

4.0 Alnwick Railway Station

Architectural design

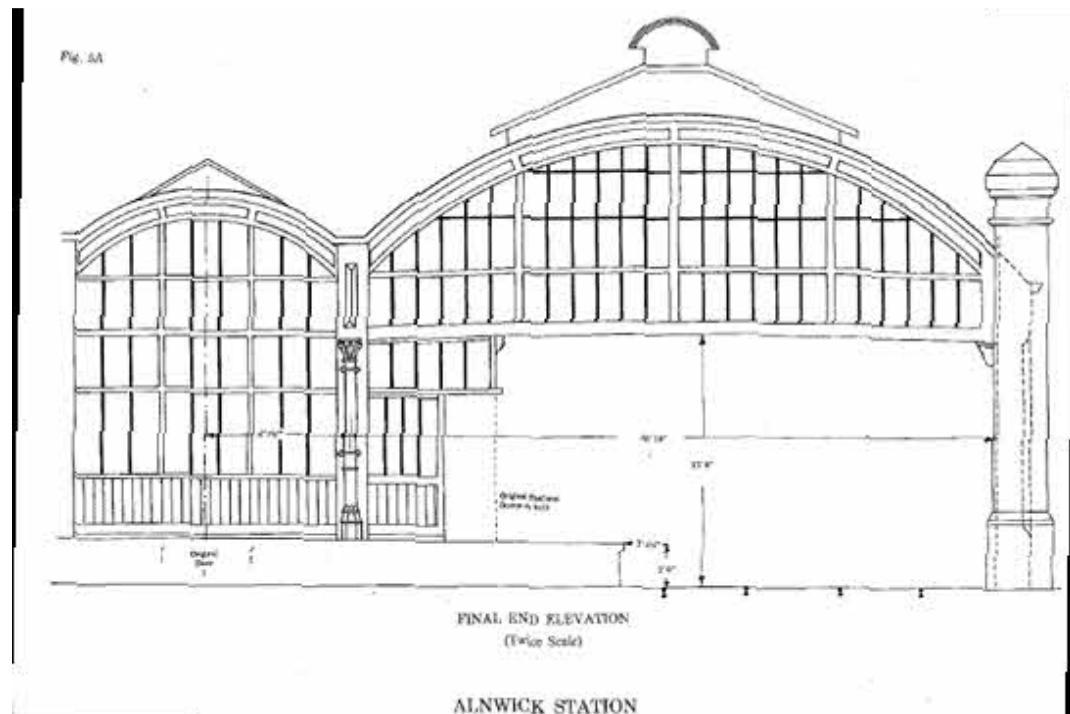


Fig 15. Elevation of the Platform 1 window screen to the entrance from the South

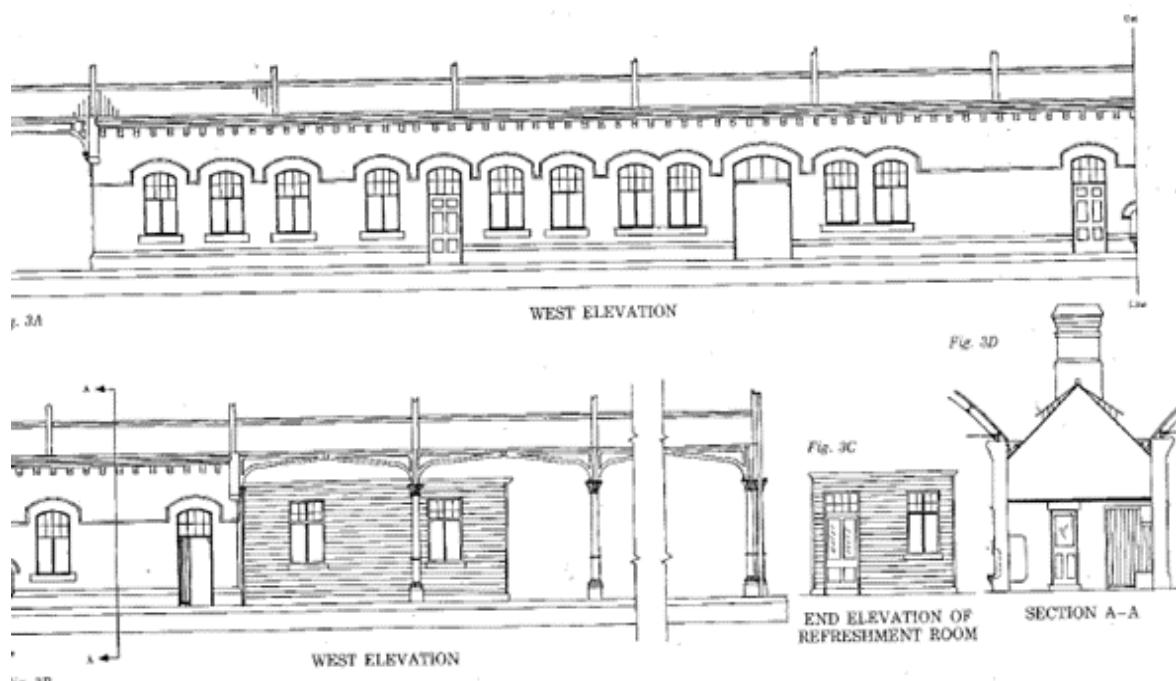


Fig 16. Elevations of the internal rooms, up the centre of the station platforms.

4.0 Alnwick Railway Station

Architectural design

Alnwick Railway Station consists of three roof arches covering two main platforms. The central Arch is over the central spine of rooms and is smaller than the two outer arches.

The two principal / main arches have curved slate roof tops, capped with a glazed roof and ventilation cowl. The smaller central hides a pitched slate roof.

The spans are supported on the outer external walls and the station rooms down the centre. The central rooms have structural columns on both sides to support the main arches. The central rooms did not extend the full length so double columns are continued the full length. There is a smaller glazed roof over the main entrance and the station platforms areas.



Fig 17. Image of the platform 1

4.0 Alnwick Railway Station

Architectural design



Fig 18. Platform 1 looking towards the south.



Fig 19. Platform 2 looking to the south.



Fig 20. Platform 1 – looking towards the main concourse.

The station has similarities with a smaller version of Darlington Bank top station, which has three main equal arches.



Fig 21. Picture of Darlington Bank top 1978, taken from A History of North Eastern Railway Architecture – Volume 3: Bell and Beyond. Bill Fawcett – NERA

The end southern gables of Alnwick are reflective of the building form and shape. The train entrance has three glazed windscreens, reflecting the curved shape of the three spans. The central screen was taken down to the platform ground level to form a platform wind shield.

At the corners are 'sturdy' stone columns capped with a stone pediment. A detail replicated elsewhere, such as Darlington (albeit in brick).



Fig 22. Picture of Darlington Bank top 2023.

The original timber frames and windows remain at high level with the central section at ground removed and infilled with Stone.

The station has three bays at the northern end of the station with roof glazing to the central section providing a rail side concourse. The three curved bays finish at the junction of the office element. The scale changes with a single storey office block (across the Northern Elevation) with slate roof, running perpendicular to the platforms. The Slate roof curves around the corners to join the main slate roof on the side elevations.

4.0 Alnwick Railway Station

Architectural design

The building façade is constructed of local sandstone, rockfaced in a square edge for coursing, set in a random coursed pattern and of different sizes stone blocks.

The side façades have a repeating pattern of stone detailed bays to the east and west facades, like a well detailed Victorian garden wall. Each bay has a square set back in the stone with dentals detailing to the top and dressed stone coping to the lower section. In each bay a small curved top window with stone arch and quoins and projecting stone sill. The timber windows are broken down with smaller panes to the top and larger sections of glass to the bottom.

The north elevation which acts as the entrance, has a different character to the side facades. The single storey stone façade has a series of single windows with curved top and curved stone heads. The stone head link together, even when the elevations introduce doors and double doors. Each window is separated by a stone transom / pier.

The entrance door is symmetrical to the elevation and formed the primary route into concourse area, a further door (now the Barter Books entrance door) was off centre to the parcel office. Further doors have been added to the right in the former booking office and station master offices.

The station front has a metal and glass canopy awning, original to the building with delicate patterns to the brackets fixed back to the stone walls.



Fig 23. & Fig 24.

Above the roof are three large stone chimney stacks serving fire in the rooms to the Northern accommodation. A further series of chimneys are contained down the middle of the building serving the waiting rooms in the middle of the building.

4.2 Internal Layout.

The station has a series of rooms together on the North (see plan layout) occupying the single storey and forming the main entrance. Walking through an entrance room into the general concourse area.

The station is a very simple layout with the four train lines entering from the south. The central platform has a line of accommodation up the centre forming the waiting accommodation. The Stone detailing (to the walls) replicates the northern elevation.

A timber building was added as a refreshment room (see photographs) in around 1898.

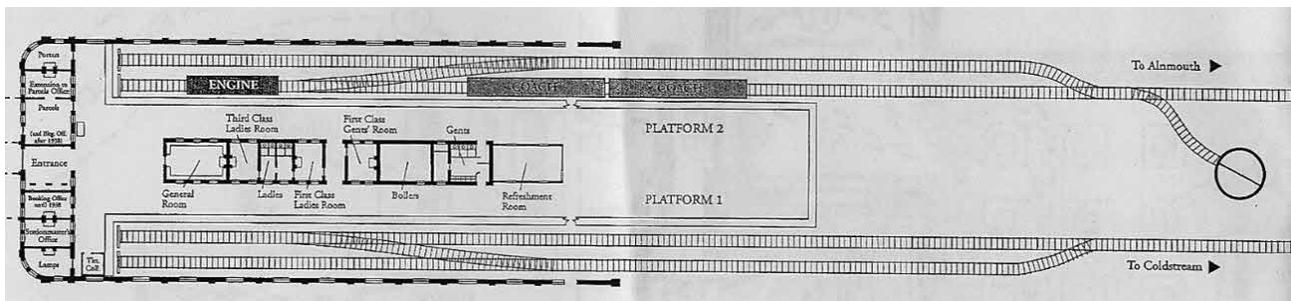


Fig 25. The curved steel frame is still visible with infill timber boarding perpendicular to the steel curves.

4.3 Current Condition

The current condition of the building has been separately assessed in a building survey (HL May 2023) with a full condition building survey.

The building (and wider site) has undergone substantial alterations since its closure in 1968. The land to the west is now an industrial trade park containing several businesses uses and associated parking. A storage yard to the southwest and empty yard to the Southeast.

The aerial shot shows the addition of an industrial metal shed attached to the western facade. The land to the south of the station has been developed by a Lidl Supermarket and associated parking.



Fig 26. The main building is largely intact but has had significant alteration to the internal environment, elevations, and original materials.

4.3.1 Alteration to Elevations

The southern gable was completely boarded over in 1991 and lower open areas (for the trains) have been filled in with coursed split faced stone, in an attempt to match the original stonework, but forming warehouse type openings.



Fig 27. & Fig 28.

In its present form the three tops glazed sections are preserved, visible but in poor condition. The Stone fill in remains spoiling the openness of the original station.

4.0 Alnwick Railway Station

Architectural design

The Northern and Eastern facades are largely unaltered, with the exception of some doors to the northern façade.

The western façade has a crude metal shed attached to the building, which is not in keeping with the materials or architecture of the original.



Fig 29. - The roof has lost much of the original glass and been replaced with asbestos sheets. However, the roof remains largely original in structure, profile and slates. Original chimneys are in place.



Fig 30.

4.0 Alnwick Railway Station

Architectural design

4.3.2 Interior

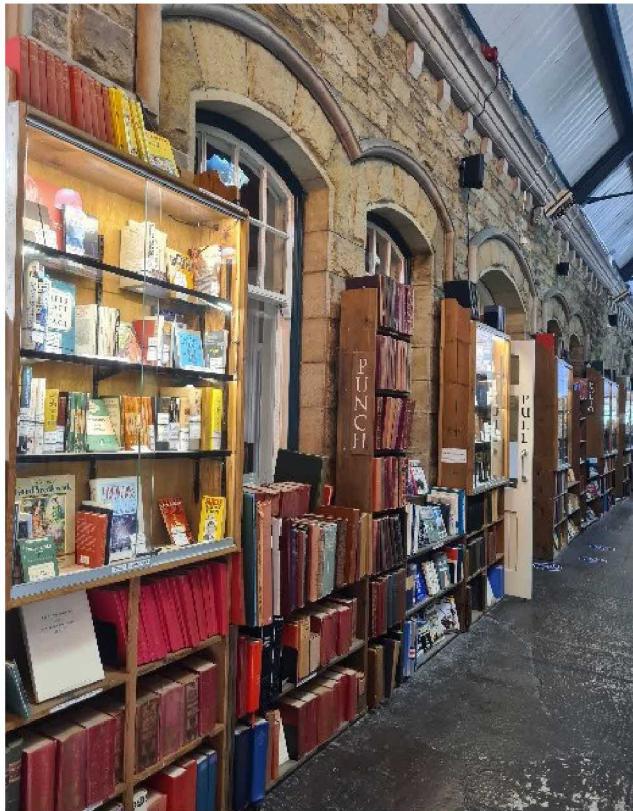


Fig 31. Inside view of platform 1 towards the original waiting rooms in the centre of the station.

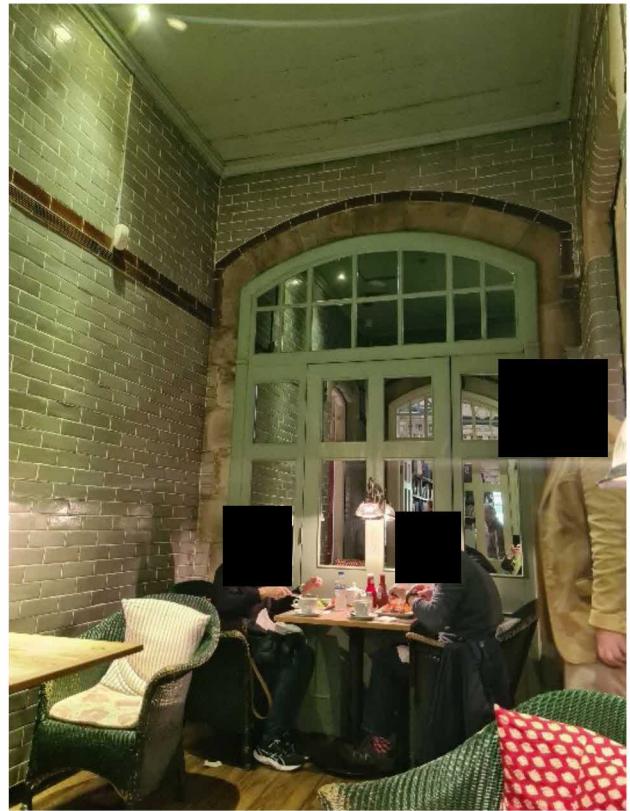


Fig 32. Original green glazed tiles to the central rooms, adding character and history to the experience of the buildings. The doors are blanked off and access isn't currently possible

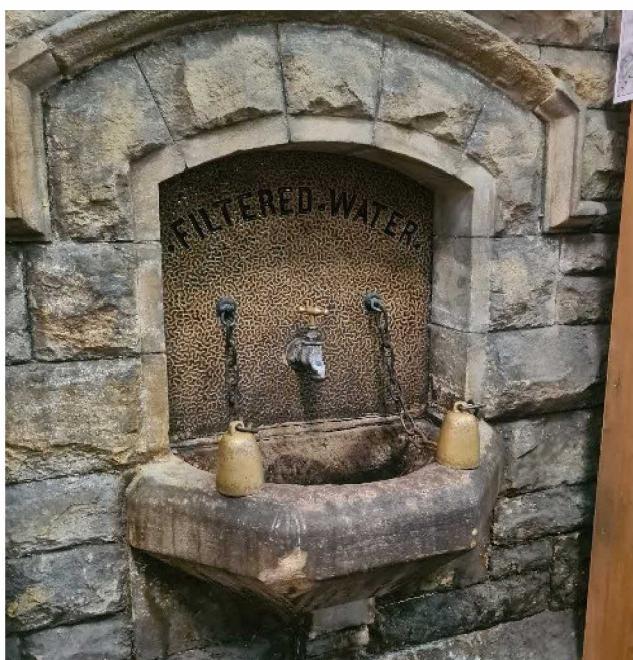


Fig 33. Original details of the drinking fountain for travellers on the platform.

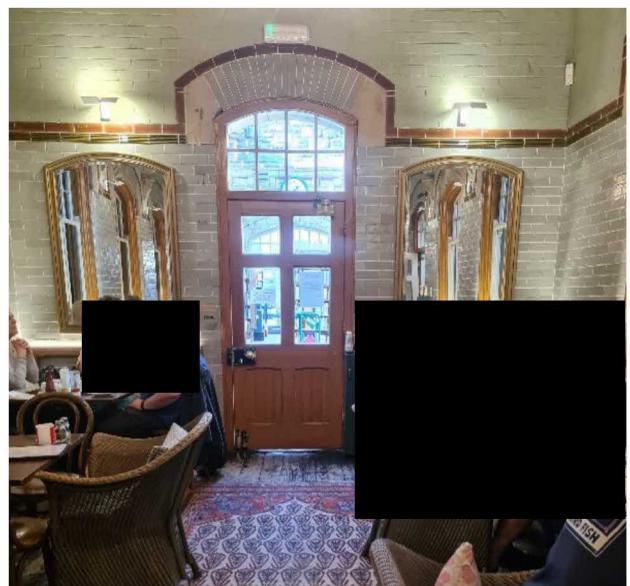


Fig 34. The former third class waiting space, the most original room, used as the café lounge.



Fig 35. Platform 2. The floor filled in. Free standing storage units in blockwork fill the space.

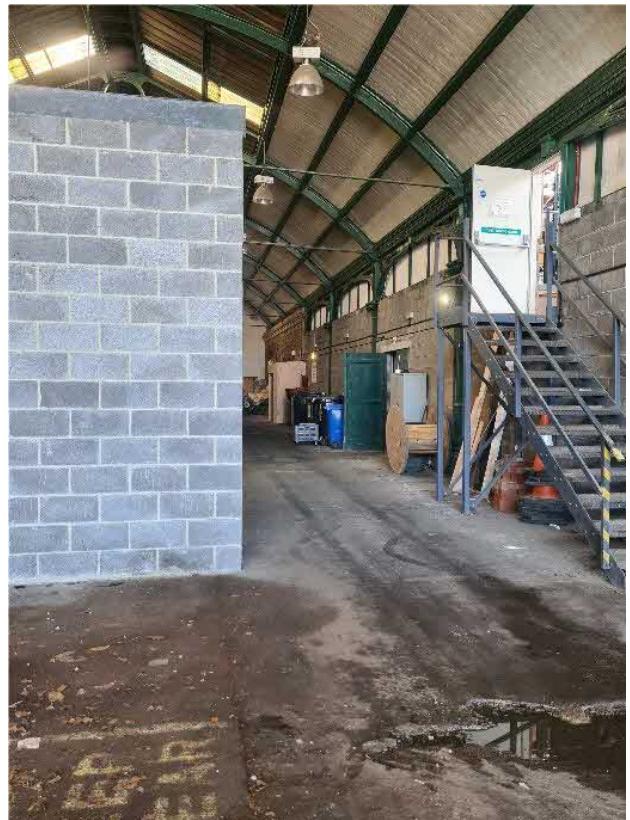


Fig 36. Original walls hidden by new blockwork infill.

4.4 Orientation and Aspect

An important aspect of the Station is the position set high above the road. Its presence from the road has not diminished and remains an important streetscape scene for Alnwick. The maintenance of the grass bank and trees allows the eastern side to remain very close to its original form.

The building impact has been eroded with the absence of the rail lines, the sidings and ancillary buildings removed.

To the west a metal shed has been added to the building forming commercial units changing the character of the site. Along with the Lidl to the south, the Site impact has changed.

5.0 Historic Value

Historic Value

Historic value is the value deriving from the ways in which past people, events and aspects of life can be connected through a place to the present. [*8]

The history of the building of Alnwick station and the Architect William Bell have been covered in section 3.2.

The historic value of the building is a fine example of Victorian Railway Architecture. The building along with the Castle is a principal feature of Alnwick, set outside of the historic centre, with its' own distinct town character.

The period of 1850 - 1900 represented the high period of railway architecture in the country. The station was not the largest or the grandest but is significantly bigger than would be expected for a branch line station for a town of this size.

The NER stations that remain illustrate a period in time and the method of transport that was in its heyday. During Bell's time the NER reverted to using a mildly updated version of the Arched trainshed roof pioneered by John Dobson at Newcastle, and good examples of this are to be found at Darlington Bank Top Station (completed 1887), the remodelled Hull Station (1903-05) and the extension of the early 1890's at Newcastle itself.

Other examples existed at Stockton Station 1891-1893, with small additions at Gateshead and North Shields and the example at Alnwick 1877. [*6]

The building purpose has been changed and is now used for retail and storage and there has been considerable internal alterations, but the form is still recognisable and the function is legible.

A series of original drawing exist in the National Archive in Kew. Included in this report are a selection of some of the material held. They further demonstrate the craftsmanship, detailing and Architectural thought that went into NER stations.

Photographic illustrations of original drawings held at Key records.

5.0 Historic Value

Historic Value

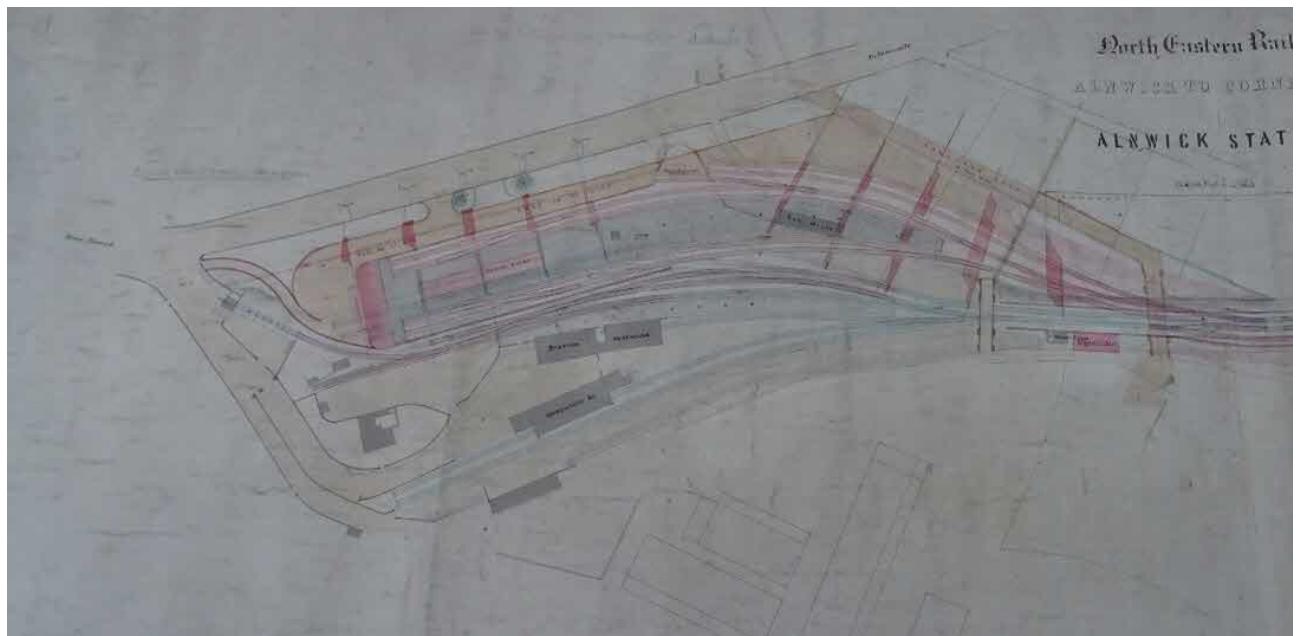


Fig 37. Overall plan of the station.

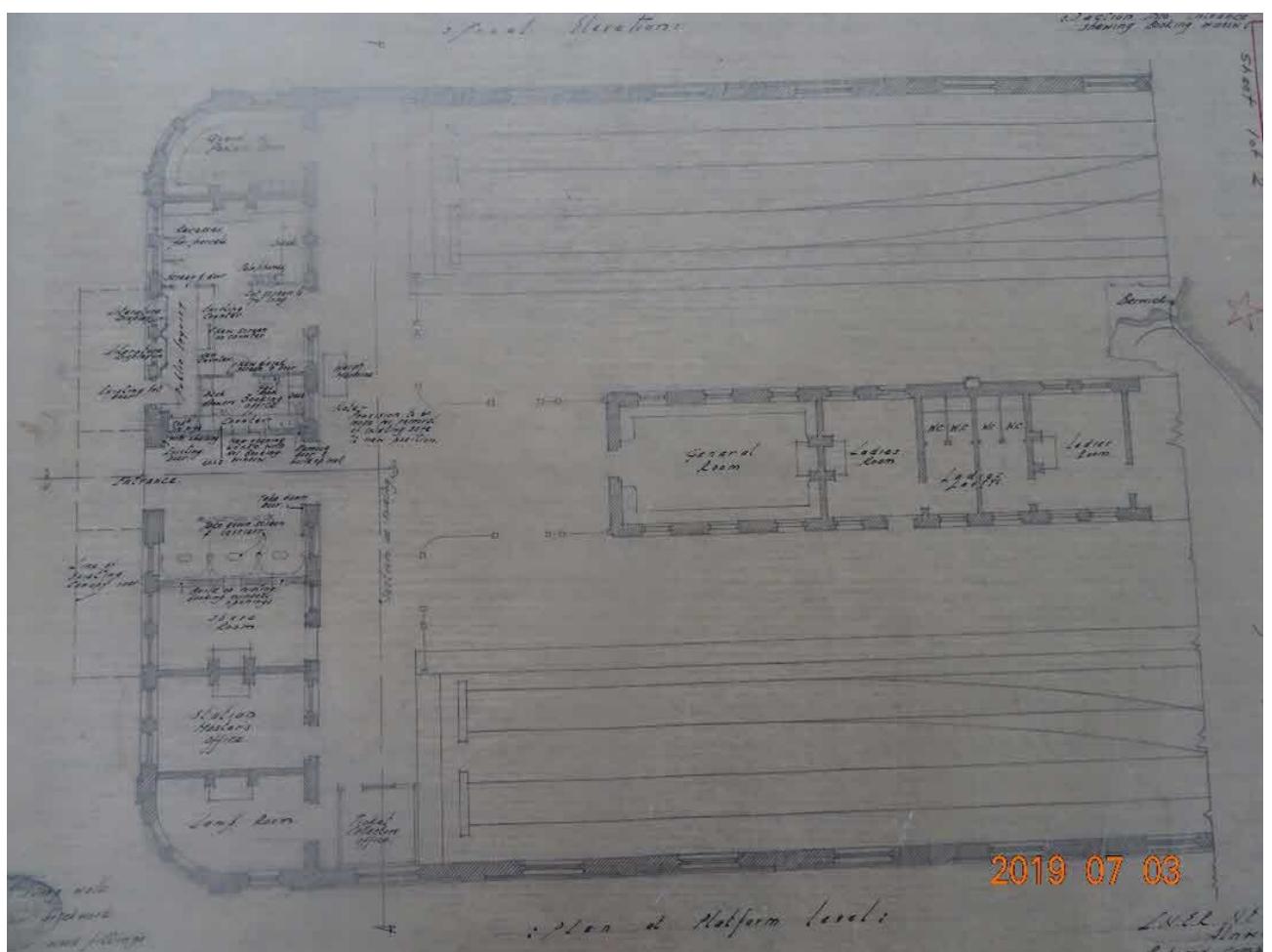


Fig 38. Plan of the office and central waiting rooms.

5.0 Historic Value

Historic Value

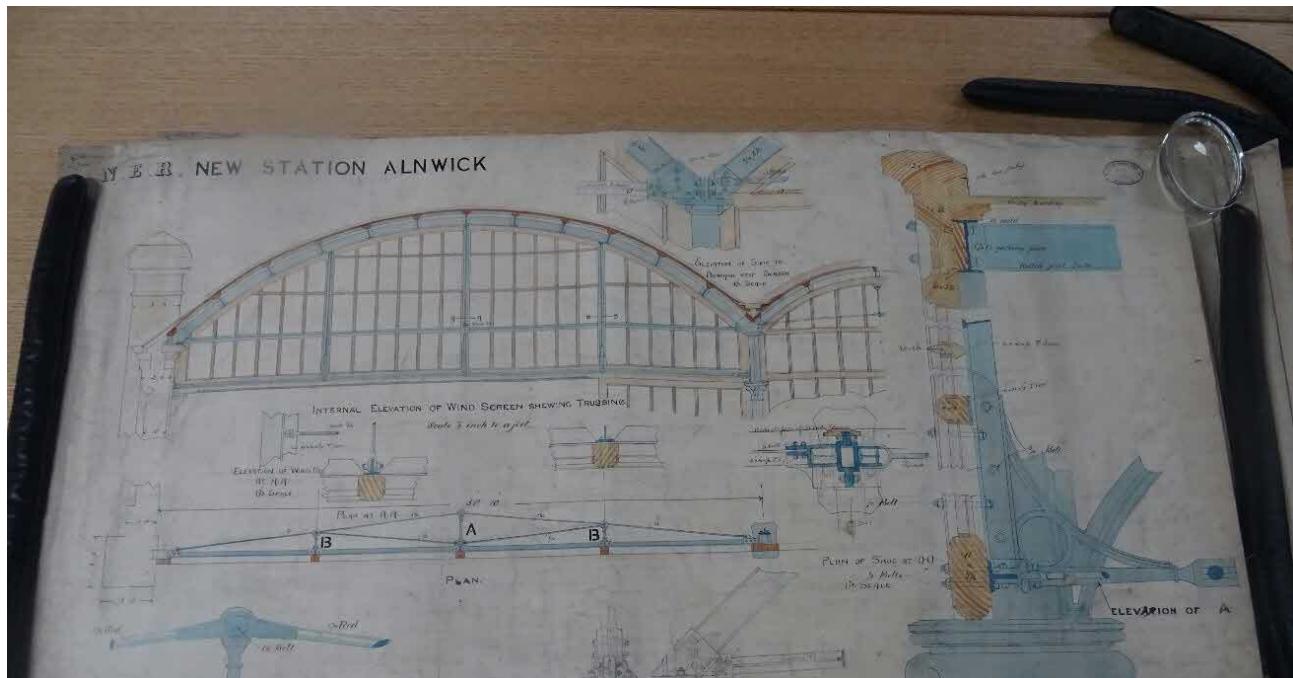


Fig 39. Detail of the glazing.

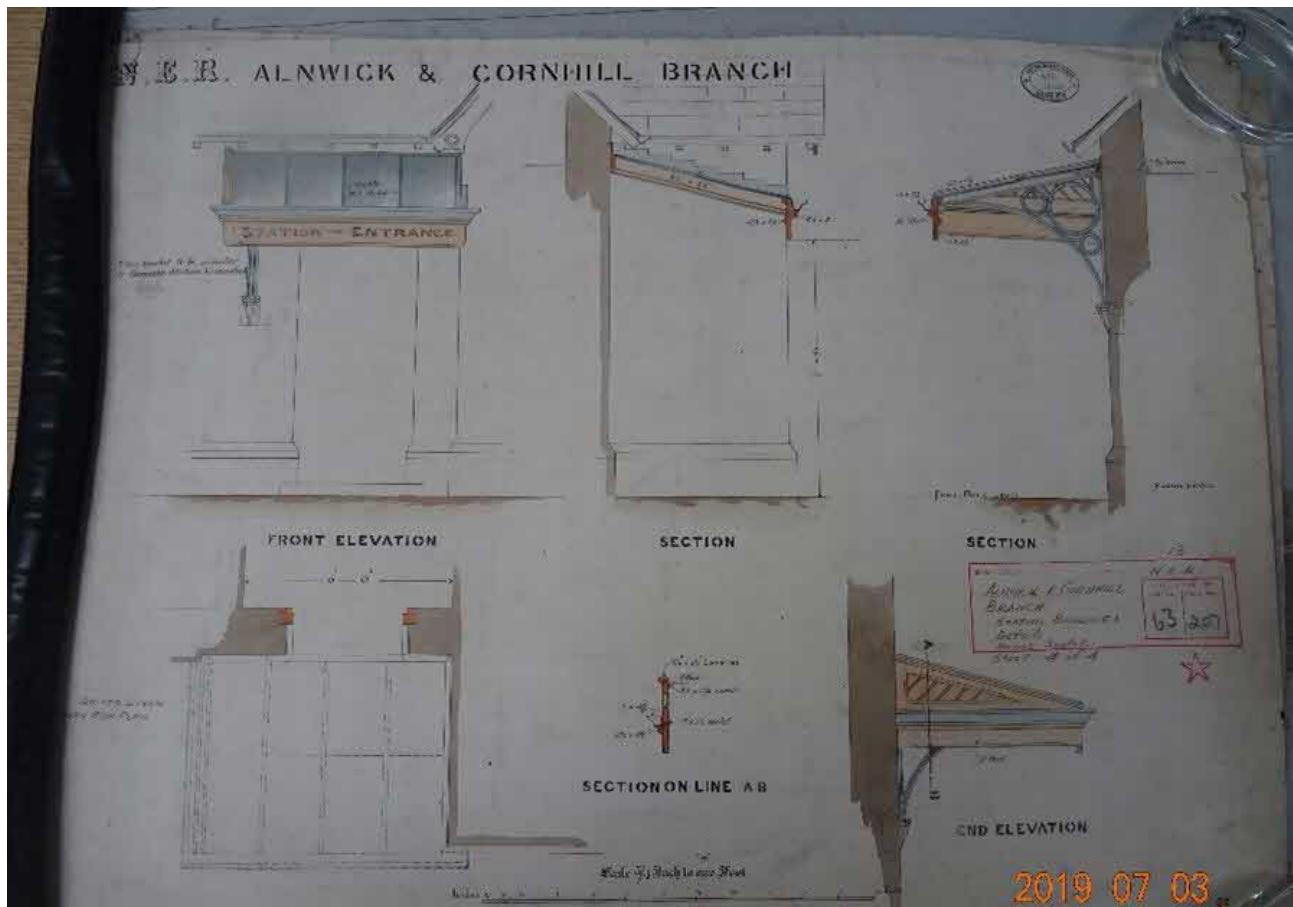


Fig 40. Plan of the office and central waiting rooms

5.0 Historic Value

Historic Value

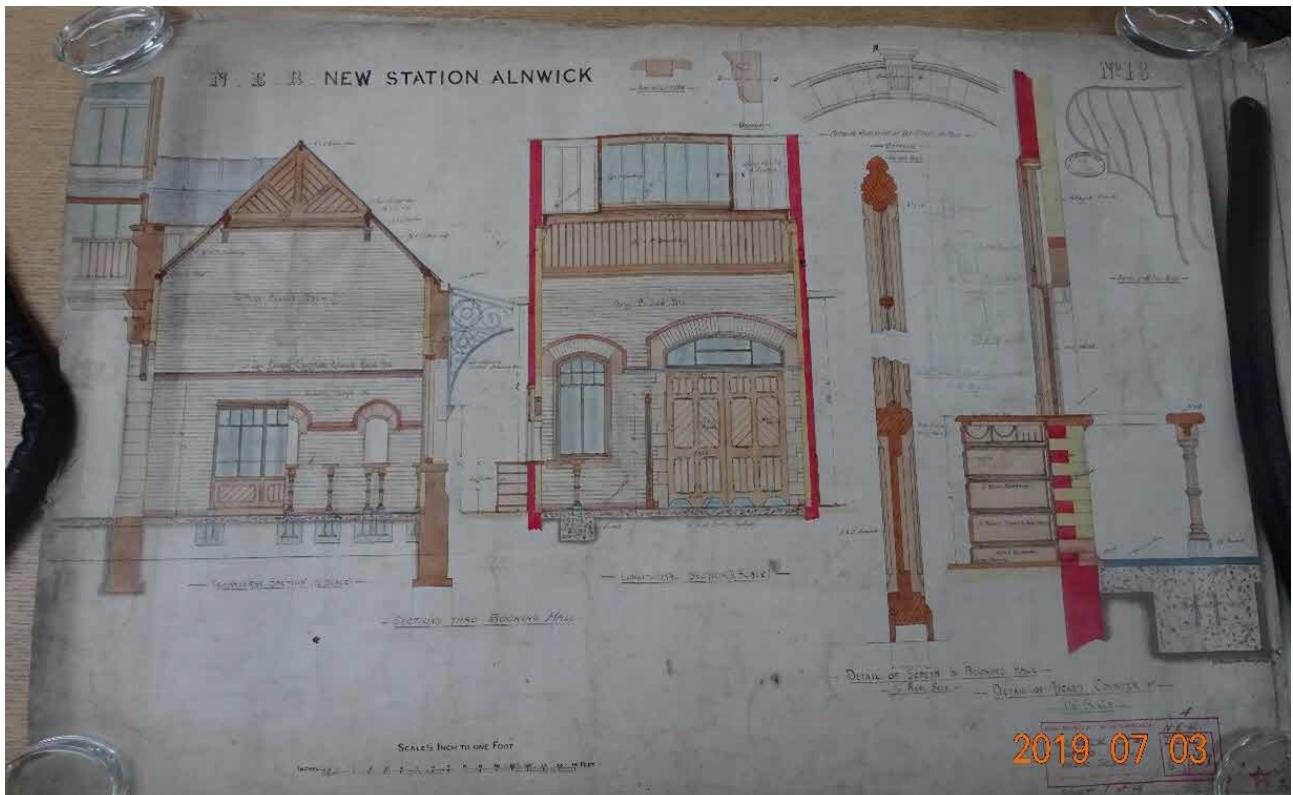


Fig 41. Elevations and sectional detail.

6.0 Aesthetic Value

Visual Importance

Aesthetic value is 'value deriving from the ways in which people draw sensory and intellectual stimulation from a place.' [*8]

The station building has a beauty about its' shape and proportion derived in part from the functionality of the covered platforms above the rail line that stopped in the termini building. The building in its' simplest form could have been a cover, but the Victorians celebrated their new railways using quality materials building cathedrals for steam.

The contrast of the attached metal shed building could not be more profound with its utilitarian square form and economy of shape, design and use. The latter building has a significant negative aesthetic impact on the site and the building.

The original building retains a stimulated and fascinated appeal. Its' use of materials (stone and slate) in a refined and simple architectural design is elegant and appropriate to the materials of Alnwick. The building position and largely unaltered eastern and northern facades, set high above the road with the landscaping of mature trees, is of high visual importance.

7.0 Evidential Value

Historic Value

Evidential value is defined as how building reveals evidence about past activity. [*9]

The building is recognized with a Grade II status although its' original purpose is no longer in use. The building continues to tell us about its' past and the history of the period. Its' entrance path and the route through indicate the activity of the station.

The entrance is now through the parcel office and through into the main concourse. This is not the original main entrance route experience which would have then taken you into the open concourse. Now it's divided off with a vertical wall (to the ceiling). Again, this changes the feel and experience of an original station.

Moving through into the main book hall, the bookshop allows visitors to experience the elegance and height of the structure. A lot of the rooflights have been filled in with asbestos sheets which do spoil the impact of lightness on the building structure.

The original central rooms, which were once the waiting rooms, have all been retained and some are now used as the café for the book shop. They immediately create a character and warmth taking us back to an era of steam travel. The rooms with original green glazed tiles, fireplaces and furniture have a high evidential value to the building. Accessible from one side only and blocked off to the empty half, none the less they conjure up an emotional response to the building.

The end part of the building is used as a store for the bookshop (with mezzanine added) with the end walls filled in, making it difficult to read the building.

The other half of the building is more open, but has a series of blockwork structures built in, the floor is level, and the central rooms are largely hidden. The original form is visible but altered. Large parts of the building are not accessible to the public further reducing the communal value of the building.

The absence of tracks, ancillary buildings and external spaces connected to the railway reduce the evidential value. The views to the bridge (now landscaped), the Lidl store and adjacent retail park all have layered over the previous use of the site.

7.0 Evidential Value

Historic Value

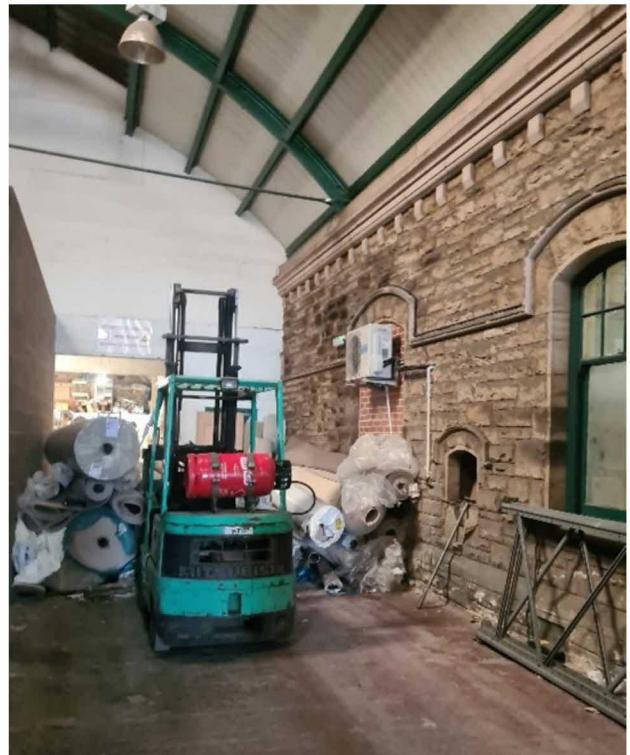


Fig 42 & 43. Photo of the waiting rooms – opposite sides of the central waiting rooms

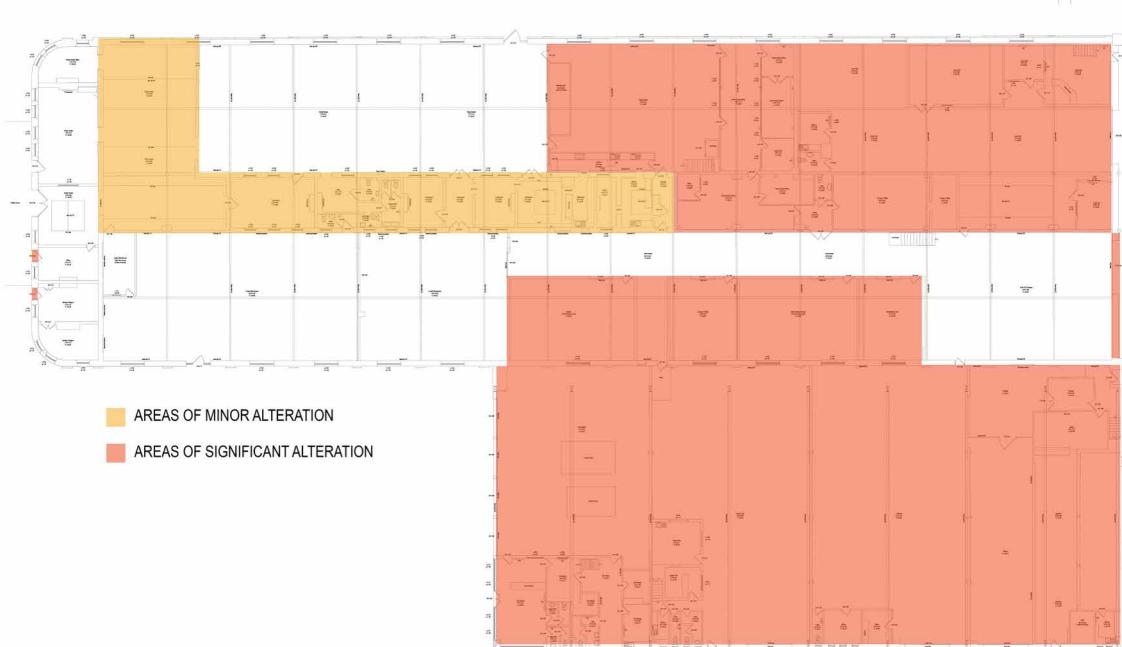


Fig 44. Existing Ground Floor Plan

7.0 Evidential Value

Historic Value



Fig 45. Existing North West Elevation

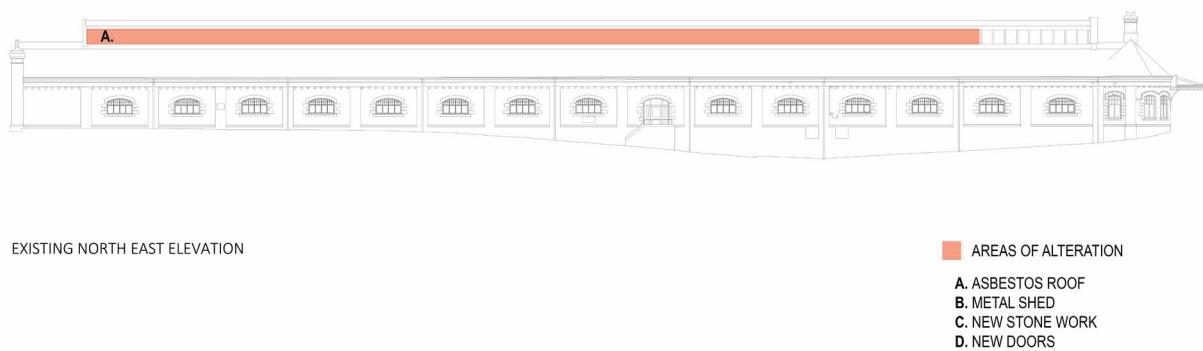


Fig 46. Existing North East Elevation

7.0 Evidential Value

Historic Value

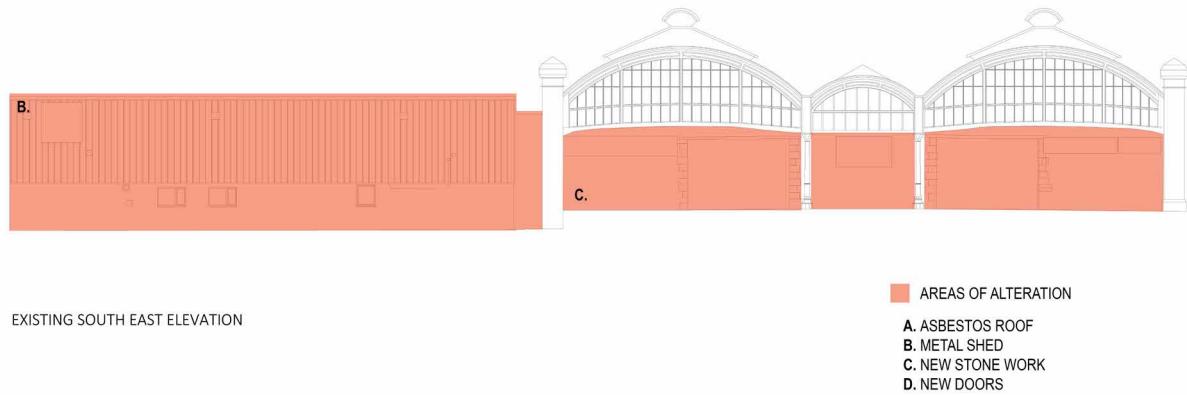


Fig 47. Existing South East Elevation

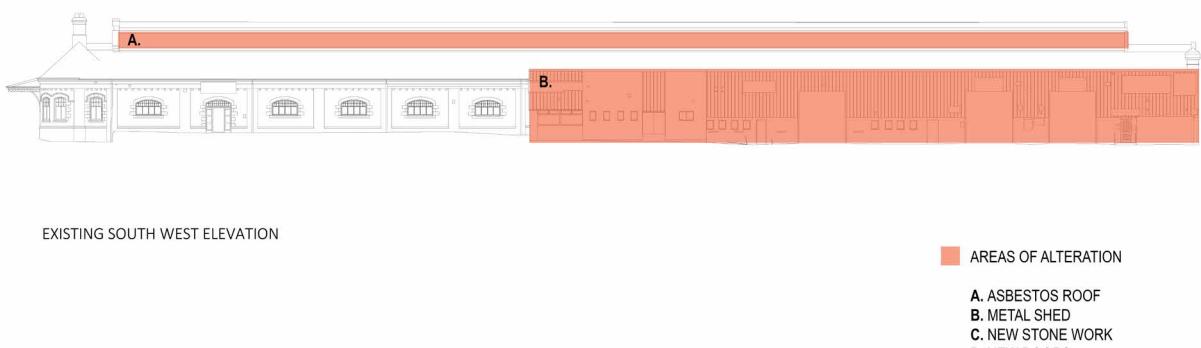


Fig 48. Existing South West Elevation

8.0 Communal Value

Historic Value

Communal value is a value derived from the meanings of a place for the people who relate to it, or for whom is figures in their collective experience or memory. [*9]

The building has a communal value from its historic and architectural attributes. Only a small portion of the building can be accessed and although enjoyable, limit the impact and enjoyment.

The building shut to passengers in 1966 and closed completely in 1968, so only those people over 65 years old would remember the station in use.

The Bookshop use of part of the station hints at its previous use and the clever use of internal spaces allow visitors to experience spaces of the old station..

Signed

Neil Turner

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Conservation Accredited Architect*



9.0 Appendix

[*1] appendix The Newcastle and Berwick Railway (N&BR) was authorised by an Act of Parliament on 31 July 1845, it was one of a number of competing proposals to build a railway between Newcastle and Berwick upon Tweed. The N&BR took over the Newcastle and North Shields Railway. It was also one of 3 railway companies which funded the building of Newcastle Central Station. The building of the N&BR involved the major engineering challenges of building the High-Level Bridge over the River Tyne and the Royal Border Bridge over the River Tweed (opened 1848 & 1850, respectfully). Following an amalgamation with the York and Newcastle Railway it became the “York, Newcastle and Berwick Railway” (YN&BR) in c.1847. The YN&BR was later subsumed into the Northeastern Railway (NER) in 1854.

Co Curate website – Newcastle University – Railways , Newcastle and Berwick railway <https://co-curate.ncl.ac.uk/newcastle-and-berwick-railway/>

[*2] appendix - Information from Addyman JF and Mallon, JF. The Alnwick and Cornhill Railway 2007 pages 63-64)

A history of Newcastle and Berwick railways – John F Addyman, North East Railway association, pages 55- 56

[*3] Appendix – original railway station - Alnwick branch history

The contract for construction was let in August 1848. Progress was rapid and the line was ready to be formally opened on the 5th of August 1850. The original station was constructed at the edge of the town, adjacent to Shilbottle Coal Company depot. The depot was served by a wagonway from Shilbottle Colliery – the route of which the present day Wagonway Road in Alnwick follows.

The station was quite a modest affair, occupying the area now used as hard standing in front of the present-day car workshops, and consisted of a stone built single storey building about 60 feet long, containing offices and waiting rooms. A single platform was provided, and it is quite possible that the short section of platform that survives behind the Station master's house dates from this time. Other buildings provided included a large stone-built goods warehouse and assorted stables and stores. A signal box was built at the south end of the station yard.

[*4] – William Bell Architect

A history of North eastern Railway Architecture; Volume three – Bell and Beyond

This volume picks up the story of North-eastern Railway architecture at the start of 1877, when William Bell began his almost forty-year stint as architect, and follows it through the LNER and British Railway periods down to 1995, when the York railway architects office was disbanded, in the run up to railway privatisation.

The Bell period saw many ambitious new buildings, such as the stations at Darlington Bank Top and Tynemouth, a considerable enlargement of the company's workshops, and some fine office

9.0 Appendix

buildings, as well as a wide range of small stations and other works.

[*5] Alnwick Railway Society

[*6] Railway Architecture of Northeast England.

William Bell occupies a special position in the development of the NER architecture, having spent his whole career with the company and served as Chief Architect from 1877 to 1914.

During his time the NER reverted to using a mildly updated version of the Arched trainshed roof pioneered by John Dobson at Newcastle, and good examples of this are to be found at Darlington Bank top station (completed 1887) , the remodelled Hull station 9 1903-05) and the extension of the early 1890's at Newcastle itself .

Other examples existed at Stockton Station 1891-3, with small editions at Gateshead and North Shields and the example at Alnwick 1877.

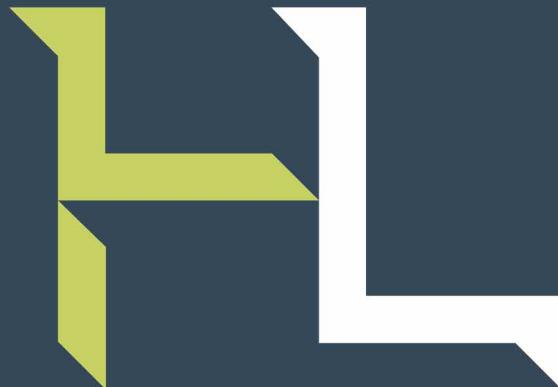
Under Bell, The Department also produced Tynemouth station 1882 with elaborately detailed supporting ironwork and a lightness of touch in the actual roof structure. This form was seen in the latter Whitley Bay station 1911 and extensions to Bridlington 1912 and York 1890 and 1909.

[*7] - Illustrations from the North Eastern Branch Line Termini Book (pages 25), Oxford publishing 1985 – main elevation to the North and Section through the building.

[*8] - Conservation Principles, Policies and Guidance, For the sustainable management of the historic environment, published by Historic England in 2008, suggests that value is: 'An aspect of worth or importance, here attached by people to qualities of places.'

- Aesthetic value is: 'Value deriving from the ways in which people draw sensory and intellectual stimulation from a place.'
- Communal value, is: 'Value deriving from the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory.'
- Evidential value is: 'Value deriving from the potential of a place to yield evidence about past human activity.'
- Historical value is: 'Value deriving from the ways in which past people, events and aspects of life can be connected through a place to the present.'

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