



Wingfield Station Conservation Plan

DERBYSHIRE HISTORIC
BUILDINGS TRUST

27th November 2020





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All photographs are taken by Mel Morris (Mel Morris Conservation), unless otherwise stated.

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Vision

In 1835 George Stephenson began surveying the line of the North Midland Railway and in 1840 Wingfield Station and the line first opened between Derby and Leeds. Wingfield Station is the only original station along this line to survive. It is not only an early pioneer, it is an accomplished work of architecture by Francis Thompson, with a level of sophistication rarely found on railway buildings of the early pioneering period.

From 1840 until 1856 Wingfield Station remained highly valued and admired internationally, along with the other stations and engineered structures of the NMR railway, enjoying a high profile status and remaining in a relatively tranquil countryside setting. As the rail network consolidated, and as industrial interests took precedence, new sidings were introduced to serve Waterloo Colliery and other collieries, passing through the station entrance approach and forecourt, followed by other colliery and ironworks sidings to the south. The original setting of Wingfield Station was rather disregarded from 1856, as it changed to accommodate the pecuniary interests of the various landowners, local entrepreneurs, the expanding population and other drivers of the local economy.

After closure in 1967 and 53 years of lack of maintenance, the building is in a very severe condition. This is compounded by its proximity to the railway, because the platform was removed as part of the closure and the railway demise (boundary) now lies on building line; in effect the wide extended eaves overhang the Network Rail land.

The aspirations of the Derbyshire Historic Buildings Trust's project are to both protect the rarity, the special architectural, aesthetic and cultural significance of Wingfield Station, and to facilitate the provision of interpretation and document the changing fortunes of the building and changes to its setting. The interpretation will reveal:

- Phase 1 - The pioneer phase (1835-1841), putting the construction of the line and the station in context
- Phase 2 – The post-pioneer phase (1841-1856), reflecting widespread recognition of its value and local stories
- Phase 3 – The industrial phase (1856-1900), revealing extensive changes to the setting
- Phase 4 – The twentieth century station (1900-1967), putting into context the changes to the rail network, the two world wars and local stories within living memory
- Phase 5 – Post-closure (1967 onwards), the slow demise of the station and its regeneration

The exceptional qualities of this pioneering building can be seen in both the desire to mitigate the impact of a large and intrusive engineering project into a sensitive and widely admired scenic landscape and to capitalise on this by ensuring that the station contributed to the landscape quality and was part of a picturesque journey on the railway, for public enjoyment and an end in itself, as much as for getting from A to B.

The unusual survival of the building as a largely unaltered example of an early station makes a strong case for 'authentic restoration' of Francis Thompson's very refined design and removal of some of the later unsympathetic alterations or short-term repairs. As the building is being revealed, we are establishing a clear understanding of the original and later alterations. There are, however, practical constraints imposed by its proximity to Network Rail's Midland Main Line and balance is needed to ensure its long-term preservation and maintenance is secured.

Executive Summary

The Derbyshire Historic Building Trust and their appointed professional design team are working with the government's heritage advisers Historic England and the National Lottery through their Heritage Fund (Enterprise Programme) and with Network Rail to address the complex issues surrounding the re-use, repair and on-going maintenance of Wingfield Station, which is acknowledged to be a very significant 'Building at Risk', of international importance.

This Conservation Plan brings together the results of a long series of discussions, video meetings and workshops, which have taken place during the 2020 pandemic, under a time of constrained access, to address how we can both secure the future use of the building, create a commercially viable workspace/s and undertake sensitive repair, which both recognises the aesthetic and historic importance of the building and at the same time reconciles the need to avoid regular maintenance to the Network Rail side of the building.

During 2020 the building has been secured, the interior and the site has been cleared of considerable debris, areas of paving have been exposed and a full suite of investigative studies have been undertaken to address: structural integrity, nature conservation interests (e.g. bats and site ecology), timber condition, plasterwork condition, drainage, authenticity of details, paint and wallpaper research.

The history of the building has been researched, within the limitations imposed by 'lockdown', by engaging with the international community (Howard County Department of Recreation and Parks, Maryland, USA), the local community interest groups and neighbours, and a number of railway trusts and enthusiasts, including the Midland Railway Study Centre. We have also been able to confer on our findings with John Minnis, who is the foremost authority on railway architecture in the UK, and Richard Pollard and Robert Thorne of Alan Baxter Ltd, who are the authors of the detailed 'Midland Main Line Statement of History and Significance', and heritage advisers to Network Rail on many stations, including Bristol Temple Meads Station.

The findings of the Conservation Plan process, incorporating an assessment of relative significance, have informed the project and the workshop discussions within the Trust and with Historic England have informed the Conservation Plan. As a result, the Plan is a robust document, which is all the better for this dialogue, which will continue into 2021 as the scheme develops in detail. Recognition of the evidence of the architectural detail and decorative schemes both within the building in the spaces and architectural details, and the quality of the exterior masonry, joinery, and specialist trades involved in the building construction is informing the development of the design.

The station building will be used in the future as offices and the Goods Warehouse will be used as a separate lettable space, potentially separately in the short-term. The project provides a degree of flexibility for the future use of the station and the Goods Warehouse, either as a combined lettable space or separate lettable spaces. Securing an economic use, which brings in an income at the market rate, and incorporating flexibility in the planning and provision of heating, services and toilet accommodation, is key to the Trust's long-term plans.

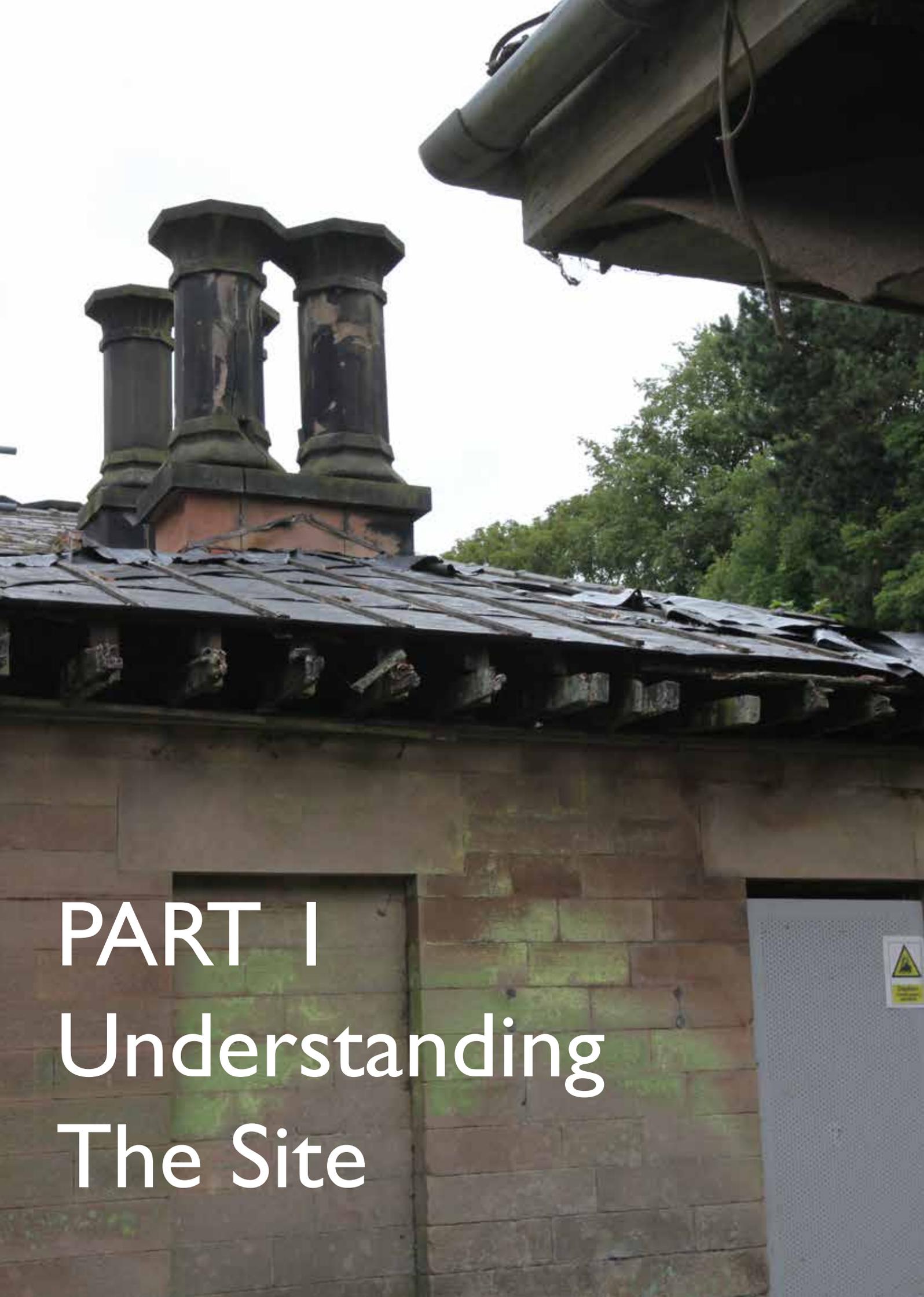
In order to address the opportunity, and demand, for interpretation and access to the building, the buildings will be restored in their authentic finishes and details for public viewing. Viewing the interior of the station will be by special arrangement and/or on Heritage Open Days. At all other times, the site will be interpreted by information boards which will be either free-standing or associated with railway artefacts.

The Policies set out in Section 5 of this Conservation Plan address how the site will be managed when the project is complete. Policies will need to be reviewed as the project gains momentum and the Conservation Plan will need to be reviewed again and published once there has been detailed consultation with Network Rail.

The Conservation Plan programme and lengthy consultation process has enabled us to provide a robust reasoned justification for the applications for planning permission and listed building consent, which are being submitted at the end of 2020.

Acknowledgements

We gratefully acknowledge the assistance and advice of the following people, who all share an interest in historic railway architecture and the future of Wingfield Station: Colin Morris, Phil and Julie Cheetham, Clarence Hill, John Minnis, Robert Thorne, Richard Pollard, Emily Mosher, Carol Brown, Nick Wheat, Dave Harris, Andrew More, Terry Hughes, the staff of Derbyshire Record Office, Melissa Murphy of the Baker Library, the Trustees who give so freely of their time, Peter Milner, Barry Joyce and Allan Morrison, and of course all the professional people involved with the project – you know who you are.



PART I
Understanding
The Site

1.1 What is a Conservation Plan?

A Conservation Plan is a practical working document that identifies the significance of an historic site and then identifies all issues and areas of potential conflict that may have an impact on that significance. The understanding gained through the conservation planning process will therefore help decide on the best approach in finding an appropriate balance between repair, conservation, restoration and making changes. Specific policies set out how to consider these potential conflicts to manage the site for its future conservation.

A Conservation Plan involves considerable consultation and supporting investigation in order to produce a document that can be fully supported by all of the stakeholders.

This Conservation Plan has been commissioned by the Derbyshire Historic Buildings Trust and has been written by Mel Morris. It is informed by a number of reports and expert advice, as follows:

- Measured and Topographical Survey – James Brennan Associates (August 2020)
- Schedule of Urgent Works & Specification – Bench Architects, October 2019
- Condition Survey – James Boon Architects (2020)
- Structural Survey – Price Myers Consulting Engineers 2020
- Architectural Paint Analysis – Catherine Hassall, August 2020
- Timber Survey – Floyd Consult, July 2020
- Repairs advice on plasterwork, P. Gaches, August 2020
- Building Inventory – August 2020, Mel Morris Conservation
- Level 3 Photographic Record – April 2020, Mel Morris Conservation

This Conservation Plan is informing and is being developed in tandem with the preparation of a full schedule of repairs and restoration works to Wingfield Station. Wingfield Station is the principal current project of the Derbyshire Historic Buildings Trust who have been awarded two large grants, one from the National Lottery Heritage Fund Enterprise programme of £137,000, to develop the project, and one from Historic England of £263,000 towards the cost of urgent repairs. Alongside using some of their own reserves, the DHBT have also been awarded grant funding from the Architectural Heritage Fund and the Pilgrim Trust to support this project development phase.

Once the necessary surveys, reports and consultations are completed, the DHBT will submit a second application to the National Lottery Heritage Fund for the main grant funding (the delivery phase).

1.2 Consultation

The Conservation Plan has been circulated to Historic England, in its draft form, and to the National Lottery Heritage Fund mentor, who has made representations about modifications, which are incorporated into this report. Historic England has been involved in the detailed discussion over the works of repair, restoration and alteration, as part of their role as grant funding body for Urgent Works and in their advisory capacity as the government's advisers on Grade II* listed buildings. A site visit with Historic England and Amber Valley Borough Council's conservation adviser has been supplemented with a series of video workshop discussions.

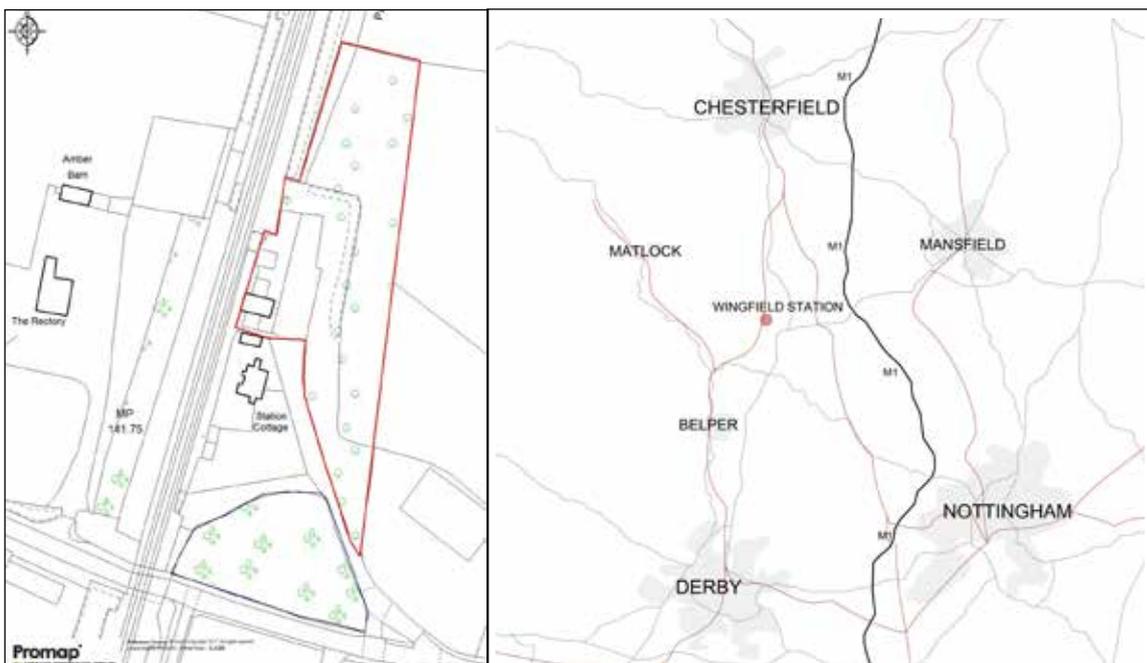
As part of the development of an Activity Statement under the Heritage Enterprise Programme, funded from March 2018, the project is seeking to:

- take pro-active measures to be inclusive, remove barriers to access and reach new and diverse audiences,
- to further develop plans to support student learning opportunities in delivering the project,
- further develop interpretation plans and the opportunities to involve students and relevant community groups in creating and delivering interpretation.

Engagement and consultation is being developed with railway enthusiasts and railway trusts, local schools and further education establishments, and the local community and neighbours and new audiences. There is an on-going dialogue with the South Wingfield Local History Group, who have been involved with discussion over the interpretation of the building and their potential role in that, and a series of workshops are developing a strategy for interpretation. The DHBT has hosted a series of site tours with special interest groups and the local community.

1.3 Location and Context

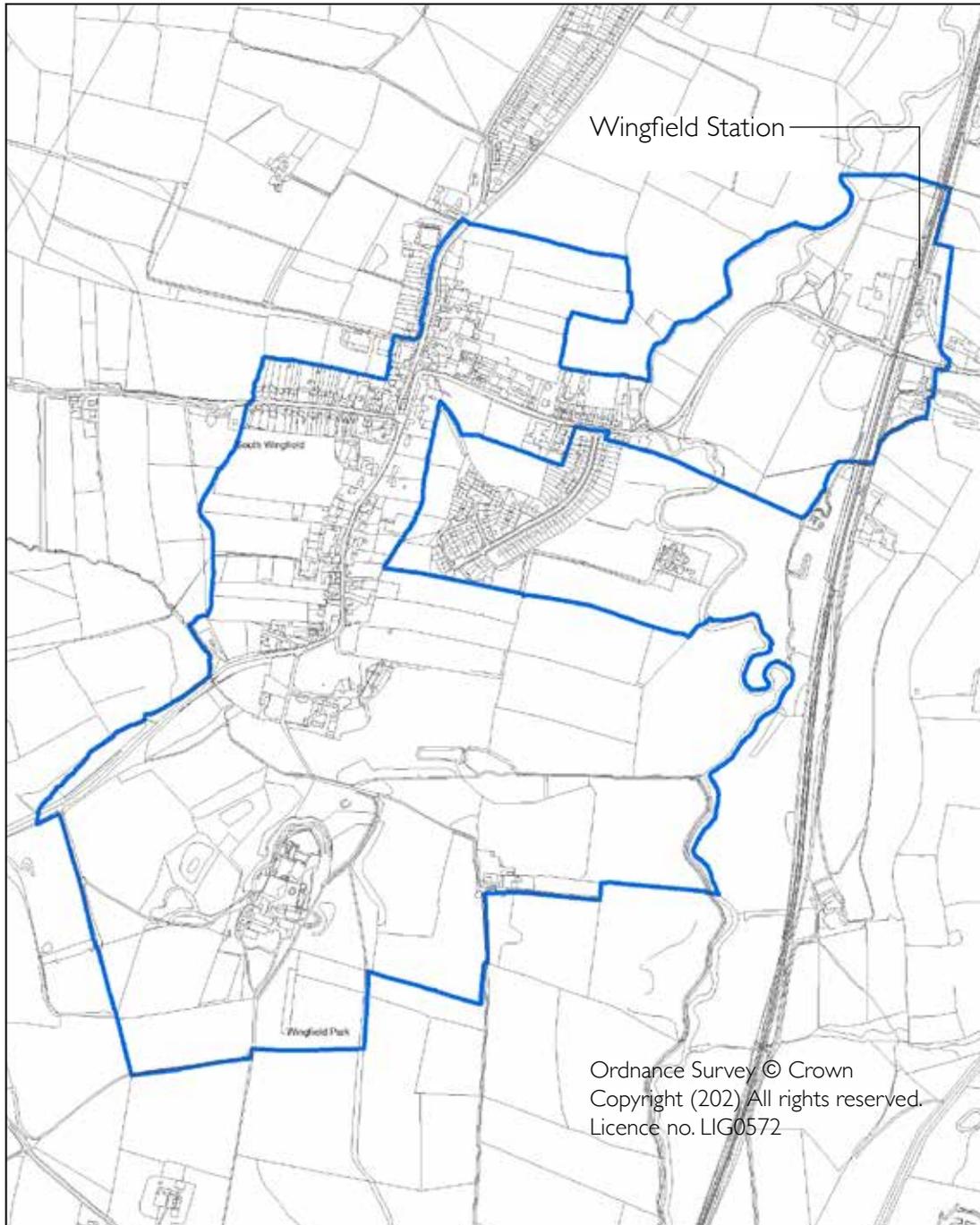
Wingfield Station is located at Holme Lane, South Wingfield, DE55 7LJ, at grid reference SK 3850 5577. It sits to the east of the River Amber, the Church of All Saints, and the Midland Main Line railway. The site area extends to approximately 0.55 ha (1.35 acres), the western boundary of the site is the operational Midland Main Line railway, which is the responsibility of Network Rail, between Derby and York and the eastern boundary adjoins a field of pasture. The former station lies at 80 metres AOD on solid geology of Pennine Lower Coal Measures Formation, in an area which was deep-mined for coal during the late eighteenth century and throughout the nineteenth century. The Derbyshire Landscape Character Assessment splits the site into two character areas, although this is not perceptible on the ground: Riverside Meadows and Wooded Farmlands (LCT – Peak Fringe and Lower Derwent).



1 Wingfield Station location

1.4 Statutory Designations

In addition to the listed buildings, which include the station (grade II*), the adjoining goods warehouse (also part of the grade II* listing), the walls to the former station platform (grade II), and the two cottages including the 'Station Master's House' (grade II), the whole of the ownership boundary falls within South Wingfield Conservation Area and the conservation area boundary, which was designated on 30th January 1991, stretches as far as the footbridge over the railway. Slightly further to the south the railway bridge which crosses Holme Lane is also listed grade II. The station was first listed on 25th May 1971 at grade II and was upgraded on 21st April 2015 to grade II*.



2 South Wingfield Conservation Area - boundary

1.5 Ownership and Future Use

The freehold owner is the Derbyshire Historic Buildings Trust (DHBT), a non-profit organisation and a registered charity, which was established in 1974 to highlight the plight of the many buildings at risk in Derbyshire, and, as a last resort, rescue buildings, adopting exemplary repair, restoration and enhancement. Early on it was decided that it should operate a rolling fund using a renovate and re-sell model and it has received many awards over the years. It has operated as a building preservation trust for many years, reviewing cases of 'Buildings at Risk' and applying pressure on owners and local authorities to enable a pro-active response within Derbyshire.

Wingfield Station, a redundant railway station which sits alongside the Midland Main Line railway, has continued to be a particular problem for many decades and was highlighted in the national press as long ago as 1983. It was only in September 2015 that the Local Planning Authority, Amber Valley Borough Council, with support from Historic England, resolved to use its planning powers to acquire the building, which is in an advanced state of decay. It succeeded in obtaining the station by a Compulsory Purchase Order, which was approved by the Secretary of State and Wingfield Station passed to the DHBT in December 2019.

Once the station is restored, the DHBT is intending to let it as commercial space, this having been identified as the optimum use in a previous viability study. The Station is viewed by the Trust as an outstanding heritage asset meriting long-term care and investment, and the DHBT will be undertaking regular quinquennial condition surveys using a conservation-accredited architect and will act on the findings. A proportion of the income from the commercial lettings will be set aside to meet future maintenance and repair costs. The final design of the works will help to inform the extent of future repairs but the design will, where possible, mitigate the maintenance risk to the lowest level of liability.

The provision of a secure screen fence between the railway line and the building, will provide some limited opportunity to undertake small-scale works of maintenance to the wings, as set out in the Maintenance Manual, but future works to the main pavilion roof will require a possession order from Network Rail.

1.6 Interested Organisations

Since the closure of Wingfield Station, many residents along with South Wingfield Parish Council have continuously campaigned to save it. In 2007 the newly formed South Wingfield Local History Group (SWLHG) took over the campaign to save the station and prevent the building from deteriorating further. One of the most important achievements of the group was the listing upgrading in 2015. SWLHG are a partner in developing the interpretation of the station and helping to gather oral and social histories relating to the stories and reminiscences of station users.

1.7 Access and Maintenance

The rear 'trackside' wall of the former station forms the boundary of the property and the overhanging eaves of both the station and the goods warehouse, to its north, therefore fall within part of the Network Rail demise. The original station platform was removed prior to 1971. Under the sale of the freehold, the owner of the station is covenanted to seek prior approval from Network Rail for any works to be undertaken to the station buildings. The restrictive covenant also requires fences to be constructed and maintained on the property boundary with Network Rail. It

includes the proviso that any works must be undertaken in accordance with any conditions Network Rail may impose.

Work on any land near the line (within 3m of the edge of the nearest line) needs permission from Network Rail and the rear (west) elevation is within that distance.

As part of developing a strategy for re-roofing and repairs, work (particularly on the west elevation and western roof slopes) will require liaison with, and consent from, Network Rail, and must be carried out in accordance with their procedures. A Basic Asset Possession Agreement (BAPA) was discussed with Network Rail on 5th March 2019. A Possession Order will be required (for the land occupied by scaffolding on the 'trackside' of the building) which flows from the BAPA.

These constraints are influencing the scope of works and the current project to restore the building and to find a new use, as well as addressing future maintenance and add considerable logistical and financial complexities to this project. There is a high cost associated with any works for which access is required to the railway demise, to encompass Network Rail consent and supervision.

Vehicular and pedestrian access to the station is via a shared private driveway, "Station Approach", used jointly by Network Rail to access the trackside, the DHBT, and the owners of the adjoining 'Station Master's House'. There is a well-used public footpath (South Wingfield FP36) which runs northwards along this driveway, through the site, and continues to the pedestrian footbridge over the railway and then connects to SWFP38 which runs east and west.

1.8 Gaps in Knowledge

It is not considered that there are any significant areas of further investigation needed to inform the condition of the building. Further areas requiring investigation include analysis of the performance of materials selected for repair and restoration to inform the detailed maintenance manual and the full specification of paint colours and finishes using architectural paint analysis. One outstanding area of investigation is the wallpaper analysis, which is required to conserve and explore the detailed design of wallpapers to the Ladies Waiting Room. This is being undertaken in December 2020.

There are a number of areas where further knowledge will inform the interpretation of the site, including:

- Investigate contemporary stations with surviving fixtures and fittings.
- Visit and photograph stations in the table (pages 39-40), to draw out comparisons and level of survival and authenticity of early pioneers.

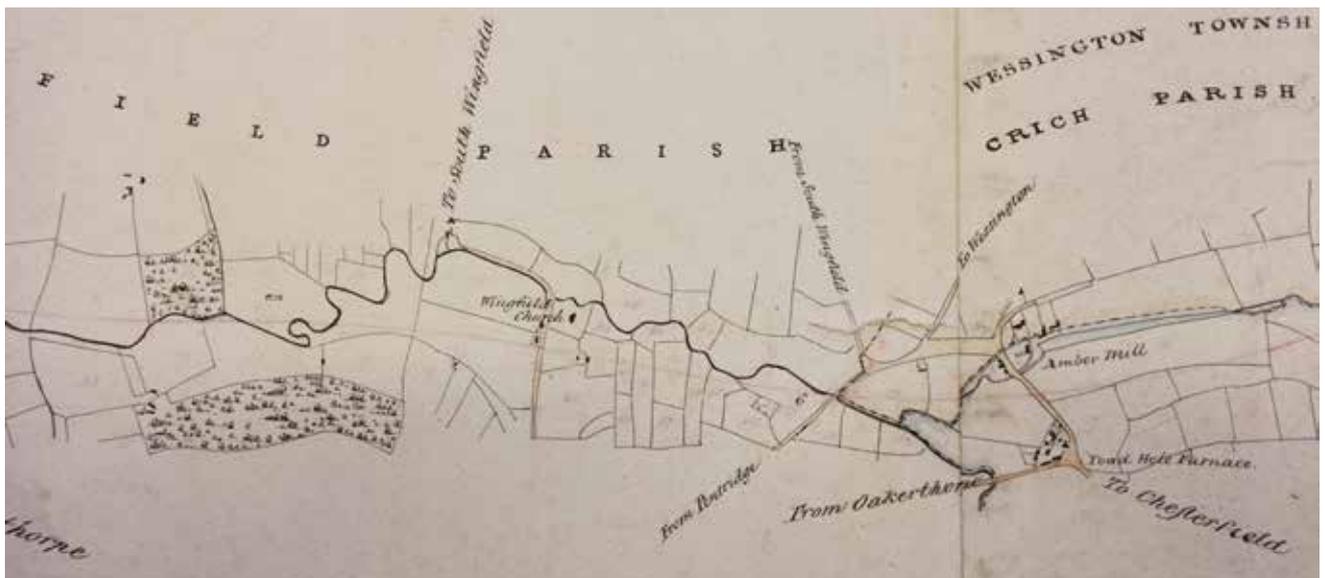
1.9 The Historic Context

1.9.1 The North Midland Railway

Wingfield Station is the only original station to survive along the whole of the route of the North Midland Railway of 1840, stretching from Derby to Leeds. It is both a rare example of the early pioneering railway stations and of international importance for the role it played in promoting the aesthetic value of railways in opening up the countryside to a wide audience in England, the USA, Europe and Canada; this was in part a result of J. C. Loudon's popular publication on architecture promoting Thompson's station designs, but whether Wingfield Station set any specific precedent for a building type is less clear-cut and it is distinctive for its differences, as much as its common traits.

Although railroads and tramways existed at the end of the eighteenth century and in the early nineteenth century, serving the interests of industrial enterprise, it was the Stockton and Darlington Railway, designed by the engineer George Stephenson (1781-1848), which trail-blazed as the world's first public railway to use steam locomotives. Established in 1825 to serve collieries, it is renowned as the earliest, pioneer-line steam locomotive railway in England. It carried passengers initially by horse-drawn carriage along the rails, but in 1833 they were transported by steam locomotive. The earliest full passenger railway in England was also built by the engineer George Stephenson, running from Liverpool (Crown Street) to Manchester in 1830 and the Leicester and Swannington Railway of 1832-3 was the first in the Midlands to carry passengers as well as freight. A large number of railways followed during the 1830s and many of these are summarised in the 'Table of Surviving Stations' on pages 39-40.

Surveys for the North Midland line were first undertaken by George Stephenson in 1835 with Frederick Swanwick (1810-85) who made more detailed surveys subsequently. George Stephenson was appointed Chief Engineer with his son Robert Stephenson (1803-59) and Swanwick was appointed resident engineer and was largely responsible for the design of the bridges and large engineered structures. Robert Stephenson organised the appointment of Francis Thompson, a little-known but talented English architect, living in Canada, to design the stations along the route and the terminus at Derby, the Trijunct station, railway workshops and later the Midland Hotel and railway village in Derby. The North Midland Railway was incorporated under act of 4th July 1836.



3 The first survey in 1835 of the NMR illustrates a different alignment for the railway, running closer to the River Amber (Quarter Sessions plan of 1835 - Q/RP/2/160/1)

The North Midland Railway was one of four early railways which opened in July 1840. The three others were:

- the York and North Midland Railway, for which George Stephenson was the engineer, and which had a series of temporary station buildings; this connected York with the Leeds and Selby Railway, extended in 1840 to meet the NMR in Leeds under the chairmanship of George Hudson.
- the Midland Counties Railway; and
- the Hull and Selby Railway.

The North Midland Railway was one of a group of three railways planned to meet at Derby, of which two were designed by Robert Stephenson. These were:

- the North Midland Railway, which operated between Derby and Chesterfield and onwards to Rotherham and Leeds, was pre-eminently the work of George Stephenson (1781-1848) and Robert Stephenson (1803-1859). The NMR was the only railway which intended to base its headquarters in Derby.
- the Midland Counties Railway, which ran between Derby and Nottingham to Leicester and on to Rugby, was surveyed by Charles Blacker Vignoles (1793-1875) and resident engineer Thomas J. Woodhouse. The original 1839 station at Borrowash (now a house) is the only surviving station, a simple, two-storey domestic style stucco building.
- the Birmingham & Derby Junction Railway – Robert Stephenson, 1839. There are no surviving early stations.

The purpose of the venture in Derby was to co-ordinate the resources and connections of the three new railway companies and three lines, at the appropriately named “Trijunct Station”, which was to be built by the NMR, but for which the other two companies would contribute towards construction costs and pay a proportionate rent.

The railways did not yield the expected profits, partly because of the fierce competition between them, and austerity measures in 1842, in response to low share returns, led to job cuts and protests. Ultimately, this led to the three companies merging by an act of 10th May 1844, into the Midland Railway Company, which constituted the first, large-scale railway amalgamation. In 1922 the Midland Railway Company was amalgamated into London Midland and Scottish Railway Company under North Western Midland and West Scottish Group Amalgamation Scheme, dated 30th December 1922. On 1st January 1948 British Railways was created under a nationalisation scheme.

1836-40

Promoted as part of a strategy to link Leeds with London and undertaken in two phases, the first phase of the North Midland Railway was represented by the opening of the line between Derby and Sheffield on 11th May 1840, and the northern route between Sheffield and Leeds, the industrial heartland of West Yorkshire, was opened officially on 30th June 1840. Robert Thorne¹ explains that the promoters of the railway were mainly interested in its potential freight traffic and that there is little evidence that the landowners forced the company to mitigate the visual impact of the railway, with the exception of perhaps the line through Belper, although this may have been as much about their concern of the impact on the River Derwent, water management and the floodplain as their aesthetic sensibilities.

The May 1840 advertisements of passenger fares lists 9 stations along the route, including both Masbro and Sheffield. The Sheffield Independent of 29th May 1841 described the 15 stations along the line between Masbro and Derby:

- *Masbro Station, for Rotherham and Sheffield
- Treeton Station
- Woodhouse Mill Station
- Beighton Station
- Killamarsh Station
- *Eckington Station, the station for Worksop
- Staveley Station

¹ Thorne, R. “Studies in the History of Construction: 20-21 March 2015 – Railway Engineering and the Picturesque”, p. 105-120

- *Chesterfield Station
- *Clay Cross Station
- Smithy Moor Station
- *Wingfield Station, for Alfreton and Mansfield
- *Ambergate Station, for Matlock
- *Belper Station
- Duffield Station
- *Derby Station

By 1842 there were 28 stations on the line between Derby and Leeds (cf. Glover's Directory of Derbyshire). It is not clear whether some of these stations were in fact simply stopping points (halts) or had shelters in makeshift or temporary buildings and whether some were added to the original stations which had been built by 1840 when the line first opened. According to various commentators, there were sixteen original stations, but if so, not all of these were illustrated in Samuel Russell's lithographs, which illustrated the eleven best designs by Thompson, all identified here (and below) with an asterisk. The MRS Journal (no. 44 - 2010) has an article which explains this in more detail and identifies a couple of small stations by Thompson, including Darfield, which does not appear in the engravings, but which was photographed and resembles the stripped down classicism of Wingfield. Along the route between Sheffield and Leeds there were stations at: *Oakenshaw (for Wakefield), *Barnsley, and *Swinton (for Doncaster).

Professor Carroll L.V. Meeks² explains how the early stations were conceived in a similar way to the turnpike coaching inns or relay stations, with terminals and restaurants, and how the stations along the North Midland Railway were 'one-sided', a type which became defunct by 1855 because of the increased traffic; the number of journeys was limited when they were first conceived (seven in each direction on a weekday in 1840). A single line of track is shown on the 1845 Tithe map but the 1856 plan shows double track, (originally planned according to the Baxter report) and a small shelter on the opposing platform.

1.9.2 Wingfield Station – A Picturesque Pioneer

The sense of the railway journey as a Picturesque experience is described by contemporary commentators. Wingfield Station was an 'incident' along this journey, as were the other very different stations designed by Francis Thompson. The first journey along the railway line, described on 12th May 1840 was expressed in terms of both timings and the length of the journey, at a rate of 2 minutes per mile (up to 30 mph), and the various delays while some teething problems were ironed out including a short stoppage in the tunnel at Clay Cross above which Mr Stephenson's voice could be heard, "identified by his Northumbrian dialect (for he could not be seen)."

Moving north...

"10 ½ minutes past two o'clock..... 12th mile. Across a valley called Wingfield Park, the ruins of South Wingfield Manor is here an object of peculiar attraction.

13 ½ minutes..... An additional engine here joined us.

15 minutes 13th mile

17 minutes 14th mile. South Wingfield Station; took in water.

26 minutes Started from thence

(Sheffield Iris, Tuesday 12th May 1840)

2 Meeks, Carroll, L.V. "The Railroad Station: An Architectural History", pub. 1956, re-print 1995

The first official journey, when the full line was opened, was attended by journalists and 600 invited guests and is described from Renishaw to Wingfield as follows:

“Within the Park is the Eckington station, which is distinguished above the rest by the beauty and elegance of its architecture. This will be the station most convenient for that aristocratic portion of Nottinghamshire that surrounds Worksop, near which place are the residences of the Dukes of Newcastle and Portland, and the manor House.... now devoted to demolition.Leaving Renishaw.... Chesterfield, here the elegant station house, built in the Elizabethan style, had been adorned with flags, evergreens, and flowers.... We are now approaching the head of the Rother valley, and the scenery becomes yet more bold, though this part of Derbyshire is by no means equal in romantic wildness to many other parts. Near the Clay Cross tunnel, a zig-zag railway comes down to the line from the colliery on the hill above. The coal waggons, bearing the initials “G. S. & Co.,” and loaded with excellent coal, were seen upon the line..... On a wooded hill to the right are the remains of South Wingfield manor, a monastic building, which was for some time the prison of the Queen of Scots....”
(Sheffield and Rotherham Independent, July 4th 1840)

The Yorkshire Gazette simply phrases the experience of the line as:

“the recommendation of passing through a highly beautiful country. Running along several of the luxuriant valleys of Yorkshire, and down two of the romantic valleys of Derbyshire, its scenery is exceedingly attractive,- more so, we believe, than that of any other railway in the kingdom, excepting the Whitby and Pickering. Most of the railways possess very few attractions of this kind; indeed, the very principle of finding the nearest approach to a level makes it almost inevitable that most railways should be monotonous in their scenery. But the North Midland is a splendid exception to the rule. The journey from Leeds to Derby, along the valleys of the Aire, the Calder, the Dearne, the Dun, the Rother, the Amber and the Derwent – affording views of the beautiful parks of Temple Newsam, Methley, Walton, Woolley, Thribergh, Wentworth, Renishaw, and Wingerworth, with the noble ruin of South Wingfield Manor, and many other gentlemen’s seats and grounds, - skirted nearly the whole distance with wooded hills, and immediately bordered with fertile meadows and pastures, - is an almost uninterrupted and very charming picture. And we may add that the works of the railway itself, comprising magnificent viaducts, aqueducts, and bridges, and station-houses of tasteful architecture, contribute to the admiration and delight of the traveller....”

After passing a deep and extensive cutting, opened out into the romantic valley of the Amber, where the wretched mud huts of the peasantry formed a striking contrast with the beauty of the scenery. We arrived at the South Wingfield station at eighteen minutes past twelve, and after a brief stoppage, we again were on our journey, amidst the beautiful scenery of Derbyshire. The next object which attracted attention was the extensive ruins of South Wingfield manor, a monastic building, where Mary Queen of Scots was confined for a time: the old turrets and gables mantled with ivy, make it a noble and interesting object. The manor belongs to the Rev. Mr Halton. On the distant hills to the right is the column called Crich Stand, where Mr. Stephenson has purchased a considerable extent of land for the purpose of quarrying the mountain limestone, and from which he expects to bring about 2000 tons along the line into Yorkshire weekly. The valley alternately opens and closes, changing the scenery rapidly as you pass.....”
(Yorkshire Gazette, Saturday 4th July 1840)

The sights along the railway included the impressive vision of Wingfield Manor, which crowns the skyline above the River Amber, and later the journey through the Derwent Valley. This journey, and the route of the railway, which ran through both the ‘Little Park’ and ‘Great Park’ at Wingfield Manor,

gives a sense of the dramatic scale of the manor, perched on a rocky spur, from the valley bottom, which is much closer in experience to how it was designed to be appreciated by noblemen than the views from the present road network.

The picturesque experience was 'enhanced' by the very different style of stations along the route of the North Midland Railway as part of the journey. Rather than create a single house-style, the architect Francis Thompson may have responded to the landscape setting of the railway. This was very different to the house style he adopted at his later stations for both the Chester and Holyhead Railway (1848) and the Canadian Grand Trunk Railway (1852-58 - Midland Railway Society Journal no. 44). It was the South Eastern Railway that established a unified house style in 1842. The classical composition may have been intended to reflect the status of South Wingfield or perhaps to make a loose association with the noble seat of Wingfield Manor. Wingfield was the station serving both Alfreton and Mansfield, according to the railway timetable of 1841, so although it is a rural station, it had a more strategic role. Some commentators consider that by adopting a familiar, quasi-domestic style of architecture, the station was intended to reassure the timid traveller. A villa of comparable form is J.M.W. Turner's house at Sandycombe Lodge, Twickenham, of 1813, which incorporates a central pavilion and two wings. Edensor, which Thompson probably knew from living in Derby, provides an example of the range of architectural forms which were being exploited from 1839-40, although Edensor was designed from 1838 (Hitchcock, 449).

By the early nineteenth century Wingfield Manor was an acknowledged site of immense historical interest, which had been popularised for its association with Mary Queen of Scots, more so than its association with Ralph Lord Cromwell. Places associated with Mary Queen of Scots became popular tourist destinations during the early nineteenth century³. The station provided an opportunity to visit and walk around the outskirts of the manor.

The picturesque nature of the buildings along the North Midland Railway is described in detail by Robert Thorne in his article for *Studies in Construction History*⁴, when he says: "beyond ..issues of utility and politics lay two other less tangible concerns, how the railway would be seen in the landscape and how it would be experienced by people who took the train. In dealing with those concerns those pioneer engineers could look to another kind of precedent, the well-established

3 In 1793 the history of Wingfield Manor and the Manor House was comprehensively recorded and described by Thomas Blore. His description of the building provides a clear indication of its significance at this time, when the Picturesque movement was at its height:

"Its situation has not those Romantic features by which Derbyshire landscapes are generally distinguished, is bold and majestic, with the advantage of beautiful prospects in almost every direction. The distant approach to it from the north, when assisted by a sun nearly sunk into the horizon, has a most affecting air of grandeur. Here imagination eagerly plunges onto the fascinating scenes of antiquity, and the mental eye gazes in rapture on the splendid and hospitable revels of the days of Chivalry:

Where throngs of Knights and Barons bold
In weeds of peace high triumphs hold,
With store of ladies, whose bright eyes,
Rain influence, and judge the prize
Of wit, and arms; while both contend
To win her grace, whom all commend. (Milton's *L'Allegro*)"

Edmund Burke's *Philosophical Enquiry into the Origin of our Ideas of the Sublime and Beautiful* was published in 1757 and William Gilpin introduced the Picturesque concept in 1782 in *Observations on the River Wye, and Several Parts of South Wales, etc. Relative Chiefly to Picturesque Beauty; made in the Summer of the Year 1770*

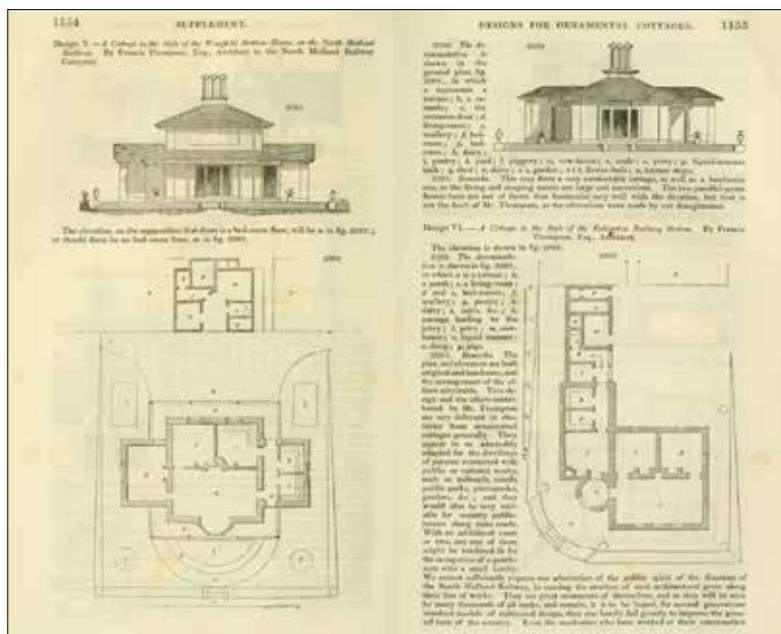
4 *Studies in Construction History: The proceedings – Railway Engineering and the Picturesque*, R Thorne, Alan Baxter and Associates, p 105.

traditions of picturesque landscape design and picturesque travel”.

In Derbyshire, the landscape artist Thomas Smith, whose mid eighteenth century works were an acknowledged source of inspiration for contemplating the pictorial qualities of the landscape, had already painted Wingfield Manor in 1744. During the late eighteenth century and early nineteenth century many artists came to paint and sketch the romantic ruins, including JMW Turner (1794-97).

As the North Midland Railway line skirted the Little Park and Great Park at South Wingfield, there may have been inevitably some sensitivity to the impact on the setting of the Manor. Its impact is clearly illustrated on the 1845 Tithe map, which names the Little Park and the Great Park, and which shows little other disruption to the landscape at this time.

The lithographs produced for the ‘line’ commissioned by Francis Thompson from Samuel Russell (which directly followed the example set by John Cooke Bourne for the London and Birmingham Railway published in 1838 and “Views on the Newcastle and Carlisle Railway” 1838, by J.W. Carmichael) need to be seen in the context of the time. They were intended, in the tradition of Gilpin’s travel books, to be understood as a sequence of experiences, which were managed for the traveller. The Russell lithograph of Wingfield Station is the earliest image we have of the building. The extent to which it is an accurate depiction, and the extent to which there is any artistic licence is open to debate, but many of the depicted details can still be appreciated, including the window types and eaves details, even if the whole building is not identical to the building we now see. The differences are discussed later under Surviving Evidence.



4 Drawings of a villa, either two storey or single storey, in the style of Wingfield Station by Francis Thompson in J.C Loudon's *Encyclopaedia of Cottage Farm and Villa Architecture*, Vol. 2, published edition. 1846

The stations appear (in a heavily modified form in the case of Wingfield Station) in J.C. Loudon's 1842 revised edition of his popular *Encyclopaedia of Cottage, Farm and Villa Architecture*, first published in 1833. It appears that Thompson was asked by Loudon to provide drawings of villas for the 1842 supplement based on his stations. Loudon asserts that the Russell drawings were based on a book made by express commission for the Directors of the North-Midland Railway, (9 plates, London 1841). This was clearly planned as in 1840 Stephen Glover was advertising for subscription to a railway guide using lithographic views from “the beautiful and accurate drawings of Francis Thompson Esq. architect of the whole Line, to whose kindness and liberality the Author is highly indebted” (Derby Mercury, 20th May 1840) but Thorne says that this was never published, attested by the minutes of the Board.



5 and 6 Lithographs of Wingfield Station (above) and Eckington Station (below), North Midland Railway, by Samuel Russell after original drawings by Francis Thompson, Architect, 1840, (*The Inception of the World's Railroads*. Kress Collection of Business and Economics, Baker Library, Harvard Business School)

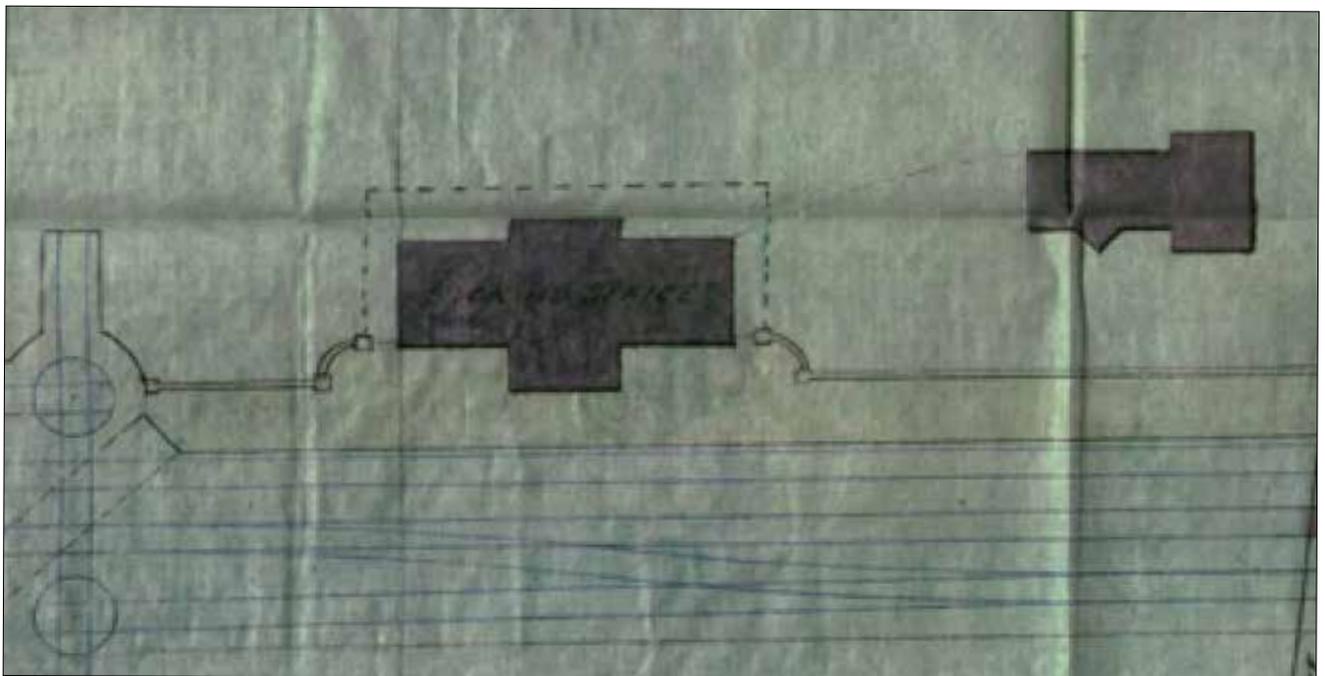


1.9.3 Industries and the Role of Wingfield Station

1791-1856

Coal was mined on the eastern side of the parish, in and around the valley of the Oakerthorpe Brook. The Strelley family who owned the land across which Wingfield Station was built, had various industrial interests. To the north of the Oakerthorpe Brook, Benjamin Strelley was mining coal on his estate in the early nineteenth century (see Sanderson map – Figure 1). The Sanderson map of 1835 clearly shows both “Haslams Engine”, a steam pumping engine designed by another Francis Thompson, which was installed in 1791 at Oakerthorpe Colliery (and is now in the Science Museum) and “Strelley engine” to the east of Oakerthorpe. In 1842 Benjamin Strelley’s son Richard was managing the family’s colliery (Children’s Employment Commission, (Parl. Papers, 1842 [382] xviii), 251, 322-3).

The Strelley family also built a brickworks in the mid nineteenth century on the north side of Holme Lane and east of the Midland railway, close to the Oakerthorpe Brook, all trace of which had disappeared by 1875 (OS map) – Riden, VCH. P.113.



7 Extract from the title deeds plan of 1856, between The Midland Railway Company and R.C. Strelley, and Messrs Tempest and Hopkinson, showing the station 'BOOKING OFFICE', with its curved platform walls, the detached cottages to the south and the former turntables (MID10348_D383498) .

1856-1900

Coal mining developed between Oakerthorpe and the River Amber; and a plan of 1856 and a legal agreement between the Midland Railway (George Newton Browne company secretary) and the landowner and owner of Oakerthorpe Colliery (Richard Clayton Strelley) and the leaseholders of the mines (John Tempest and John Hopkinson⁵) of Wingfield Colliery which was located on Revd. Immanuel Halton’s land, shows how the railway company negotiated with the landowners and tenants to provide new railway sidings to serve the mines, whilst at the same time protecting the route of the railway from being undermined through paying Royalties per acre in lieu of coal

⁵ A plan of Waterloo Colliery can be seen on Aditnow. South Wingfield Colliery is the only recorded colliery in the 1896 H.M. Inspector of Mines report.

extraction. They also maintained access to these sidings for their own purposes on occasion. It is clear from the diagram in this legal document that the Parcel Shed (or Goods Warehouse as it was later named in a drawing of ca.1900 - Midland Railway Study Centre – 99-0144) did not exist in 1856. It first appears on the 1880 OS map.

Riden (VCH) states that a tramway existed off the Midland Mainline in the 1840s (DLSL DD 6311) but there are no sidings illustrated on either the 1845 Tithe map or the 1856 Midland Railway map. The first indication of a siding for the collieries is the one agreed in 1856, which lies to the north of the road bridge on Holme Lane. The later, southerly sidings, which left the mainline to the south of the Holme Lane railway bridge, appears on the first edition OS map of 1880; this followed an easier curve into the Oakerthorpe valley than the earlier line (which was out of use by the 1870s), possibly to facilitate locomotive haulage (Riden, VCH, 103).

The date 1856 therefore represents a significant change in the setting of Wingfield Station. From this date onwards the collieries and local industry dominate the approaches to the station and in due course colliery spoil tips at South Wingfield Colliery formed a backdrop to views from the station.

In 1895 Bulmer's Directory of Derbyshire stated that (687) the workable coal in the parish was exhausted although the Oakerthorpe Colliery Company was mining to a small extent. In 1896 only South Wingfield Colliery was named in the government inspection, but this appears to be the over-arching company name for the sites of Wingfield Manor Colliery, west of the Derby road, Oakerthorpe (or Speedwell) colliery higher up the valley, and Highfield colliery further east again (VCH, 104). Wingfield Manor Colliery was vested in the National Coal Board in 1947 but closed in 1964 and the surface structures were later cleared (VCH, 106).



8 1880-1889 Ordnance Survey map of South Wingfield illustrating the multiple sets of sidings added to serve the various collieries and industrial interests.

The area was also associated with ironworking on Strelley's land. An ironworks, incorporating three blast furnaces and an engine house, was built on the south side of Holme Lane, close to the railway sidings alongside the Derby road, later planted as Furnace Plantation (VCH, 110). It was probably directly as a result of the 1856 agreement between the Midland Railway and the landowners that this was able to flourish. In 1858 R.C. Strelley granted a lease for 21 years from 1856 to Isaac Marshall, Edwin Marshall and George Marshall of South Wingfield of ironstone, clay and coal and in the same year the company put a furnace into blast to produce pig iron. The following year, when a second furnace was built, they incorporated the business as the Oakerthorpe Iron & Coal Co. Ltd. and by 1860 a third blast furnace had been erected (VCH, 109). The collieries and ironworks were run together during the 1860s and 1870s leased by various companies.

1.9.4 The Twentieth Century and Beyond

1900-1967

There is little recorded activity at the station between 1900 and 1967. The usual changes in handovers between Station Masters was recorded in the press and there were still a number of accidents on the line and fatalities. During this latter period a large number of photographs were taken of the station and it was recorded photographically by the RCHME.

Post Closure 1967 – 2019

In 1962 the station closed to passenger traffic and on 2nd January 1967 (MRS, 44, 12) Wingfield Station closed completely.

In April 1971 Derbyshire County Council served a Building Preservation Notice on Wingfield Station, the stationmaster's house, and the wall between the two, whilst they were still owned by British Railways. This was in direct response to the demolition of Ambergate station by BR and the potential imminent threat to Wingfield, which even then was acknowledged to be a special building, "in an unaltered state". At that time the building was roofed in Welsh slate with lead rolls to the hips. By April 1973 the building had been re-roofed using Welsh slate with clay hip and ridge tiles (Kidderminster Railway Museum Trust – Photo 019233).

Initially, in around 1973-1975, Wingfield Station was leased from British Rail by Clarence Hill, who owned a company manufacturing pit belting, special conveyor belts for use under-ground, for approximately 2 years (pers. comm. C. Hill). During this period the timber floors, which were suffering from dry rot, were lifted and replaced in concrete.

On 24th September 1979 British Railways Board sold the freehold of Wingfield Station to Mr Paul Gibbons with some associated land, including the forecourt and embanked land through which the public footpath runs. Mr Gibbons eventually obtained planning permission for residential conversion of the station in 1986. (AVA/LB/286/148) but this was not implemented.

The deteriorating condition of Wingfield Station was never out of the press. An article in Country Life dated March 1983 identified the station as 'approaching ruination and possible total demolition'.

As a result of the deteriorating condition of the station for over 30 years, Amber Valley Borough Council served an Urgent Works Notice in 19xx, and eventually served a Compulsory Purchase Order in March 2017 which was approved by the Secretary of State in December 2019. The Derbyshire Historic Buildings Trust was the 'back-to-back' partner in agreeing to rescue the building.



9 Photograph from the Historic England Archive (dated 1950s - ref. OP01479)

10 awaiting York Railway Museum photo
- 1951

TIMELINE

1841 Census

“South Winfield [sic] Station House” is occupied by William Bancroft (aged 30) Nightwatch

1851 Census

Frederick Summerton Plate Layer on Railway

Two houses uninhabited

John Taylor (aged 17) Railway Porter living at home with a family of framework knitters.

Samuel Buxton (aged 29) Railway Porter – living in a sep. dwelling (probably Station Houses)

Charles Giles (aged 38) Railway Clerk – living in a sep. dwelling (probably Station Houses)

James Hawksley (aged 43) Rail W. Lab. – living in a sep. dwelling

A variety of railway-associated workers, but no mention of a Station Master.

1861 Census

Station Houses (1) – Sydney Jelley – Railway Station Master

Station Houses (1) – William Hipwell – Railway Night Porter

There were also two other railway porters, young local employees in cottages, and a Railway Plate Layer.

9th April 1869 – Derbyshire Advertiser and Journal: Sydney Jelley was presented with a gold watch and chain on his removal to another station “as a token of the respect and esteem in which he has been held during the 12 years he has been at Wingfield Station”.

1871 Census

There are a number of employees who were railway labourers and porters, suggesting a significant increase in the activity along the branchline and sidings serving the collieries.

Two Railway Signalman – first time this role is specified in the parish, one living at the cottage

Other specific trades include three Railway Wagon Builders and a number of railway labourers and porters.

Suggests an expansion of the railway and sidings in the 1860s.

Railway Station Master – William Neaver? (Lever?), he has a boarder who is a locomotive engine fitter.

Railway Signalman in the second cottage – George Longley

Sheffield Daily Telegraph – 21st February 1873: “..... was charged with assaulting Wm Philip Lever, station master South Wingfield Station”.

Sheffield Daily Telegraph - 23rd June 1873 – major accident near South Wingfield at Bump Mill Lane – resulting in 5 deaths.

1881 Census

Samuel Haynes (Railway Labourer) / Samuel M Bramley, Station Master

1891 Census

Station Cottages 1 – George S. Cunnington, Station Master,

Station Cottages 2 - Samuel Haynes, Platelayers gauger

1901 Census

George S. Cunnington, Railway Station Master

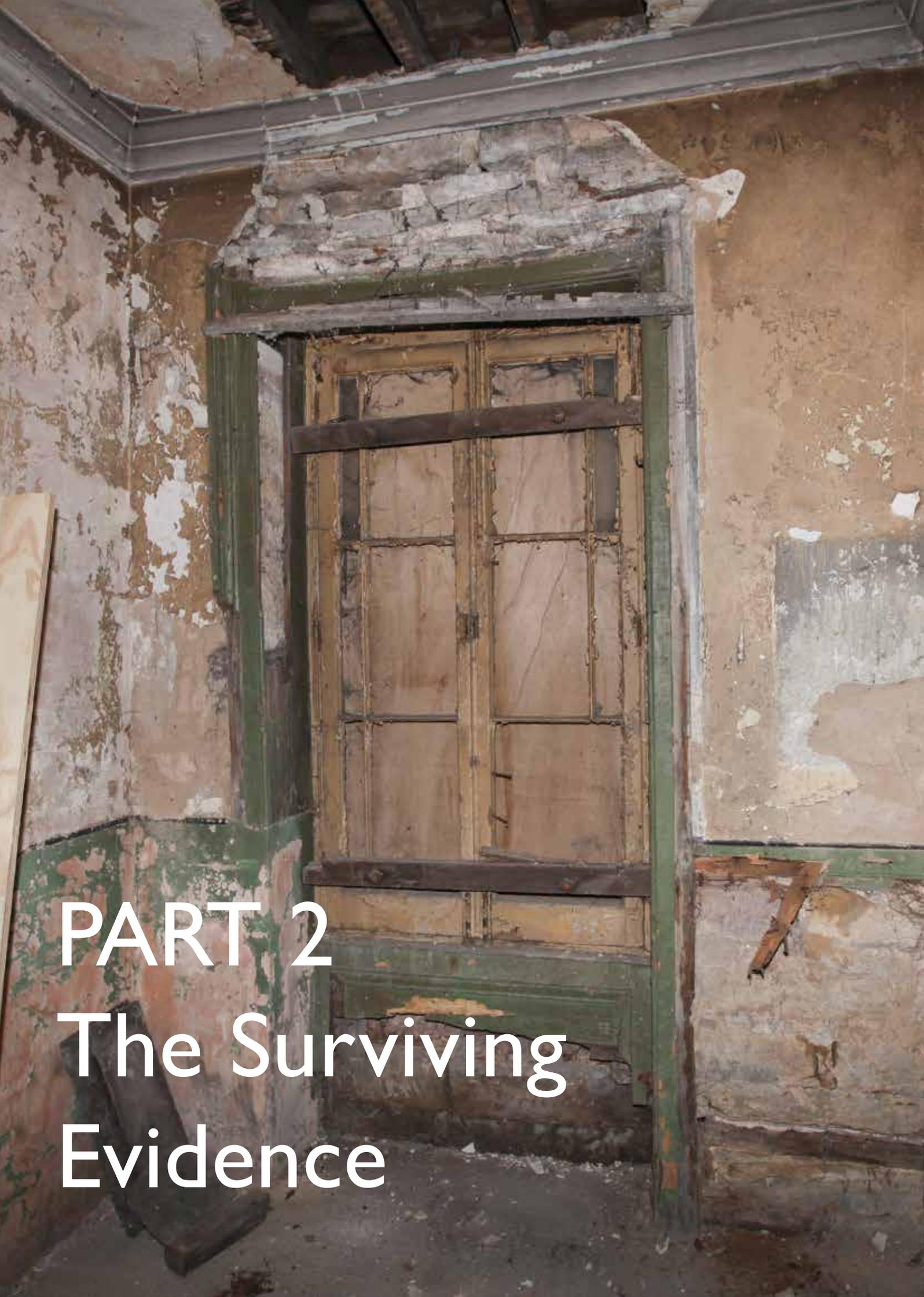
1911 Census

Station Houses – Thomas Selby (Foreman Platelayer), Thomas Robinson (Railway Station Master)

1919-1932 – William Watts Station Master (BNA)

1932 ff – A. C. Yiend Station Mater (BNA)

1955 – William Barlow Station Master (BNA)



PART 2
The Surviving
Evidence

Part 2 THE SURVIVING EVIDENCE

This part of the assessment is informed by a number of pieces of work and surveys. They include:

- Map Regression (Appendix 1) and archival research using both online sources and the Derbyshire Record Office;
- examination of twentieth century photographs held by various archives;
- a Building Inventory (Appendix 4) and Level 3 Photographic Survey;
- Architectural Paint Analysis (APA - Appendix 6);
- Topographical Survey, Measured Survey;
- Plaster Assessment (Appendix 7);
- investigation of both primary and secondary sources.

A full list of references and primary sources is included in Appendix 2 and a Bibliography is included in Appendix 3.

The assessment is also informed by a dialogue with local residents and particular thanks go to Mr and Mrs Cheetham and Mr and Mrs Morris, who have lived in the Station Houses for over 20 years.

The first place to start any assessment of a building is to look closely at the building itself, and this has been enabled by detailed examination from an internal tower scaffold and from an external scaffold, to the front/ station yard side only, in two lifts.

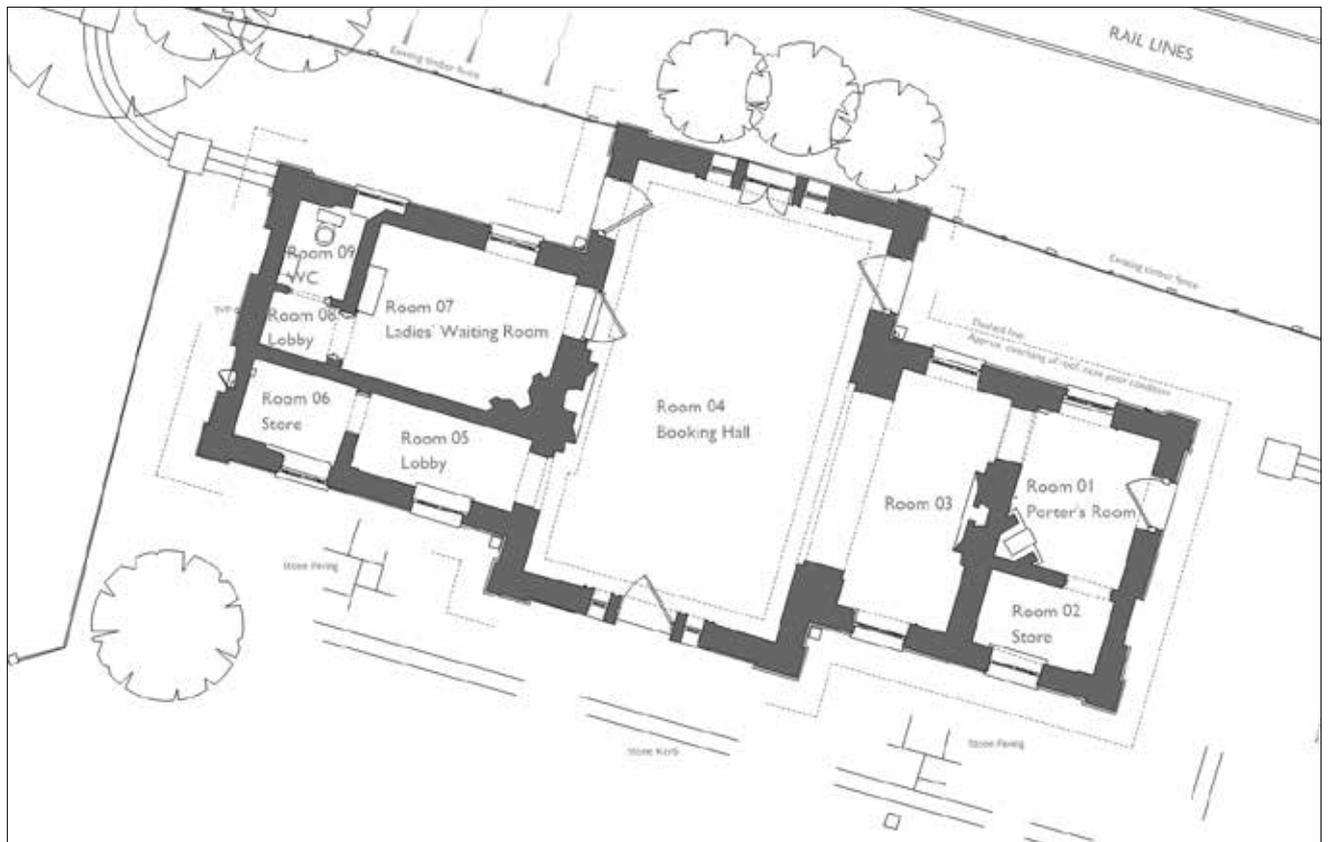
2.1 Plan Form

The layout of Wingfield Station has not changed. We do know, on the basis of examination of original lime plaster and the paint stratigraphy, that all of the internal walls are built in their original location and that the plan form has not changed. However, a full understanding of the use of each space is not fully understood. There are few precedents for intermediate stations built in 1840, as most stations were built either as a terminus or as temporary structures; of the large number of stations on the North Midland Railway only the most substantial were recorded by lithograph. Elsewhere, many of the intermediate stations which survive from the pioneer phase (1825-1841) have a low-key domestic appearance, which Wingfield Station and the others along the NMR do not share. Wingfield Station was different from the grander classical compositions on the NMR line at Wakefield and Barnsley. It was more intimate, like Eckington Station, both designed as lodges with distinctive silhouettes.

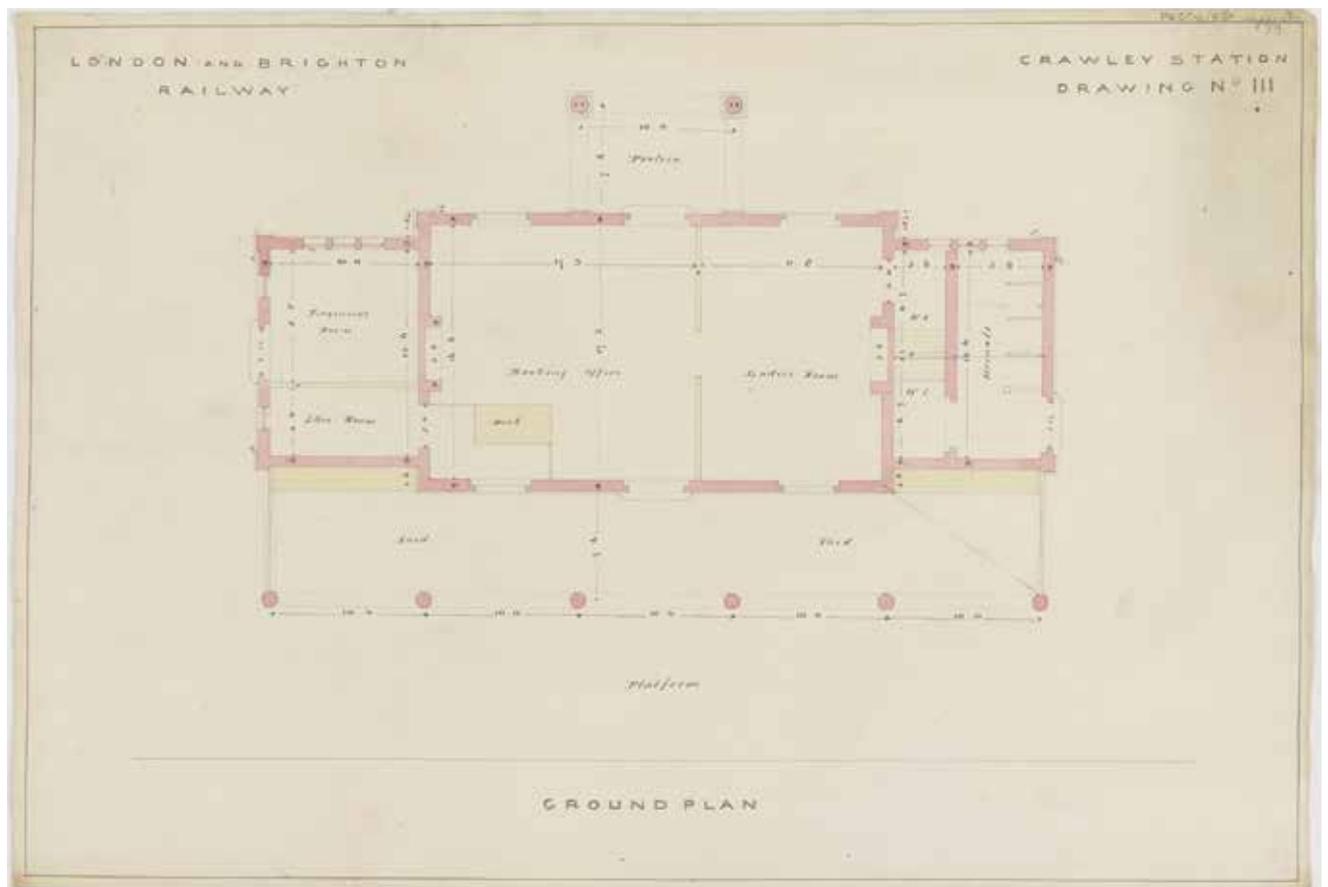
The closest examples of small-scale station plans which survive from this date are David Mocatta's designs for Horley Station for the London, Brighton and South Coast Railway of 1835-41 (RIBA95643) and Three Bridges of 1840 (Crawley – RIBA95654). These incorporate a Booking Office, a Ladies Room, an internal W.C. for ladies, a separate Engineer's Room and a Store Room. Gentlemen's urinals and water-closet are incorporated into the plan but approached from outside the building.

The plan form adopts what became a fairly standardised arrangement of a central Booking Office / Waiting Hall, with one separate waiting room and at least one indoor water closet.

By way of comparison, the later and larger plan of Thorp Arch Station (1847 – G.T. Andrews) designed for the York and North Midland Railway is an example of a well-preserved plan with three waiting rooms: 'Ladies', 'Gentlemen's', & 'General' (Biddle, 427).



11 Floor Plan and room names of Wingfield Station (James Boon Architects)



12 Plan of Crawley Station of 1840, designed by David Mocatta and later named Three Bridges (© RIBA95654). There are strong similarities in the layout, with similar room functions, as the building type develops.

There are a series of small spaces at Wingfield, at least one of which was a water closet (the ladies WC off the Ladies Waiting Room) and others of which may have changed use to become water closets.

The railway porter or nightwatchman had a separate heated space (Room 01), with direct independent access to the platform, via his own door and gate. Room 02, which was initially thought to be the Lamp Room, off the Porter's Room, may have been simply a cloakroom and a pantry or small kitchen with a piped water supply. Until quite recently, it contained an original high-level fixed dresser with shelves, and a shelf around the room, and probably low-level cupboards to the south wall. There are no indications that this was a WC. Despite its condition, this and the adjoining Porter's Room have the most complete set of evidence of original fittings in-situ.

However, the original use of the two spaces which we have labelled as Rooms 05 and 06 is not fully understood. There is evidence of early shelving along the upper west walls of Room 05, which suggests a confined space, with a practical purpose, perhaps a baggage room or a parcel store, not a separate waiting room, as at first thought, and it would have been displaced by the later Goods Warehouse. Room 06 was later used as a WC but may have been used as the Lamp Room in the original layout.

Original lime plaster survives throughout Rooms 07 and 08, but there is less to Rooms 05 and 06. The Ladies Waiting Room (Room 07) was probably originally designed with high skirtings and wall-papered walls, which survived for a long period, and which was the height of fashion in 1840. Although this room has lost its original window architrave and skirtings, most of the plaster to the south, east and north walls is original and in relatively good condition. Fragments of wallpapers survive (see APA report). The original paper may have been a purpose-made, block-printed pattern, as three schemes are evident. For further advice on this, a wallpaper specialist could provide some advice about the original and later schemes. Care should be taken not to remove the evidence prior to obtaining further advice as the papers are very fragile and were found under the timber strips, which were added during the twentieth century.

Thompson's plan form at South Wingfield adopts certain elements which are repeated in later stations that he designed for the Canadian railways, including the use of side entrances from the platform, a feature which may have been incorporated to reduce draughts and to manage circulation patterns. The broad extended eaves was both a classical detail and a practical solution for providing some limited protection for passengers from the rain. This was later developed in stations with much deeper, cantilevered, bracketed projecting roofs, and in time this evolved into the cast-iron station canopies which are more familiar to us.

2.2 Paint Analysis and Contribution to Understanding Significance and Plan Form

As part of the development of the Conservation Plan for Wingfield Station, the DHBT commissioned Architectural Paint Analysis (APA) from Catherine Hassall. The early use of APA has informed a greater understanding of the significance of the building, the fixtures and fittings from different phases, and the plan form, and has enabled us to also have a greater appreciation for how this early pioneer railway station was decorated.

The brief for APA identified a series of questions, to tease out a better understanding of phases and the level of authenticity of the fixtures, fittings and plasterwork, and the decorative schemes.



There have been a number of surprising findings:

- Architectural Paint Analysis confirms that there were two main phases of minor internal alterations and repairs:
 - Circa 1900-1910 - horizontal rails were fitted to the walls in the Booking Hall and the archway between the Booking Hall and Ticket Office was partly infilled with a partition. Rails were added to the walls in the Ladies Waiting Room and a door architrave was added to Room 08.
 - Inter-War years - Zig-zag windows were installed in the Water Closets and the soffits of the eaves were repaired in cement. There was extensive internal re-plastering.
- The original colour scheme was unified to the interior spaces, where original joinery is found to survive, and was a 'light graining scheme' to joinery, 'buff distemper' to plastered walls and 'greyed-white' distemper to ceilings and cornices; all fireplaces were also painted with a decorative treatment, possibly marbled or grained; in fact this scheme persisted for the most of the nineteenth century, with some slight variations and a gradual change and darkening of colours and change from graining to solid colours towards the end of the century. The original use of a lacquer or varnish to the joinery, and the creation of a high sheen or gloss finish, may reflect recognition of the need to address future problems of wear-and-tear. The lack of significant change to the colour scheme may indicate a general reluctance to change the 'famous' Francis Thompson building. The original decoration from Francis Thompson's scheme is well recorded

and was repeated many times through the nineteenth century. Rooms 01, 02, 03, 04, 05 and 06 were all decorated the same, with a light graining scheme applied to all woodwork, including dado panels and window and door architraves, apart from the window casements which were painted a cream colour. The upper walls were painted with a buff-coloured distemper. Room 07 had printed wallpaper down to a skirting. Rooms 08 and 09 did not have panelled dados so they may also have had wallpapers to match Room 07, but if so, none has survived. The fireplaces were all being painted in 1840. The early layers on most of the fireplaces were in poor condition, and so difficult to interpret, but the fireplace in 01 was certainly being either grained to match the dado in that room or marbled. This 'economy' may be reflected in the company's reluctance to spend money on 'marble chimney pieces or radiating grates' (Carter, 215). The ceilings and cornices were painted with a greyed white distemper.

- The dark red 'Midland livery' paint inside the buildings, which now seems to unify the interior, and the red of the two-tone window frames and eaves cornice was in fact applied for the first time around 1900-1910, not before, and then a coat of red paint was applied just twice after World War Two; some areas were touched up in red paint in the 1980s.
- The exterior joinery and rainwater goods were unified in a cream painted finish; this meant that lead rainwater downpipes were painted cream, along with the shaped eaves brackets, soffits and moulded cornice and flat fascia. There was no evidence of a two-tone red/ brown and cream colour scheme, which we still see on the windows and window frames and the cornice (fascia and moulded section) until the turn of the twentieth century.
- The safe within the depth of the wall is an original fitting and was in fact grained to match the joinery. This confirms that the increased depth of the wall was in-part designed to accommodate the safe.

There is a clear design rationale for both the interior and the exterior of the building, which is simple, subtle, but light in appearance and because it is the architect's scheme, and the evidence survives on the historic fixtures and fittings, it is of very high aesthetic value. The greater part of the original Francis Thompson design can be clearly understood. This is rare in international terms, as most buildings of this period have been altered so that in most early examples, including Ellicott City in Howard County, Maryland, the original sequence for the whole interior can no longer be clearly distinguished.

Furthermore, the internal decorative schemes provide a complete picture of different phases and colour schemes for the full sequence of Midland Railway and British Railways colours up until closure, with the caveat that we cannot be definitive about the dates when these liveries were changed without documentary support. This should also be qualified to say that in any set of circumstances the extent to which the building accurately reflects all of the colour schemes, any branding, and the extent to which it was considered slightly unique based on its fame or subject to local differences, is not known.

In choosing whether to restore any one colour scheme, therefore, there is evidence to support any of the railway phases, but the most compelling evidence must be for the original North Midland Railway (NMR), Francis Thompson's, scheme, and the least compelling is the notional Midland scheme, which was applied after the station closed down. Fortunately, although the original slate materials have been replaced, we do have evidence of the original painted finishes. As explained in the Alan Baxter Ltd report on Kettering station, Kettering Station Proposed paint scheme, Draft Prepared for Network Rail, February 2020 (unpublished report), "*The branding, through colours*

schemes, of the various railway companies was formalised over the second half of the nineteenth century as they consolidated their operations and competition between the companies increased.” Before the corporate branding, the colour scheme was chosen by Francis Thompson, the architect. The trouble that was taken over deciding the colour scheme of St. Pancras Station, for example, reflects the importance that was placed on decorative schemes, on understanding and appreciating visual impacts, and aesthetic and practical considerations. At St. Pancras, for example, pale blue was later chosen for roof trusses to reflect the sky.

The Alan Baxter Ltd report on Kettering Station explains that “*an effective end date, when looking specifically at Midland Railway colour schemes, is 1923. This was when the 1921 Railways Act, which amalgamated the MR into the London, Midland & Scottish Railway, came into force.*”

The station building as it exists today relates to its original form of 1840. It is considered that a paint scheme that reflects this date would be highly appropriate and follow the developing conservation philosophy for the building of authentic restoration. Although the Goods Warehouse is much later (built post 1856), it was clearly painted early on to match the station (with woodgrained doors to the foecourt) and this simplifies the decision to enable it to visually tie in with the station.

2.3 Masonry

Francis Thompson’s design exemplifies a pared-down classicism, with elements which are reminiscent of the work of Sir John Soane, in the simple but raised ashlar of the elongated door surround, which create deep shadow lines, ashlar jambs and lintels to the principal forecourt entrance and the shallow different planes of pilaster and wall. The tower pavilion form may have been influenced by Soane’s Dulwich Gallery (1811-14) and there is an emphasis on verticality which Eckington Railway Station once shared.



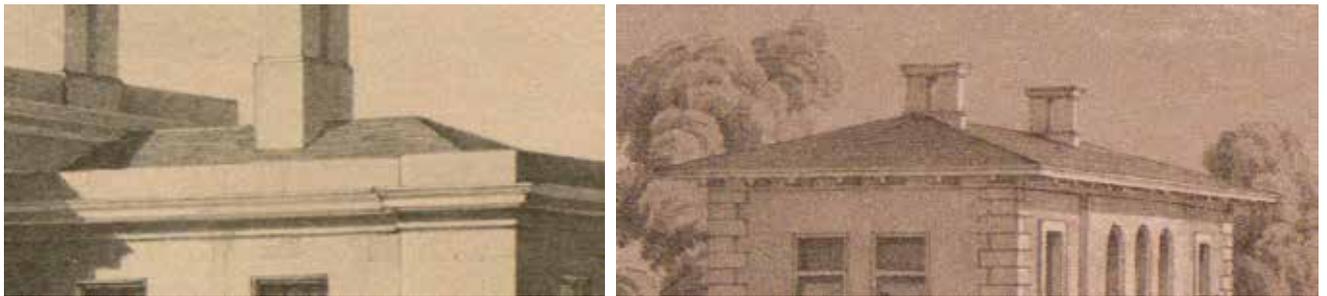
16 Platform elevation, with elegant cartouche to the former clock-face and pure precise masonry (ALSP photograph).

The 1842 description of the station in the North Midland Railway Guide records that Radford of Alfreton was the local builder. There are initials (W.J.E.) carved into at least one chimney pot by the stone mason. The design incorporates a fine smooth ashlar for the pilaster strips and the ashlar door and window surrounds and a contrasting, but extremely precise, herringbone pattern of tooling with very fine joints for the principal masonry walls. Mouldings have been avoided for the masonry, with the exception of the stone carved octagonal chimney pots, and the simple projecting corbels at the base of each window. Instead, Thompson used timber to create the mouldings around the pilasters, along the soffits of the overhanging eaves, and for the decorative brackets to the main eaves.

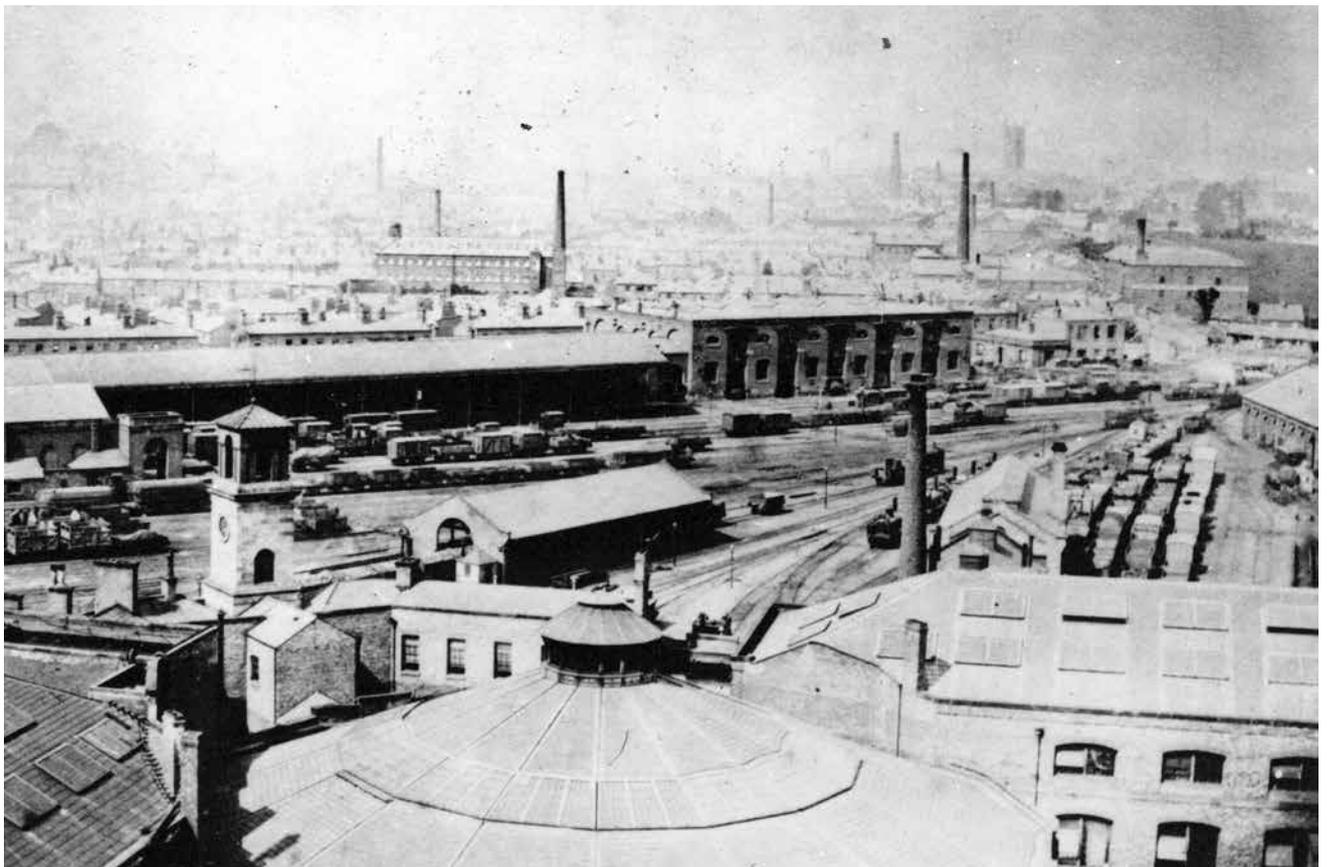
The villa style is one which was prevalent at this time, with Loudon’s first edition in 1833 of his seminal publication on villa architecture, but the building is in truth less of a villa and more of a lodge, as you would find at a gateway to an estate.

2.4 Roofs

The present roof to the central 'pavilion' is Welsh slate, laid in even courses, with blue clay hip and ridge tiles. These are not the original finish. Photographs show clearly that the previous hip and ridge details were lead-covered, wood-cored rolls. By 1973 the lead-covered rolls on the hipped roofs had been replaced with clay tiles. The clay tiles are a relatively crude detail for a very refined classical building. The Russell lithograph suggests that the hips were close-mitred, and this is what one would expect to see on a late Georgian building which is particularly refined and sophisticated. At this date (1839/40), it is most likely that the slates were graduated, as suggested in the lithograph. A roofscape photograph of the contemporary railway buildings at Derby Station dating from ca. 1865, including the Roundhouse, reveals that the three principal buildings, the roundhouse and the engine fitting shops to either side, all established by 1844 and part of Thompson's buildings, were all roofed in graduated slate.



17-18 Slate roofs (as seen in the Samuel Russell lithographs) at Barnsley (17 - left) and Clay Cross (18 - right).



19 View of Derby Station and the Roundhouse, ca. 1865, (reproduced by permission Midland Railway Study Centre). The NMR goods warehouse, to the right of the linear station canopy, was burned down in June 1868, so this image dates from before that event. This image clearly shows graduated slate roofs to both the NMR 'Engine Shops' building, to the left of the image, which was built before 1844, and the Roundhouse. By the time of the LMS photos of the buildings (post 1922), the roofs were all Welsh slate and evenly coursed.

There are two surviving decorative lead hoppers, one fixed at high-level and one at low level closer to the line. There are also fragments of lead rainwater pipes and some later substantial cast-iron pipes, none of which were in original use on the main station. The historic photographs show further identical hoppers, with swan-neck lead downpipes. Photographic evidence shows the use of lead, rather than cast-iron throughout, for both lining the eaves gutters and the majority of the downpipes, and this is confirmed by APA.



20 Elegant lead hopper (formerly painted cream) and cream-painted eaves bracket, in-situ.

The photographic evidence reveals that by 1951 the long (north and south) side walls of the main roof had been given ogee cast-iron gutters, fixed to brackets and attached to the original fascia, with the result that these are quite different in appearance, much more heavily modelled. Paint analysis reveals that the original design was of a unified cornice, with oversailing slate to the flank eaves and lead-lined gutters to the east and west elevation, with short returns to the north and south.

Long stretches of these north/south eaves were therefore designed without gutters, with the slate extended over the 'cornice' discharging onto the roof below; only the sections of roof where rainwater could fall onto passengers were provided with gutters and these were lead-clad, raked so that they fell to an internal outlet which dropped through the back of the eaves into a hopper against the wall.

2.5 Chimneys

The station has a number of large, stone-carved octagonal chimney pots. These are all of the same pattern and in fact a mason's initials (W.J.E.) have been found carved lightly into one of the pots. The main roof has two pairs of chimney pots: those to the south are true stacks serving the main fireplace to the Booking Hall and the Ladies Waiting Room; the other pair are false stacks, as they do not relate to fireplaces. The masonry along the internal wall of the station at this point is substantial and seems to have been deliberately increased in mass to support these stacks. These were built off corbelled brickwork which sat in-part on the wall-plate. The 'safe' contained within the mass masonry of the eastern wall, is part of the original building, as determined by APA. It is possible that the other stack had another function related to a supplementary ventilation system for vitiated air, as this was prevalent at the time, but this will only become clear on removal of the lower plaster to find evidence for a brick flue. Samuel Russell's lithograph of the station from the line also shows paired symmetrical stacks to the lower southern roof, but as there is no physical evidence or change to the floorplan it is considered that this is artistic licence, mirroring the more picturesque view from the station forecourt.

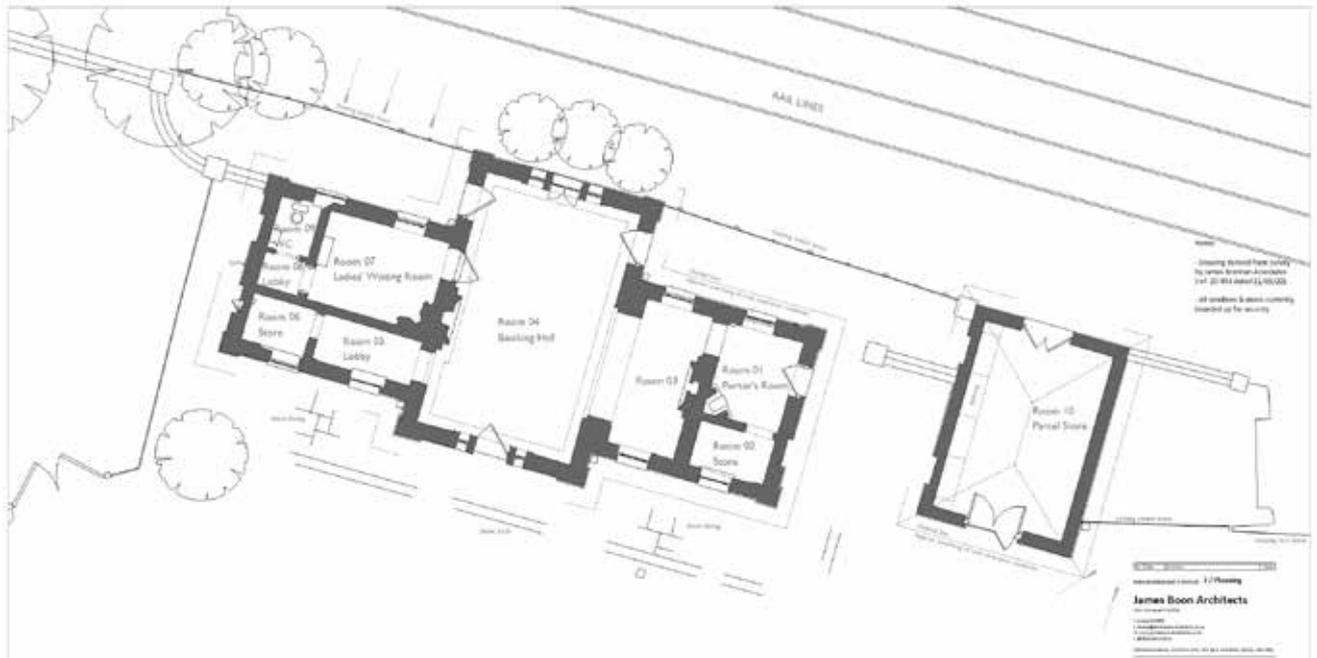


21 Octagonal carved stone chimney pots.

2.6 The Goods Warehouse

The Goods Warehouse (as it was named ca. 1900), also known colloquially as the Parcel Shed, was built after 1856 and before 1880, probably ca. 1858-60. The roof is hipped, to match the station, but the photographic evidence suggests that this was roofed with slate and lead-covered wood-cored rolls to the hips, later replaced with clay hip tiles. This building probably originally had a Welsh slate roof as by the 1850s Welsh slate was readily available supplied from the rail network and the Midland Railway was using Penrhyn slate on all of its buildings. There are no surviving original fascia boards or gutters, so the evidence is missing. It is probable that by this date the gutters were cast-iron, rather than lead. Photographs suggest the presence of swan-neck cast-iron gutters by 1950.

The building was a single space, with opposing doors, a pair onto the platform and a pair of panelled doors facing the entrance yard. The doors to the yard were treated in the same way as those to the station (grained) and the side wall was also articulated with blind, recessed masonry panels; both features indicating a conscious desire to be sympathetic to the main station. Inside the shed there was no plaster to the walls, but a long and broad parcel shelf, suspended by scrolled decorative wrought-iron brackets. The floor is still stone paved.



22 Wingfield Station and adjoining Goods Warehouse (James Boon Architects)



23 Goods Warehouse hipped roof, 24 parcel shelf decorative scrolled bracket, 25 panelled door (formerly wood-grained).

2.7 Setting

For 16 years, between 1840 and 1856, the immediate setting of Wingfield Station changed very little. Until 1856, pressure for industrial development at Oakerthorpe had pushed industry along the corridor of the Oakerthorpe Brook whilst the Amber Valley, at South Wingfield, remained largely unencumbered by industry.

At South Wingfield the station was built with curved flanking walls and piers to either side, framing the building, as seen from the platform - that to the south survives, that to the north modified during the later construction of the Goods Warehouse. Cappings to gatepiers may have been later embellished with lanterns. The Russell engraving suggests a building set within an undulating landscape and framed by generous trees. This is in contrast with the other station drawings which have a more open setting.

There were associated buildings: a pair of 'attached' cottages to the south, a detached platform building to the south of the cottages at the end of the platform (gentlemen's water closet and urinals) and a small structure isolated to the north of the station, on the opposite side of the track, which may have been a water tower, as it is recorded that engines took on water here. The Sheffield and Rotherham Independent of 1840 explained that several stations have "small stationary engines for raising the water to supply the locomotives and boilers to heat the water, in order that the trains may have no loss of time in getting up the steam". If this had been a formal water tower and tank with pumping engine and stack, it is possible that it would have been illustrated in the Russell engraving, as others were.



26 Left - Station Master's Cottage of ca. 1840, with triangular porch, and 27 right - gentlemen's urinals of 1840

The layout is typical of wayside stations from the late 1830s to about 1850, with staggered platforms. To the north of the station there were a pair of turntables (1856 plan - Figure 10). The use of wagon turntables, both to access sidings and short-end loading bays that could accommodate horse boxes and carriage trucks (to convey the carriages of the gentry) is to be found at the majority of stations of this period. (pers. comm. John Minnis).

As described by Meeks⁶, “since the first cars were short, light and single-trucked, they could be moved by manpower alone without switching engines; hence early stations were equipped with two devices – the turntable and the traversing frame- which had to be given up as cars increased in weight. The first device, taken over from mining practice, was the earlier one, and primitive station plans are adorned by numerous circles representing them.”

By 1856 (and possibly originally) there was a staggered second (west) platform, with a covered lightweight waiting room (both demolished). There was also a secondary cast iron urinal (probably by Macfarlane’s of Glasgow) at the north end of this platform. After 1856 a detached signal box south of the main railway bridge was built to serve the junction with the new sidings. The first signal box is illustrated on the 1900 Estate Plan. The signal box which survived at this location until 1969 dated from 5th July 1903 and its dimensions were 20’ long by 12’ wide. The box, identified in 1969 was a Midland Type 3a or 4a box (since demolished); the census returns reveal that railway signalmen were employed at South Wingfield in 1871, indicating that a signal box was probably first erected in the 1860s.

The turntable was replaced on the east side of the track by a short sidings and buffer with a crane and loading area, and a detached cattle pen, probably simply a fenced enclosure. To the east of the station, the forecourt evolved from a carriage drive, with a fence line to the east, to (from 1856) a drive bisected by railway sidings / tramway forming a spur line serving both the Waterloo Colliery, for a short period, and the South Wingfield Colliery and probably the others to the east of the Alfreton / Oakerthorpe road (Highfield and Speedwell Colliery), extending across Holme Lane.

By 1880 Waterloo Colliery was no longer operating and a new spur line to South Wingfield Colliery had been added south of Holme Lane but the track of the old sidings was retained for practical reasons through the station yard. For a short time, a detached building (possibly a stables and workshop) was built just to the east of Station Approach. This had disappeared by 1900 and a new sidings and section of track laid further north, with the ground consequently excavated.

Peter Billson⁷ records that at almost every intermediate station there were clerks and porters houses, although along the line we have only found one other potential station house at Chesterfield, and possibly Belper (?). Andrew Surry and Ian Howard quote the Board of Directors instructing Thompson to “make drawings and estimates for houses and cottages for the clerks and porters at Normanton, Wakefield, Barnsley, Eckington and Amber Gate”.

The two cottages adjoining the station we have called the ‘Station Master’s cottage’ and the ‘Porter’s cottage’ for the purposes of this study, although they both had different employees at different times. They appear to have been built as a pair of cottages, not a single dwelling, and designed by Francis Thompson using a house-plan type which incorporated two cottages, with the second perpendicular to the first and projecting beyond the wall plane, slightly increasing the picturesque nature of the grouping. They were quite small, of the same footprint with shallow hipped roofs, with a triangular porch to the house facing the platform, which enabled the occupier to look both up and down the line from the comfort of his own home. The walls incorporate bands of heavily-chased gritstone ashlar, broached tooling, a detail not found on the station, and perhaps intended to emphasise the more rustic character of the cottages. The house facing the platform was later extended to the rear and became the Station Master’s House from the 1860s. The original plain elevation to the southern

6 The Railroad Station, An Architectural History, Carroll L.V. Meeks, 1956, p.29)

7 Billson, P. “Derby and the Midland Railway”, 1996

flank wall of the second cottage (also banded masonry), with a simple, central stone door canopy, is certainly a very unusual arrangement but there are precedents along railways. The ground floor windows facing the railway were originally provided with external shutters, which would have helped reduce noise. The plan of both can be seen on both the 1845 Tithe map, shortly after construction, with the integral triangular-shaped porch to the Stationmaster's House, and on the 1856 Midland Railway plan. This type of double-cottage was influenced by the designs of Robert Lugar, John Nash and John Dobson. The list description only refers to the Stationmaster's house, and this is an error which should be corrected.

The houses at South Wingfield were not fully occupied during the life of the railway and have a range of different railway employees recorded in the census returns. In 1841 South Winfield Station House – was occupied by William Bancroft - "Nightwatch". It was probably Bancroft who was assaulted in April 1841, and who lost three fingers as a result of his injuries. The newspaper reports comment that he managed to ring a bell to raise an alarm, which was located on the station building – this may be the purpose of the sockets indicating a plate fixed to the wall above the porter's door (see photo 28). As there is only one entry in the census, it is possible that a second house was added between 1841 and 1845, although the layout and construction details would indicate otherwise and the formal door canopy to the south suggests a separate dwelling, with shared stacks at this date.



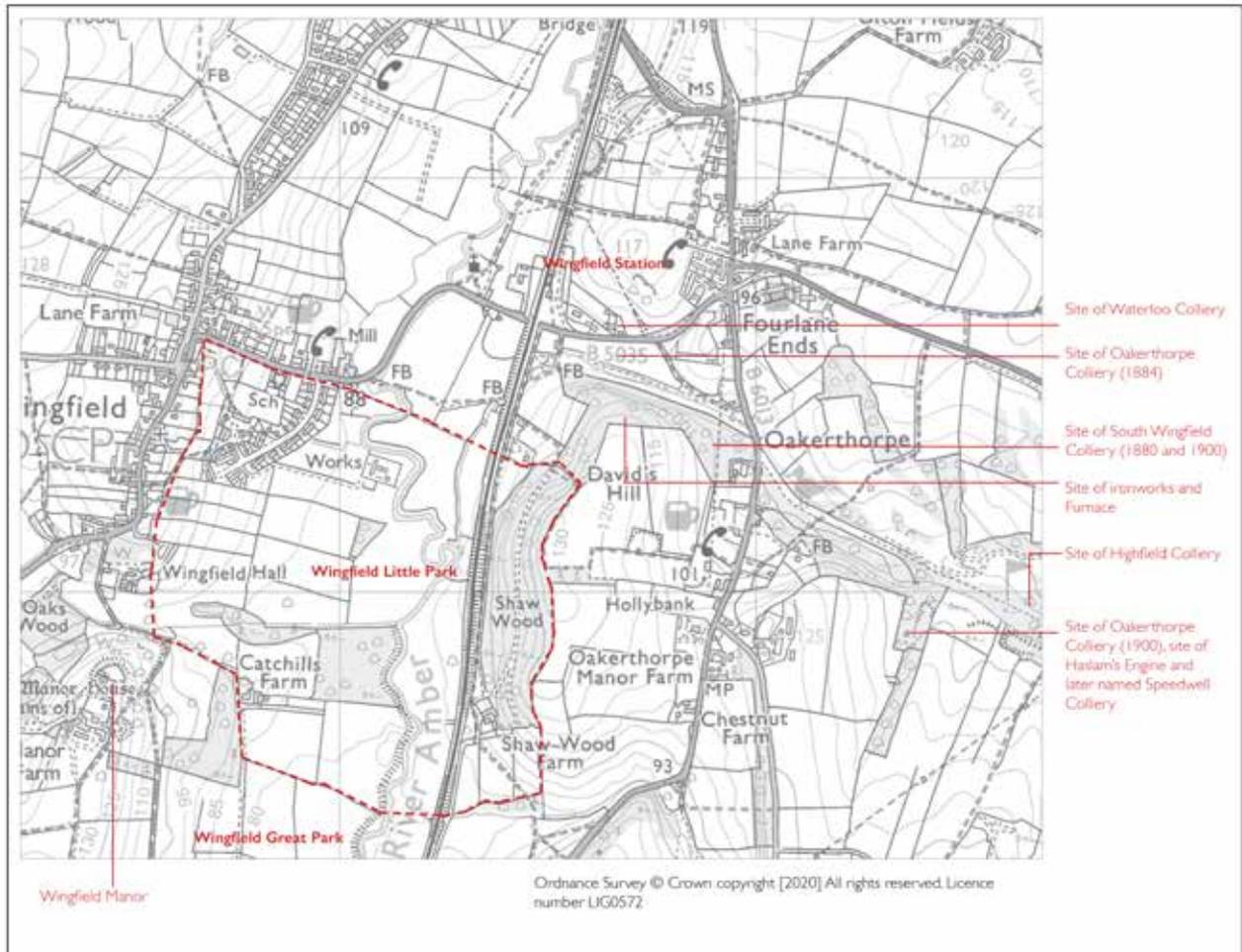
28 Station bell, c. 1950
(SWLHG)

There is a separate building, originally accessed from the southern end of the station platform, close to the porter's cottage. This detached structure appears on both the 1845 and 1856 plans and is the remains of a gentlemen's combined water closet and urinal. The Midland Railway Estate's Department land plan of ca. 1900 illustrates this as a detached building, square on plan, with three conjoined privies to the north (additions intended for the cottages); both fall within the designed setting of the station and fall within the residential curtilage of the Porter's cottage. The urinal and WC was built with extremely finely-tooled herringbone masonry and ashlar joints, as found on the station building. It shares a common rear wall with the later privies, in fine ashlar and coping stones and also has the fragmentary remains of an integral window, which would have looked to the east. This appears to be the remnants of a tiny platform waiting room, perhaps just for gentlemen. At a later date, this was removed, the window blocked up, and the lean-to built to serve the station cottages, with broad broached tooling, which matches that on the cottages.

The Tithe map of 1845 also illustrates the road bridge, over which the railway runs, and the pedestrian footbridge over the railway to the north, Strellys Bridge. This latter bridge (deck replaced but abutments original) also falls within the setting of the station, in that this is how it was experienced, although the footbridge has been replaced and was an accommodation bridge and probably served a historic footpath which was displaced by the railway, rather than having any specific role as a designed approach to the station.

The railway itself ran through the Little Park at South Wingfield, but it largely skirted the northern section of this park. The current line sits in a deep cutting along the western flank of Shaw Wood, perhaps intended to be largely hidden from view at this point. The original line of the railway which was depicted on the 1835 NMR plan (DRO – QRP/2/160/1), was much further to the west, through the centre of the park with multiple crossings of the River Amber. It is interesting to hypothesise whether this was moved further east to reduce impact on the park and the setting of Wingfield Manor, but equally this may have been for practical reasons, to detach it from the river and reduce

the number of bridges. South of Shaw Wood the railway is embanked above the flanking fields but by this time Wingfield Manor is no longer in full view. It is, therefore, unclear whether the location of the railway in the deep cutting was simply an effort to find sufficient material to embank the construction to the north and south of Shaw Wood, or whether it was deliberate concealment. The Alan Baxter report states that the Stephensons, when faced with difficult terrain, sought a solution which moulded the railway to the land, but they also suggest that it appears to have been based on a strong aesthetic sense of the railway as a feature in the picturesque landscape. The sections of the Midland Main Line that were completed later had no similar aesthetic aspirations.



29 Ordnance Survey plan showing the location of historic industrial sites and Wingfield Park

2.7.1 Surfacing and landscaping

The immediate area around the station has stone paving slabs surrounded by large bull-nosed stone kerbs. The full extent is still to be revealed, but there have been repairs in concrete and 'tarmac'. The original finish of the station forecourt was a large limestone aggregate, a simple finish. Removal of topsoil within the station forecourt has revealed a large and broad area of pink, roughly square faced granite setts, which runs parallel with the eastern embankment of the station yard. Pink granite setts are also found within the gardens of the station cottages and lie across the roadway. Some of these have been re-laid but many are still in-situ and suggest that large areas of the track-bed of the new railway sidings added after 1856 were strengthened with this new material. By 1899 the station forecourt had been altered and the ground excavated and re-graded to accommodate a new siding on the eastern side. A track-bed was laid out to take the rails and it seems that this followed the same pattern, with pink granite setts upon which were laid sleepers and rails.

The Tithe map illustrates the new fence-line created for the new North Midland Railway station. There are no physical remains of this original fence or indications that it was either a timber fence or a metal one. There was once greater visibility across the forecourt towards the hillside and the old quarry, which can be seen in the Russell lithograph, but the difference in levels is significant and the ground was probably partially excavated to create the station forecourt long before it was re-graded for the new siding.

The land to the immediate north of the Goods Warehouse lies within the Trust's demise and incorporates a large cast-iron panel which once adjoined the sidings and buffers, as well as a length of the platform boundary wall, with a lamp base. The use of this space and the original surface finish of the raised area of ground is not fully understood and a 'finger-tip' archaeological evaluation is advised, using garden archaeology techniques, a light-touch, scraping back the surface, to determine original surface finishes and levels.



30-31 Gritstone paving flags and bull-nosed edging and pink granite setts exposed during clearance around the station (photos Barry Joyce and John Stamp)

2.8 Further Investigation and Gaps in Knowledge

The following areas of research, which have not been available during the preparation of this Conservation Plan, would provide more contextual evidence :

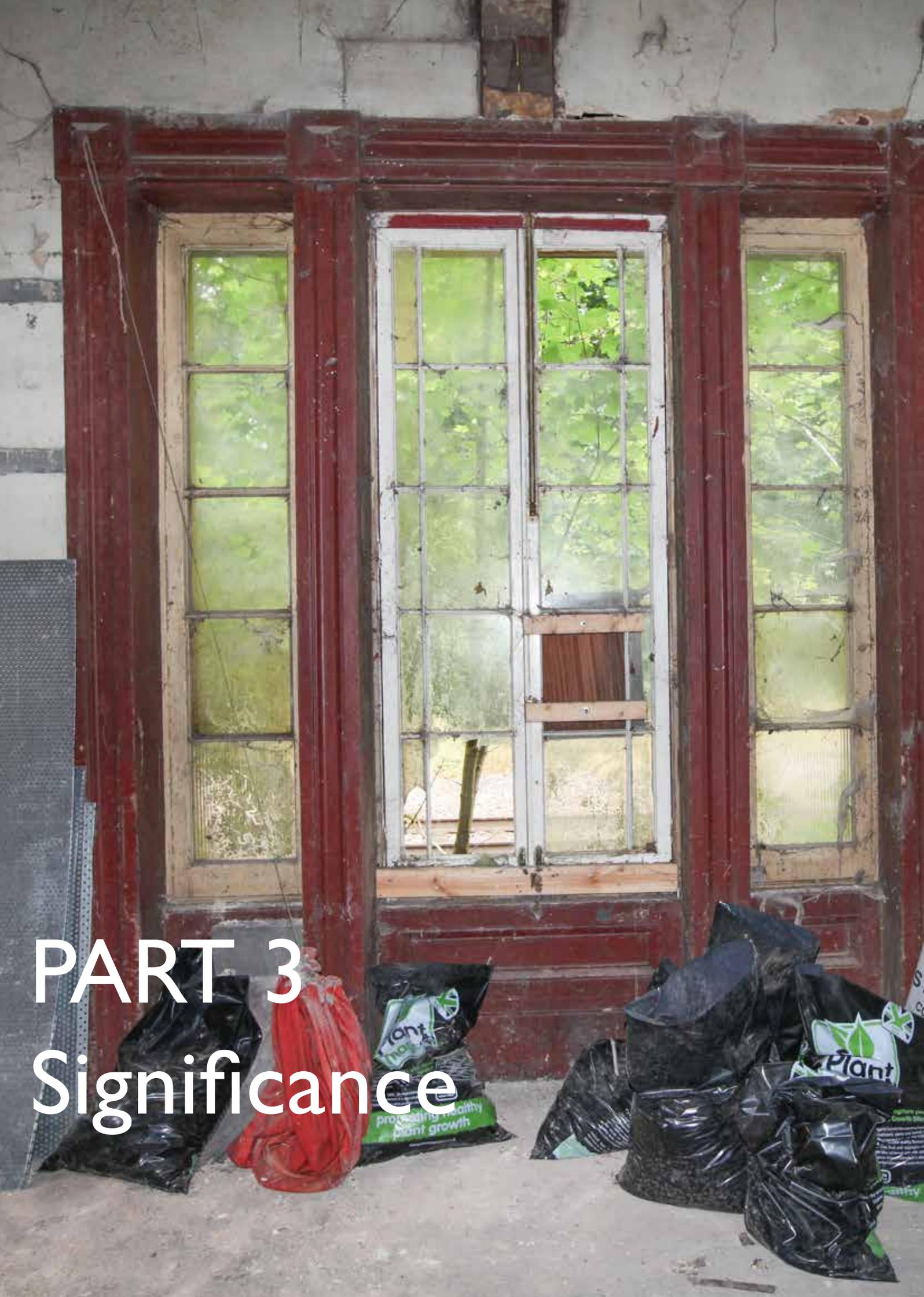
- Investigate the National Rail archive at Kew for information about the NMR, any subsequent information about the Station and any further insights into the work of Francis Thompson.
- Investigate the Rail archive and the MRSC for information about evidence of the former appearance of Clay Cross Station and Barnsley Station.

2.9 Degree of Survival

The most obvious change to the station and its setting has been the widening of the operational line in several phases and the removal of the station platform. Alan Baxter Ltd. record the completeness of the route from Derby to Chesterfield, where for most of the route both the structures (bridges, tunnels etc.) and the line in relation to the landscape can be experienced as originally conceived by the Stephenson; of all of the trunk network engineered by the Stephenson to link London to the industrial centres of the north during the 'pioneering phase' of the railways, this stretch is believed to be the least altered.

Our analysis of the surviving evidence at Wingfield Station, using informed conservation investigation, using Architectural Paint Analysis, has identified with a high degree of accuracy the original decorative scheme and original fixtures and fittings.

There is no doubt that even though Wingfield Station is not the earliest railway station to survive from the pioneering railroad and railways stations of England, Europe and the USA, along with Bristol Temple-Meads Station, it is one of the least altered examples to survive worldwide from this early pioneering phase of railway development and is therefore of exceptional importance.



PART 3
Significance

Part 3 SIGNIFICANCE

The Historic England Designation Listing Selection Guide (Transport Buildings – December 2017) sets a framework for assessing the degree of importance:

- the pioneering first phase, 1825-41, extends from the opening of the Stockton to Darlington (1825) and Liverpool and Manchester (1830) Railways, both by George Stephenson, to the completion of the Great Western Railway in 1841;
- the heroic age, 1841-50;
- the third phase 1850s-1870s, the consolidation of the network; and
- the fourth period, up to 1914, the completion of the network.

Alongside this phasing, advice is given on the key considerations of date, design quality, technical interest, and degree of survival. A key factor is the intactness and rarity of a particular example. Group value can also be a key deciding factor for railway buildings and structures, where a functionally or architecturally inter-related cluster exists at one location. In some cases there may also be a quality of 'linear group value'. This applies to the way structures generally of similar date relate to each other, and to their setting, along a particular stretch of line (Baxter, April 2015).

The Historic England guidance explains that "most pre-1850 buildings will often be of international significance as being among the earliest railway structures in the world, and even partial survivals need to be assessed carefully. Great care should be taken in seeking out work of this date because it is often hidden by later alterations and extensions." (HE – Infrastructure – Transport LSG 2017).

Alan Baxter Ltd in their conclusions about the significance of the Midland Main Line railway, summarised the significance of the North Midland Railway as follows:

Evidential value: as primary evidence (i.e. where little or no other record exists) the North Midland is exceptionally significant as a total engineering achievement which can only be experienced as a physical entity, especially in the way the line relates to the landscape. It benefits from the amount of archival material (company minutes, drawings etc.) which have survived, enabling the physical asset to be assessed alongside the records of its creation. None of the other lines have survived in such a complete state, nor indeed have other elements of the former North Midland or other routes engineered by the Stephensons.

Historical value: the North Midland line provides an excellent illustration of the 'pioneering phase' of railway building. designed by George and Robert Stephenson, two of the most outstanding engineers of their time: other lines for which they were responsible (including the stretch of the North Midland north of Chesterfield) are now far less historically complete. The lines developed by the Midland Counties Railway and the Midland Railway are of less historical value because they were the work of less highly-regarded engineers and they have been far more altered.

Aesthetic value: the North Midland line is of exceptional aesthetic interest because of the quality of its engineering structures and the efforts that were made to integrate them with the landscape, through the design of the route and the location of structures. The structures were commissioned and conceived by men conditioned by the experience, speed and visibility of travelling by horse and by carriage; in other words, in the expectation that passengers would have the opportunity and inclination to take delight in the structures along the route. In this, the North Midland makes an instructive comparison with the Midland Railway, especially in the later nineteenth century. Above all other companies, by this date the Midland recognised that investment should be targeted at

impressive and efficient stations and comfortable carriage interiors, because trains were now so fast, and the railways so grimy and largely devoid of glamour, that money spent on bridges, viaducts and tunnels would do little to attract and retain custom.

However, the Alan Baxter Ltd. conclusions about Wingfield Station in their Gazetteer do not reflect the exceptional international importance of the building and its setting.

International Historic Interest

Wingfield Station is a rare and virtually complete example of a pioneer railway station, designed by one of the most renowned of railway architects in the world. Its poor condition gives a false impression of its rarity and the degree of evidence of original fabric.

Wingfield Station was recognised in its early life as a work of considerable architectural importance, promulgated in part by J.C. Loudon, whose *'Encyclopaedia of Cottage, Farm and Villa Architecture'* was circulated in America, influencing the work of the US architects Henry Austin and Richard Upjohn in the 1840s and 50s, and was also promoted in the USA by A. J. Downing whose *"Treatise on the Theory and Practice of landscape Gardening Adapted to North America"* (1841) alludes to Thompson's influence and whose later publication *"Rural Essays"* of 1853, in preaching the Picturesque to an American audience, describes English stations as follows:

"The larger stations are erected in so expensive and solid a manner as to have greatly impaired the profits of some of the roads. But the smaller ones are almost always built in the style of the cottage ornee – and, indeed, are some of the prettiest and most picturesque rural buildings that I have seen in England. They all have their little flower-gardens, generally a parterre lying open quite to the edge of the rail, and looking like a gay carpet thrown on the green sward."

*(Letter from England, 1850 – in Rural Essays, A.J. Downing
www.archive.org/details/ruralessays00down)*

A J Downing's simplification of the villa style derived in part from the Italian villa and in part from the Swiss chalet was the "Bracketed Mode", a projecting bracketed eaves, offering protection from sun and rain, later adopted by the Pennsylvania railroad, and many other railroads in the USA. His Design V, "A Cottage Villa in the Bracketed Mode" owes much to the synthesis of villa and railway architecture.

In the twentieth century again internationally recognised experts in architectural history, Christian Barman, Carroll Meeks and Henry Russell Hitchcock, identified Wingfield Station as a major work of architectural importance.

The original floor plan is complete and there has been minimal alteration and no extension. Despite the suggestion in the list description that there are few interior fittings, we have found the building to have evidence of original fittings and decorative schemes throughout the interior, with a few exceptions; i.e. primarily concrete floors and missing internal doors. It is perhaps the evidence of later minor refurbishments, most of which have been subsequently removed, which has distorted the sense that little survives.

The first surviving example of a railway station in the world is the former Liverpool Road railway station (and station master's house), Manchester, of 1830 (listed Grade I), designed by George Stephenson and resembling a terrace of smart town houses. This is contemporary with Ellicott City Station, Maryland, which claims the same title but was not originally intended for passengers. Both of these stations have been heavily restored and altered in the intervening years. The comparative analysis we have made of Wingfield Station, looking at international examples, suggests that it is a rare

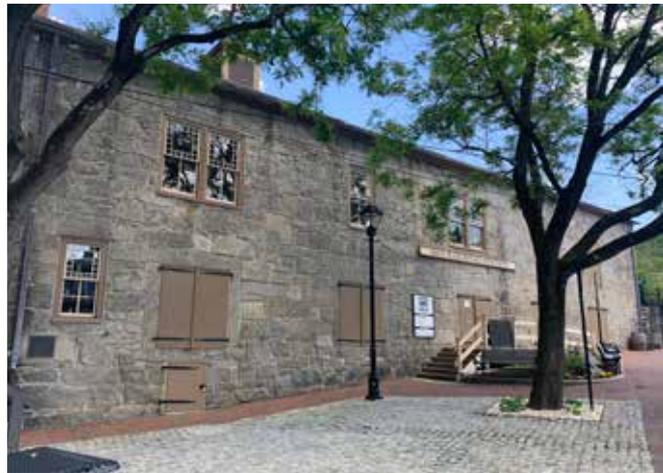
Ellicott City Station of 1830, Howard County, Maryland, part of the Baltimore and Ohio Railroad:

32 View of the Station from the neighbouring square, with goods unloading / warehousing, revealing how it was designed as a depot station.

33 View of the restored Ladies Waiting Room of the 1880s, Ellicott City Station.

34 Turn of the century view from the platform showing the remodelled station canopy of the 1880s, after it opened for passenger traffic in 1857.

(all images provided by Emily Mosher, Howard County Department of Recreation and Parks)



building type, because of the commercial nature of changing transport infrastructure. There are only two good examples in Germany of comparable date (Vienenburg and Flörsheim - Main) and they have been very heavily restored and altered, perhaps because of their longevity in use as stations. Elsewhere in Europe there are no surviving stations we have been able to identify dating from before 1840 but further research is required to be definitive. In the USA, apart from Ellicott City, there is only one station we have identified dating from 1839, Warren Passenger Depot, a small wayside station, significantly altered and in residential use. In England there are a relatively large number of contemporary small railway stations that survive. The main difference is that these are more vernacular in character and do not share the level of sophistication that Wingfield holds. Wingfield was not significantly altered after it closed in 1967 and this has given us much information about its appearance, despite its condition.

35 Vienenburg Station, 24th April 2011)

https://commons.wikimedia.org/wiki/File: Bahnhof_Vienenburg.JPG

Florian Hoffmann / CC BY-SA (<https://creativecommons.org/licenses/by-sa/3.0>)





36 Stockton and Darlington Railway - Booking Office of 1825 at St. John's Crossing, Bridge Road (image courtesy Niall Hammond). This is the earliest known example of a railway booking office. It has strong similarities to turnpike buildings in the use of a polygonal bay.



37 Heighington Station of 1827, Stockton and Darlington Railway (image courtesy Niall Hammond). This is a simple building, with few architectural pretensions, but we can see how the practical use of the building leads to the development of the building type.



38 Riding Mill Station of 1833-39, Newcastle and Carlisle Railway (image courtesy Philip Davies). This station has a very conscious, designed rustic cottage 'picturesque' aesthetic, which is a diluted form of Thompson's gothic style buildings on the NMR.

A detailed analysis of the relative value of Wingfield Station on an international stage is set out in Appendix 5. This is summarised in the following table:

Table 1 - 1825-1841 – Surviving Pioneer Railway Stations

Date	Railway Company	Location	Architect	Notes
1825	Stockton and Darlington Rwy	Bridge Road, Stockton		Booking office, looks like a canal toll cottage
c.1827	Stockton and Darlington Rwy	Heighington Station	John Carter (?)	Combined station and inn, now a pub. Biddle p. 359 The oldest building at an operational station.
1827	Stockton and Darlington Rwy	The Railway Tavern, Northgate, Darlington		Purpose-built for the accommodation of railway passengers
1830	Baltimore and Ohio Railroad	Ellicott City, Maryland, USA -		Originally a depot station, adapted for passenger traffic in 1857. Canopy with scrolled brackets adapted in 1880. Altered.
1830	Liverpool & Manchester Rwy	Liverpool Road Station, Manchester		The world's oldest <u>passenger</u> railway station. Now the Museum of Science and Industry. Rusticated stucco with first and second class entrances and shelter on platform added in 1834. 1980s – largely rebuilt (R Pollard).
1833-38	Newcastle & Carlisle Rwy	Hexham Station		II Heavily altered
1833-39	Newcastle & Carlisle Rwy	Gilsland Station		1833, Biddle p. 375 One of Britain's earliest mainline railways and the first to cross the country from east to west
1833-39	Newcastle & Carlisle Rwy	Greenhead Station		Biddle p. 375
1833-39	Newcastle & Carlisle Rwy	Low Row Station		Biddle p. 375
1833-39	Newcastle & Carlisle Rwy	Riding Mill Station		extended
1833	Stockton & Darlington rwy	Merchandise Station, Darlton	Thomas Storey	II, Biddle p. 354 Clock tower added in 1839/40, extended
1834	Leeds and Selby Rwy	Selby Old Station	James Walter & George Smith	Biddle p.420 Relatively well preserved – industrial character
1835-40	Liverpool and Manchester Railway	Earlestown Station, Newton-le-Willows		II, Biddle p. 530 Tudor style, early, its future undecided; echoes of Ambergate station. Extensively rebuilt (R Pollard)
1836	Liverpool and Manchester Railway	Edgehill Station, Liverpool	Joseph Franklin and Thomas Haig	II*, Biddle p. 525 The oldest station still in use. 1850s remodelled (R Pollard).
1837	London and Birmingham Railway	Watford Old Station	G Archison	Biddle, p. 89 Single-storey, pitched roof with gable parapets and string course to resemble pediments. Large areas of reconstruction
1838	London and Birmingham Railway	Curzon Street Station, Birmingham	Philip Hardwick	II, Biddle, p. 332-333 Very important monumental 3-st. railway bldg.
1839	Birmingham and Derby Junction Railway	Hampton-in-Arden Similar style to a toll-house	unknown	II, Biddle p. 336
1839	London and Southampton Railway	Winchester Station	Sir William Tite	II, Biddle p. 84 Restored in 1988, with later extensions
1839	Taunus Railway, Germany	Flörsheim (Main) Station	Ignaz Oplermann	Heavily altered

Date	Railway Company	Location	Architect	Notes
1839		Warren Passenger Depot		Now a dwelling
1839/40	North Midland Railway	Wingfield Station	Francis Thompson	II*, Biddle p.
1838/40	Duchy of Brunswick State Railway, Germany	Vienenberg Station		Large stucco / rendered building with 13 window bays
1840	Hull and Selby Rwy	Howden Station	James Walker	Private house Biddle p. 400
1840	Midland Counties Rwy	Borrowash station	unknown	Plain stucco with domestic style details Private house Biddle p. 244
1840	Birmingham and Gloucester Railway	Cheltenham Spa Stn	S. W. Dawkes	Unlisted, heavily altered Biddle, p. 295
1840	London and Southampton Railway	Micheldever Station	Sir William Tite	II, Biddle p. 80 Two-storey, domestic in appearance, hipped roof
1840	London and Southampton Railway	Southampton Terminus Station	Sir William Tite	II, Biddle p. 82 Three-storey, stucco, Italianate, enlarged.
1840	GWR	Temple Meads Station, Bristol	I K Brunel	I, Biddle p. 128 Outstanding, surviving in its original state so exceptional
1840	GWR	Bath Spa Station	I K Brunel	II*, Biddle, p. 164 2-storey with later wings
1841	London & Brighton Railway	Brighton Station	D. Mocatta	II*, Biddle, p. 111 Palladian frontage, stucco, with extensions and porte cochere canopy masking the original design.
1841	GWR	Cirencester Station	I K Brunel	II, heavily altered, Biddle, p.296
1841	GWR	Bridgwater Station	I K Brunel	II*, Biddle, p. 167 Large cantilevered awning added to the forecourt but otherwise unaltered
1841	Bristol & Exeter Rwy	Yatton Station	I K Brunel	II, Biddle p. 175 Some alterations
1841	Northern and Eastern Railway	Roydon Station	unknown	II, Biddle p. 206
1841	York & North Midland Railway	York old station at Toft Green	G T Andrews	II* Offices Biddle p. 429
1841	Great North of England Railway	Cowton Station	John Green Junior	Biddle p. 409
1841	London and South Western Railway	Eastleigh Station	Sir William Tite	II, Biddle, p. 76 Stucco with hipped roof, extended and altered
1841	London and South Western Railway	Fareham original station	Sir William Tite	Unlisted, Biddle p. 78 A modest yellow brick ss. bldg. attached to the later buildings
1841	London and South Western Railway	Gosport Old Station	Sir William Tite	II*, Biddle p. 78 A ruined shell now
1842	North Eastern Rwy	North Road Station, Darlington	John Harris	II* Biddle p. 353 2-storey block (orig. s.s.) Extended single-storey wings, shallow hipped roofs
1842	Leipzig and Dresden Railway	Niederau station		Significantly altered

Architectural and Artistic Interest

Architectural and artistic interest encompasses aesthetic values. **Wingfield Station holds exceptional aesthetic value.** So much has been written about the quality of Thompson's designs, that we have explored this in detail in our survey and research, including APA. The Building Description and Inventory in Appendix 4 sets this out clearly.

Francis Thompson Architect (1808-1895)

Francis Thompson was born on 25th July 1808 at Woodbridge, Suffolk. His grandfather Jacob Thompson was a builder, while his father was a builder and County Surveyor of Suffolk. Both his uncle and first cousin were architects. In 1830 he married and sailed for Canada to work for John Wells (1789-1864) in Montréal. Wells, from Norfolk, had also arrived in Montréal that same year, so it is likely they knew each other in England. An important commission was the St. Ann's Market Hall. His wife died in 1831, shortly after a son, Francis Jacob, was born. In January 1832 Thompson and Wells entered into a partnership but this was dissolved in October of that year and Francis continued on his own as an architect-surveyor, and in February 1834 he took H. B Parry into partnership. Commissions included court house and prison facilities, and the governor's house at Lachine.

Precisely how Thompson came into contact with Robert Stephenson is unclear but it was in 1836 that Stephenson Works supplied a steam locomotive for the first Canadian steam railway, the Champlain and St. Lawrence and a working relationship was purported before Thompson arrived in England in 1839 (Carter, 214) when Francis Thompson was appointed by Robert Stephenson as architect for the North Midland Railway on a salary of £400 pa. Thompson's partnership with H.B. Parry was dissolved before he returned to England (Montréal Gazette – 17th October 1837).

Barman in "An Introduction to Railway Architecture" (1950) described Wingfield Station as "the most perfect of all station houses". Henry-Russell Hitchcock in "Early Victorian Architecture in Britain" (1954, 502) described Francis Thompson as "less well known than that prominent City figure, Tite, but a far better architect. He was once as famous, moreover, for his modest rural stations, hardly more than gatekeepers' lodges, as for his larger works." Oliver Carter calls Wingfield Station "a gem of early Victorian architecture" (1995).

Alan Baxter Ltd describes Francis Thompson (1808-95) as:

"along with G.T. Andrews and William Tite.... one of the most important architects of the first railway age. Heworked with Robert Stephenson more any other engineer. Aside from the stations on the North Midland, he designed many of the contemporary railway buildings at Derby. Stephenson recruited him again on the Chester & Holyhead Railway (1845-50), not just for the design of stations but also for the architectural details of the Conway and Britannia Bridges. Thompson returned to Canada in 1853, where - along with Alexander Ross - he was on hand to help with Robert's great Victoria Bridge at Montreal (1853-9)."

The significance of the railway station as a picturesque building within the landscape was first mooted as long ago as 1956 in Professor Carroll L.V. Meeks seminal publication '*The Railroad Station – An Architectural History*', which is still in print. In this he described the station as an example of the 'aesthetic doctrine of picturesque eclecticism' and he cites Francis Thompson as the archetypal exponent of the Picturesque Aesthetic. His acknowledgement of the quality of Francis Thompson's designs is at the core of the book and his argument. Meeks puts this into an international context in writing about the railroad station as a phenomenon and providing examples in Europe and the U.S.A. where the pioneers were first established.

Comparison of Wingfield Station with other intermediate stations of the pioneer phases reveals that the majority were quite plain and modest in their design, and usually domestic in character. Wingfield Station is elegant and has a level of sophistication that few other stations achieved at this time. The use of French windows and margin-light glazing, for example, can be found in contemporary high-class London housing. The quality of original ceiling plasterwork is exceptional (see Appendix 7), and has survived the ravages of time, a testament to its quality.

Francis Thompson's best-known architecture is focussed at two locations: the Derby railway terraces around Derby station (repaired by the DHBT), including the Midland Hotel and the Engineering Workshops, and the stations along the Chester to Holyhead Railway. The table of Francis Thompson's surviving work in England (Table 2) identifies all known buildings by him, but time has not permitted us to visit them.

Thompson moved from Derby to London from where he designed dwellings at Trafalgar Square, Peckham (Carter, 215) and then went on to design with Robert Stephenson the buildings of the Chester and Holyhead Railway. These originally had margin-light glazing, as found at Wingfield Station, but passengers benefitted from integral canopies which stretched between short wings.

Thompson's Work in Canada

Francis Thompson moved back to Canada (part of the British Empire) in 1853 with his third wife, returning to England permanently in 1859. The purpose of the move was probably as chief architect for the Grand Trunk Railway (GTR) for a British-based company, as this was incorporated in London in 1852, and he was working here from about late 1853 to 1858. He is credited with designing their terminal building in Portland, Maine, and a complex at Island Pond, Vermont.⁸ The GTR ran from Montreal to Toronto and they took over other lines. He designed thirty four stations for the GTR (five in addition) in a new 'house-style', a simple single pavilion, with side entrances, a broad extended and cantilevered timber eaves, forming a shallow canopy to the station platform and main entrance.

The stations on the Grand Trunk Railway all share a common detail of full-length French windows. We see the use of French windows (not full-length) at South Wingfield and the broad extended eaves with a hidden lead gutter, ensuring that the travellers would be sheltered from rain, as well as side entrances. The plans of these stations incorporated a ticket office in the centre with a waiting room at one end and a baggage room at the other.

Wingfield Station can be seen as an early prototype on which the later Canadian station evolved, although there are greater similarities with Belper (demolished) and Joseph Paxton's design for Rowsley Station of 1849, with which Thompson would have been familiar. Ten of these Canadian stations still survive, nine in Ontario province (Prescott, Kingston, Ernestown, Napanee, Belleville, Brighton, Port Hope, Georgetown, St. Marys Junction – the only one with its French windows intact) and one in Port Huron, and are protected under preservation legislation, although most have been heavily altered and have lost their original chimneys. Wingfield Station is remarkably well-preserved by comparison.

⁸ Dianne Newell and Ralph Greenhill, *Survivals: Aspects Of Industrial Archaeology In Ontario* (Erin, Ontario: Boston Mills Press, 1989) , p. 52.

Table 2 - Francis Thompson – other stations and buildings

Date	Railway Company	Location	Notes
1840	NMR	Chesterfield Station House, Corporation Street, Chesterfield	Biddle, p. 246 II In use as offices North Midland House
1840	NMR	Ambergate Railway Goods Shed	In use as storage
1840	NMR	Roundhouse, Derby Carriage shop Office Block and clock-tower (II)	II* Biddle p. 252
1841	NMR	Midland Hotel, Derby	Biddle p. 250 II
1841	NMR	Railway Terraces triangle, Derby	Biddle p. 251 II
1845	Eastern Counties Railway	12 stations and 'lodges' from Cambridge to Wendon. Cambridge (restored), described by the Pictorial Times on 2 nd August 1845 as "extremely chaste and elegant in its proportions" Ely (minor alterations) Great Chesterford Audley End – Wendon	All grade II, Biddle p. 191-198
1848	System & Peterborough Railway	Oakham Station	
1848	Chester & Holyhead Railway	Chester Station (II*) Flint Station (II) Holywell Jan Station (II*) Mostyn Station (II) Old Station, Prestatyn (II) Aber Station Bangor Station (II) Bodorgan Station (II) Valley Station (II)	
1852-1858	Canada Grand Trunk Railway	Ten stations survive: Prescott, Kingston, Ernestown, Napanee, Belleville, Brighton, Port Hope, Georgetown, St. Mary's Junction, Port Huron	
1855	St. Lawrence and Atlantic Railway	Portland Station, Maine?	

Railway Goods Warehouse

The Goods Warehouse, also known as the Parcel Shed, was built sometime between 1856 and 1880. Architectural Paint Analysis indicates that the doors were grained, so this would place it probably in the late 1850s or 1860s, but the evidence is not conclusive. The warehouse has been listed grade II*, along with the Station, perhaps on the assumption that it was designed by Francis Thompson, but there is no evidence for this, although it is sympathetic and deferential in the use of blind doors to the southern elevation and a pyramidal slate roof (formerly slate with lead-covered, round-batten rolls to the hips). It is of primarily historic interest as part of a suite of linear railway buildings. In due course the listing designation of this part of the building should be reviewed, as it was first thought to be designed by Thompson, or roughly contemporary, but it is not of international value.

Setting

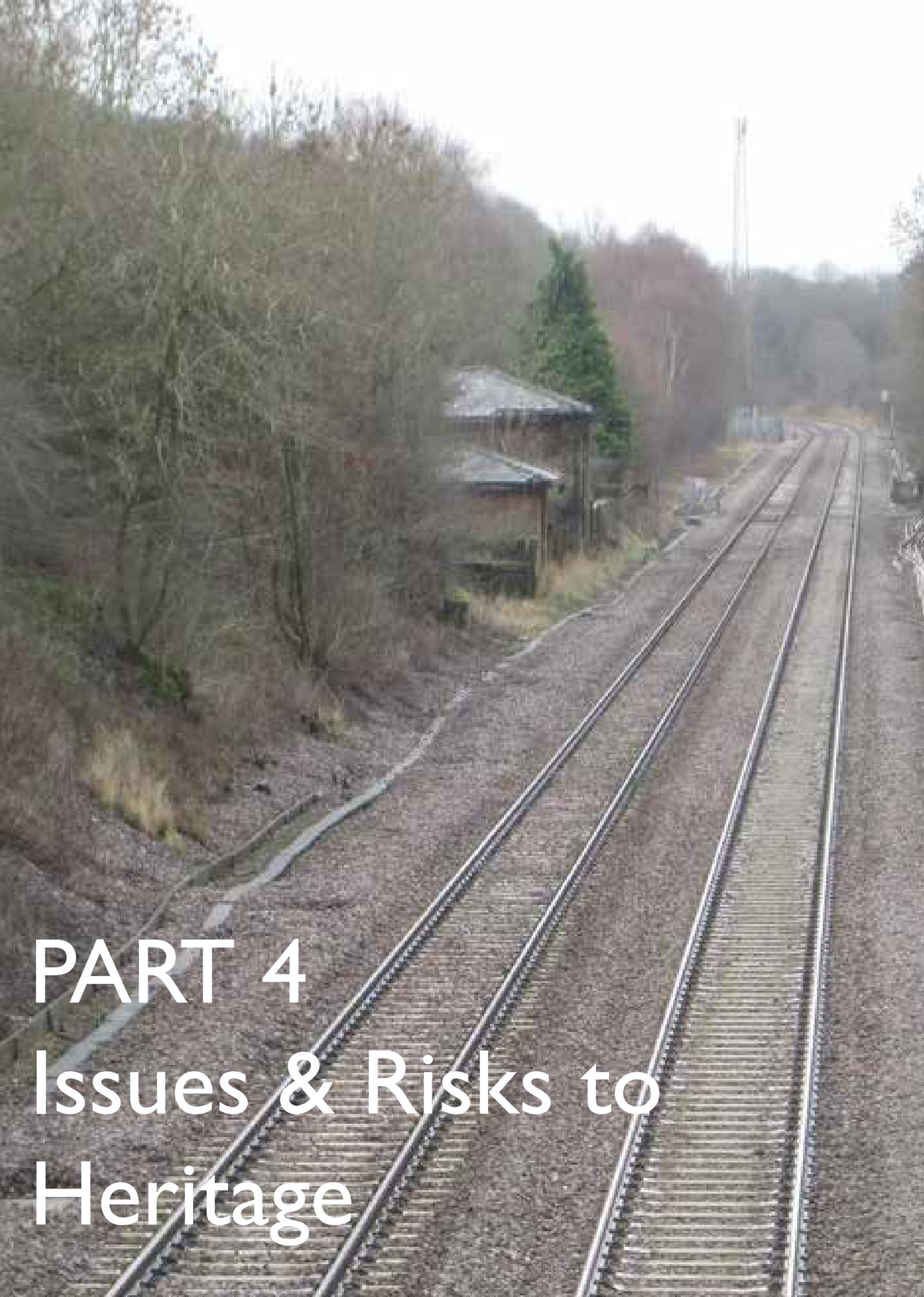
The setting of Wingfield Station has changed with the loss of the platform and the re-grading of the yard to enable rolling stock to be accommodated, but **the linear ensemble** of buildings, incorporating the railway cottages, bridges, urinals and later Goods Warehouse are **a rare survival and of national interest** for this reason. Further detailed examination of the sub-surface and the immediate area of paving around the building will better reveal both the authentic and early finishes and an archaeological approach will enable the Trust to record any items of interest, including any railway ephemera.

Communal Significance

The Railway Station has many national interest groups. The North Midland Railway is of particular importance to the Midland Railway Study Centre, which is based in Derby at the Silk Mill Museum of Making. They house a large collection of material, but this has been inaccessible to the volunteers (and us) in 2020.

Recognition of the public use of the building and its long history of public use until its closure in 1967 is an important story, as is the long campaign to save the building. The building is located on a well-used public footpath and has never been out of the consciousness of local people or the local residents in the Station Houses, who have watched it deteriorate over time.

In having carried out extensive Architectural Paint Analysis, the findings of the complete suite of paint schemes from the inception in 1840 to closure in 1967 provides a very important 'control' for understanding the decorative schemes of other railway buildings along the Midland Railway. For example, it could potentially help with putting into context the decorative schemes at other stations still to be assessed in the future.



PART 4

Issues & Risks to Heritage

Part 4 ISSUES AND RISKS TO HERITAGE

This part of the Plan aims to balance the need to protect the internationally important railway building, with the need to provide an economic use, which incorporates a reduced maintenance liability. It identifies risks which make the site vulnerable to loss of significance, and proposes policies to minimise the risks.

4.1 The Building

4.1.1 Conservation Philosophy

Best practice in conservation requires a high level of understanding of a listed building, and its setting, to inform any proposals for development, alterations, repair or restoration. Where a building has suffered from a high degree of neglect, as in the case of Wingfield Station, which has not been in full active use for 53 years, the repair will need to be more extensive than with a building in fair condition. We cannot preserve the whole of Wingfield Station 'as found' and in fact, having now understood its significance, we would not want to actively preserve the more unsympathetic alterations or replace 'like-with-like', such as the clay hip roof tiles, the asbestos downpipes, the concrete patches and the partial remains of the inserted 'ticket office' screen. Interventions, therefore, need to be very well informed to prevent loss of evidence and to preserve the special interest of the building.

Wingfield Station is largely complete, as designed in 1840, and was in active use as a station for 127 years, so it has had a long public life and bears some of the scars of its public use. Francis Thompson's original design is still clearly expressed and his unified decorative schemes can be clearly understood from the surviving evidence, although this is not how we see the building today. The high degree of surviving fabric evidence enables the specification of works of repair, consolidation and restoration that retains original fabric, where it is possible to do so, and restores materials, fixtures and fittings, where this is missing, incomplete or has been replaced with a harmful replacement, such as gypsum plaster.

Options for restoring the original (or later) decorative schemes need to be considered for:

- a) practicality, with the new use;
- b) desirability, in terms of interpretation and presentation aims, both immediate and future potential;
- c) longevity, in terms of maintaining the finishes and the impact of wear-and-tear, and the suitability of any repairing or decorative finishes.

The preferred decorative scheme is the original Francis Thompson design and the restoration of the spaces and its outward appearance which have survived largely unaltered to the present day. Conjectural works of restoration, major new interventions and alterations should be avoided, unless there is a very strong justification. Relatively few features have been added to the building, for which the previous appearance is unclear: the 'zig-zag' windows are later but were inserted whilst it was an operational station, and as there is no clear evidence of the design of the previous windows, these should therefore be retained in-situ; by contrast, the addition of rails to the walls in the Booking Hall and Ladies Waiting Room are much later interventions, and there is clear evidence of the previous appearance, so restoration of the Thompson decorative schemes is feasible and, for the purposes of presentation to a national or international audience, desirable; likewise, the alteration of one of the Ticket Office windows to incorporate a hopper is a relatively recent intervention which has damaged the integrity of the original Thompson French window and this should be restored to the Thompson design.

Because there have been some later alterations, including modifications to the setting of the building, it is not possible or appropriate to present or interpret the building as the complete work of the architect, or as being restored to a fixed point in time, say at 1840, although it will be clear, in terms of its restored appearance that the building preserves that character. Later alterations can be explained in on-site interpretation. Ephemeral, minor, railway-phase, alterations have on occasion added to the story and these will be interpreted as well.

As further examination is undertaken, and further information comes to light about the authenticity of the building, decisions may need to change in the light of new-found evidence. Flexibility is required to take on-board new discoveries.

The main principles and philosophy follow this chain:

- Preserve original fabric where it survives through tried-and-tested, best-practice conservation, and protect vulnerable fabric prior to starting major works; for example, undertake preparatory fixing of the cornice in-situ, prior to undertaking roofing work, and protect all fireplaces from damage during the construction phase;
- Record all architectural and decorative details to enable accurate copies to be made where missing or where they cannot be actively preserved;
- Replace missing architectural and decorative details, where there is clear evidence for the original detail; for example, reinstatement of missing panelled doors, and the missing margin-light glazing to the entrance door; reinstate lead rainwater pipes and hoppers to high level walls, reinstate a station clock;
- Remove unsympathetic modern additions, where there is clear evidence for the original appearance;
- Retain ephemeral alterations, where these add to the story, but not at the expense of the original design.

4.1.2 Roofs and Roof Structure

The original roof coverings are missing. There is a photographic record of the roofs in the 1950s, which shows evenly-coursed Welsh slate and lead rolls to both the main station and the Goods Warehouse. As part of the investigation of the original roof coverings, we have considered the lithographic evidence, which shows a graduated slate roof with mitred hips to the main station, a finish which was adopted for other stations along the route, including Clay Cross and Barnsley, and the evidence of original roof coverings to the Derby Station buildings, which are covered by extensive site photography from the nineteenth and early twentieth century. A photograph of the roofs of the Derby Roundhouse and its connected engine fitting shops, which dates from ca. 1865, reveals that the roofs on these structures, which date from 1839/40 and were also designed by Francis Thompson, were originally graduated slate, in a subtle graduation and transition, with lead clad rolls to the hips. By the early twentieth century these roofs had been replaced in evenly-coursed Welsh Penrhyn slate⁹. Whether the original slate was a Penrhyn slate or a Cumbrian slate is not known and, without the documentary record from the NMR (possibly within the Kew – Rail archives), cannot be proven. However, it is notable that the graduated slate on the ca. 1865 photographs is of large dimensions, and of even texture and in a subtle gradation, without significant riven character. Graduated Welsh

⁹ Terry Hughes has provided evidence of the export of Welsh slate from the Penrhyn quarries from the late eighteenth century, from where it was sent by sea to Liverpool (the River Mersey) / the canal network. Cromford Canal carriers in the early nineteenth century record slate being transported from Runcorn, at the end of the Trent and Mersey Canal. It seems probable that the materials would have been conveyed by canal, without a comprehensive rail network at this date (c.1835).

slate as a replacement is considered appropriate on the basis that this is the best information we currently have to hand. The final appearance needs to be maintained for both upper and lower roofs to ensure continuity of aesthetic appearance and design.

Hips are preferred to follow the original mitred form, an aesthetic and practical solution to avoid reinstating lead rolls on the lower roofs, which are more vulnerable to theft, and to avoid a detail to the main roof, which is prone to slippage. Options for a solution which provide longevity, in terms of the life of the slate, and the fixing methods are being tested. Long courses of slate, with multiple fixing points, reduce the risk of slippage at hips.

As part of the detailed examination of the building, from a scaffold platform, we have been able to understand the construction methods used and the method and sequence of construction of the roofs; for example, the eaves of the central pavilion had cantilevered scrolled brackets fixed into deep sockets in the masonry wall-head, extending as far as the inner wall plate; these brackets part supported timber framed panels, which in turn formed the framework for lathes and a thick render applied from beneath each panel to create rebated panels. The roof was built with rafters tied to separate eaves trimmers fixed back to the outer wall-plate. These formed the structural support for a series of lead-lined box gutters and the rafter and trimmer combination provided the support for a heavy-duty moulded cornice and fascia, which was constructed from a single piece of timber.



39-40 - Remnants of cornice from the main pavilion roof (39 - left) and the lower wings (40 - right). The upper eaves has a solid moulded cornice and fascia in a single piece of wood. The lower eaves is the same, possibly slightly smaller.

The eaves of the main pavilion roof are in such a poor condition that they need to be completely reconstructed. In the light of the Network Rail constraints, the decision whether to replicate the original detail requires confidence that materials will not degrade, that the fixings and construction techniques can be secure and will not fail, and that there is compatibility between new interventions and traditional details.

Localised inspection holes in the ceiling plaster have enabled us to examine the roof structure more closely and reduce the scope of urgent roof works from wholesale replacement to conservation and repair of the main trusses.

Timbers which are completely hidden and encased within the structure are less vulnerable to deterioration provided that some degree of air flow can be considered to prevent any outbreaks of dry rot, when the eaves are re-sealed. Ventilation pathways within the soffits would need to be very discreet, to avoid any visual impact on the aesthetic importance of the building, but these might be temporary, for example not rendering soffits, to enable the building to dry out fully. The potential use of off-site construction for certain elements can be considered; for example, painted factory-finishes to timber; pre-formed leadwork.



41 - Decorative ribbed collar and lugs to original lead pipework.



42 - cast-iron pipework, a later soil vent pipe

4.1.3 Walls and Plasterwork

The main Booking Hall and the Ticket Office walls have been extensively re-plastered using a gypsum plaster, although large areas of lime-based ceiling plaster and the decorative cornices have survived.

Gypsum has been used during twentieth century repairs to the walls, including the lower sections of wall in the Booking Hall and Ticket Office where this has replaced original timber dado panels. There is an aesthetic and conservation logic to removing the gypsum plaster, restoring the whole vision of the interiors and restoring the dado panels wherever they have been lost, replaced or are simply missing as a result of having rotted away. A strategy for replacement will be determined once the use of each space is decided but the Booking Hall, The Ticket Office and the Porter's Room should have their dado panels fully restored. Dado panels should be restored to Rooms 02, 05 and 06, unless there is a good justification not to do so.



43 - detail of lime-plaster cornice to Booking Hall, with pink sand / lime haired float coat and finishing coat of lime putty gauged with plaster of paris.

4.1.4 General Principles - Repair

In October 2016 Amber Valley Borough Council commissioned a full building condition survey from Bench Architects to address parameters for a series of Urgent Works, which was revised in March 2017. This condition survey has formed the basis of a bid for grant-funding from Historic England and has been updated by James Boon Architects to reflect a new understanding of the significance of the building. Works to completely replace the roof structure and internal plaster; replace chimney stacks and carry out cleaning are now being re-assessed based on an appreciation of significance.

It is not possible to conserve Wingfield Station 'as found'. This sort of principle is only achievable with buildings in fair to good condition, or artefacts of high intrinsic value. It is also inappropriate to replace 'like-with-like' in many instances, as many of the alterations have been unsympathetic, in both the physical and aesthetic interests of the long-term conservation of the building.

In this instance, the approach will need to be rigorously informed but comprehensive, preserving what original detail can be in-situ, but making up deficiencies with new work, using highly skilled craftspeople, as the original trades people were, to replicate original detail. The choice of what is added to the building, in the form of services, fittings and modern interventions, is being informed by a conservation-led strategy to remove unsympathetic later alterations (e.g. the use of gypsum plaster) and to replace these with authentic details based on the historic decorative scheme.

Works to re-point the building are being re-assessed on the basis that the original joints are extremely thin in places, and were largely lime putty (not a gauged mortar), so the repair spec, will be more nuanced.

In 2020 the DHBT has also commissioned a series of investigative reports to look more closely at the condition of the building. This includes a more intensive structural survey, a timber survey, a drainage survey and an asbestos survey and investigation by a master plasterer.

The timber survey and structural survey reports are included in Appendices 8 and 9.

The degree of expectation as to how long the repairs will last has to be managed, so that this is realistic. No re-roofing works can be guaranteed to be permanent, or have a life of 100 years, so the risk assessment has considered what is a reasonable life-span, and how can any impacts be mitigated?

In order to provide greater certainty, the life-span of alternative materials will have to be a factor; e.g. how will lead perform compared with terne-coated stainless steel¹⁰ or zinc? How will render panels perform compared with pressed or sheet metal for rebated soffits?

Interventions have been considered under the developing philosophy for the building asking three key questions:

- Is the intervention going to provide a more durable alternative, and what is the guaranteed life?
- Is the intervention going to look authentic, from below or at close quarters?
- Is there an alternative which is better? i.e. – undertake an options appraisal.

As well as life-span there are other considerations, such as aesthetic appearance and the risk of theft,

¹⁰ Church Roof Replacement Using Terne-coated Stainless Steel, Historic England Guidance Note (Feb. 2020). "A properly detailed stainless steel roof should have a life of 80 to 100 years...Grade 316 is the highest quality material for roofing applications with 2.1 per cent molybdenum content."

both of which are critical factors for sustaining Wingfield Station's significance. The following key decisions have been informed by a risk analysis and tests of whether the proposal is authentic and / or reflects the significance of the historic design:

- The roofs to the main station building, including the wings, shall be reinstated in a graduated natural slate, either Welsh slate such as Penrhyn, or a Lake District slate such as Burlington, laid onto sarking boards; the specification shall be informed by on-going research; the hips shall be mitred with suitable durable soakers, that can be accommodated without changing the profile of the roof;
- The roof to the Goods Warehouse shall be reinstated in the same slate, but this shall be non-graduated slate; the hips to the Goods Warehouse shall be finished with round-batten timber rolls, clad in a suitable long-lasting material that matches its latest appearance, pre-closure of the station; TCSS can be considered provided that this can be adequately secured to prevent wind-lift or the buffeting effects from trains;
- All leadwork hoppers and swan-neck downpipes to the upper levels, including redundant ones, should be reinstated (and painted) to restore symmetry and authenticity;
- Restoration of the original cream-painted finish to the lead hoppers and downpipes, at all levels, will likely reduce the risk of theft and should be specified, informed by further APA specification;
- Existing lead flashings to wall abutments, and lead flashings and wood-core rolls to ridges and lead soakers to mitred hips should be restored, in accordance with best practice and the LSA and LDA guidelines; at low level, the four internal angle lead hoppers shall be restored utilising the existing pattern;
- At low level on the wings, and on the Goods Warehouse, cast-iron rainwater goods shall be used, incorporating swan-neck sections for the Goods Warehouse, and adopting original fixing positions, and painted cream to match; profiles of cast iron downpipes should reflect the original dimensions of the lead downpipes and consideration should be given to the use of lugs to replicate the detail of the leadwork above;
- The high-level gutter to the main pavilion roof (station forecourt side) shall be reinstated in lead, laid in accordance with the Lead Sheet Association guidelines; elsewhere on the pavilion roof, the original fascia / cornice detail at the eaves and the over-sailing slate eaves shall be restored to north and south elevations, and shall be continued and extended to the west (former platform) elevation;
- At low-level to the wings the lead gutters shall be replaced with a suitable long-lasting material, such as terne-coated stainless steel (TCSS); consideration should be given to the impact of any visible perimeter details and any upstand visible from ground level to ensure that this does not become a distraction from the traditional cornice profile; TCSS will need a specialist contractor, using only stainless steel tools; a tin-rich electroplated surface should be specified;
- At high-level the timber-framed soffits and brackets to the pavilion roof shall be reinstated using Accoya, which shall be painted with a factory finish to reduce the maintenance-term, to

the colour specification identified through further APA¹¹; wherever possible, where existing decorative brackets survive in reasonable condition, these should be re-used on the building, to the station forecourt elevation;

- At high-level, the lathe-and-render rebated panels which will be inaccessible for regular maintenance shall be replaced with a form of durable pressed or sheet metal, powder-coated to match the original colour-scheme; elsewhere, the original lath-and-render to the soffits shall be restored;
- At low-level to the wings, the timber-framed soffits and lathe-and-render rebated panels shall be reinstated adopting the authentic methods, materials and finishes.

Lastly, there are considerations concerning the on-going maintenance implications of actions we take now; for example,

- What are the long-term implications of allowing water to shed from the main roof directly onto the trackside, without an eaves gutter?
- What are the likely effects of trains on the building environment, including the roofs?

Trials may be required to test details prior to erection on site.

4.2 Control of Moisture, Humidity and Prevention of Condensation

Timber Decay

When the moisture content of the timber has reached below 20% the building will need to be inspected to determine any on-going signs of dry rot. New ventilation pathways should be considered for the roof voids to introduce a cross-flow of ventilation, if only on a temporary basis. Monitoring of the building environment should follow on from making it wind and watertight.

4.3 Subsequent Alterations, Ephemera and Authenticity

4.3.1 Exterior

The building has had a number of very minor alterations over the centuries. Some are easily explained, some less so. The former presence of large railway posters and advertisements can be seen by the ghosted faint outlines of paint, iron pins and variable weathering. Overall, in looking at the building from a distance, these are not noticeable, but they are visible on closer inspection. Where the pins are not causing any frost damage and are let into the stone using lead, these should be retained in-situ, as they contribute to understanding the public use of the building. However, this does not mean that new signs should be fixed in the same location. In appreciating aesthetic significance, the original design of the architect should remain distinct and uncluttered. The tiny fragments of paint are also part of this impression, which the pins in isolation do not convey. Whether the stone should be cleaned is an important consideration and targeted cleaning may be an option, but cleaning masonry en-bloc, would remove this ephemeral evidence. De-frassing stone by brushing down masonry in general and removing moss and algal blooms is the preferred option, with targeted removal of obtrusive graffiti.

External paving has preserved the pattern of human activity and wear around the station. Where this needs to be re-laid and cracked slabs replaced, or tarmac and concrete replaced with new stone flags, care should be taken where possible to preserve the pattern of wear.

¹¹ Note that a paint specification identifying colours and suitable materials has yet to be prepared by the architectural paint researcher for all paints and colours.

4.3.2 Cleaning

The benefits of cleaning and removing mosses and algal growths need to be considered against the fact that they will naturally die off once the building is dry and the aesthetic benefit of removal. Bright green and yellow algae are signs of high levels of moisture within the walls and these correspond with areas of high levels of internal lintel decay. Steam cleaning would be effective at removing blooms. Lichen for example is generally benign, less disfiguring, and provides a much older patina and reflects the 200-year history of the building. However, this varies in its intensity and has obscured some detail. There are some soiling patterns to the herringbone brickwork which have exaggerated its appearance at the expense of the overall design intent.



44-45 - Disfiguring graffiti should be removed (44 - left), whilst the ephemeral evidence of former Railway signboards should be preserved (45 - right). Further investigation is needed to determine how much of the lichen should be removed, once the building has dried out.

Decisions over cleaning should be left until after the roofs have been replaced and the walls have thoroughly dried out. This will mean that the track-side elevation, with the cartouche and former clock, will remain uncleaned other than simply brushed down, re-pointed in lime-putty, where appropriate, and that the ghosted lines of the former station sign will remain. In this instance it is appropriate to retain the ephemera and sense of history.

The new painted graffiti, post closure of the railway should be removed but earlier graffiti, such as scratched initials, is less harmful aesthetically and should be retained as part of the ephemeral history of the building.

4.3.3 Stone repair

Stone indents to the existing masonry have been carried out in yellow sandstone, rather than the darker pink stone of the original masonry. If the masonry is cleaned, these will be more evident. It is desirable to replace poorly matched indents.

Otherwise the use of 'indents' has to be assessed based on the overall aesthetic appearance of the building. A patchwork effect should be avoided in order to preserve Francis Thompson's concept and the level of aesthetic sophistication and clean lines and precision to which he was aspiring. High quality repairs are desirable and the use of 'plastic repair' is too short term to be expedient. For example, the panel of masonry plinth below window w12 has been disfigured by both concrete repairs and by metal pins which have caused the stone to shear. This is an ongoing corrosion issue

and in addition to drilling out the metal pins it is appropriate to replace a whole section of the face of this plinth to restore the original profile and front face, rather than indent stone in patches.



46-47 - Old stone indents may need to be replaced (46 - left) and disfiguring alterations such as this electricity box have harmed the special aesthetic interest and should be removed and the masonry restored (47 - right).

4.3.4 Joinery Repair

There is still a reasonable amount of original joinery left in-situ (e.g. platform doors, architraves to the Booking Hall windows, and some French windows, including fixed lights to the tri-partite windows). Where original internal joinery survives that can be repaired, this should be repaired using like-with-like materials to ensure compatibility. Where the replacements are wholesale, such as panelling, then there is an option to introduce other timbers, such as Accoya, but it is essential that the paint finish should be authentic, onto solid timber, and for that reason plywood wood be inappropriate. Complete stripping of paint to bare wood should be avoided, to preserve evidence in-situ.

4.3.5 Cartouche and Former Clock

The station clock was an important part of the life of the station, around which local communities worked. Setting the time by the station clock was commonplace by the mid nineteenth century. The clock at Wingfield Station was dual-faced and was an important part of the design of the principal elevation. Unfortunately, it is missing, but its internal face to the Booking Hall should be restored to a working clock. The outer face should be restored so that it is secure, weatherproof and provides a degree of insulation, to avoid a cold spot or sound transference. This outer face could still have a clock face, if desired, using dials to match the original. This clock would be a fixed replica requiring no maintenance.

4.4 Noise, Ventilation and Thermal Efficiency

The railway track has a straight section which runs past Wingfield Station but to the south the track curves. The sound of wheels on the line is exaggerated at curves. Agreement should be sought with Network Rail that the curved sections of track be maintained to reduce sound transmission from train wheels. Where the line is electrified, it is the sound of wheels, at low level, which has the greatest impact, rather than the sound from diesel engines. It is advisable that an acoustic engineer provide support to consider and address this issue. This should also be factored into the treatment of the boundary fencing.

In terms of sound transference, the weakest part of the building is the windows. As part of the development of a strategy for the sound-proofing and maintenance of the principle window to the station Booking Hall, which is in line with the Network Rail demise, all options have been considered and it has been resolved to install external glazing which is armored – ‘anti-bandit glass’. This relies on a sandwich of laminated layers. This will be fixed into slim, powder-coated frames fixed within the existing masonry reveals. For acoustic reasons, the option of installing externally-mounted glazing to the other windows facing the line is also preferred, although the zig-zag window cannot accommodate this solution and this can accommodate internal secondary glazing with no impact. This will preserve the internal appearance of Thompson’s Booking Hall space, and will reveal the original windows; it will enable the existing French windows to be retained and repaired (or replaced to match), with the historic appearance intact.

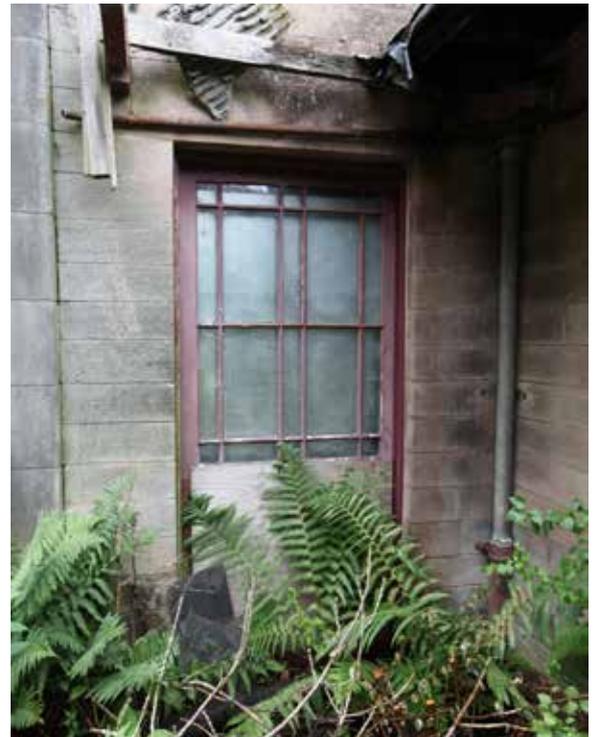
This provides a degree of sound insulation but also, critically, enables the occupiers to maintain the inward-opening French windows, for cleaning and painting. The treatment and maintenance plan for this second external glazed panel will be subject to the agreement of Network Rail and it is desirable that it is checked for acoustic performance by an acoustic engineer. In conjunction with this alteration to the principal window serving the Booking Hall, the existing fixed side lights will need to be removed and made to open inwards, as inward-opening casements.

The external treatment of the platform doors shall be reviewed in line with the acoustic treatment of the building envelope to ensure that this approach is consistent, for the acceptable comfort of the tenants. One option to be considered is the demountable external glazing of these doors, so that the inward appearance doesn’t change, but so that the benefits of the acoustic upgrading of other windows is not undermined. This would mean that these doors would not be in regular use.

None of the windows facing the station forecourt should be upgraded with an additional skin of glazing as this would be detrimental to the special interest of the building.

Further sound attenuation can be achieved by upgrading the ceiling voids, as this is the secondary area of sound transmission and weakness, but this will need to be carried out once the building is fully dried out, to prevent any outbreak of dry rot.

The ventilation of the building will be achieved through the air exchanges, as doors are opened and closed, and will be considered on the basis of scale commensurate with a domestic building. The volume of the main Booking Hall, with its 4.4-metre high ceiling is considered to be sufficiently high to provide adequate ventilation for up to 8 office workers, combined with the option of opening French windows to the forecourt elevation to the Ticket Office, holding the doors ajar and a ceiling-mounted fan. Flues to both chimney stacks should also be considered as a means of providing passive ventilation and will need to be tested for acoustic weaknesses. This will avoid the need to introduce a complex Mechanical Ventilation with Heat Recovery system within the roof void, and any



48 - noise transference through glazed doors should be reviewed and consideration given to external glazed panels to platform doors.

associated vents. This was considered early on but it would be obtrusive and compromise the sound attenuation. This needs to be resolved with the building inspector early on.

Both the Station and Goods Warehouse will be heated primarily using under-floor heating, in conjunction with the upgrading of the floor slab to introduce thermal insulation. This does not affect any historic finishes in the station, where the floors have been replaced in concrete. Final finishes will need to be explored which balance a sense of authenticity with thermal performance. Alternative finishes for different spaces within the Station can be considered, with the assumption that the finishes between the Booking Hall and Ticket Office will be unified in appearance. The original stone paving to the Goods Warehouse should be reinstated.

The Goods Warehouse will require a bespoke system of upgrading the external doors to the track to prevent deterioration of painted finishes. The existing doors should be preserved in-situ. The use of a 'sandwich', preserving the existing platform doors in-situ, with an internal insulated removable lining, and / or an external, insulated, painted, powder-coated aluminium facing panel are preferred. The doors facing the station forecourt should be re-hung so that they open outwards, enabling a glazed screen to be installed for the comfort of the occupants. Ventilation will be made available through this glazed inner door and / or the rooflights.

4.5 Internal Finishes

4.5.1 Paint

The project includes the aspiration to restore Francis Thompson's decorative scheme for the interior of the station building. This includes distempers to walls and ceilings. This will be an important part of how the historic interior is experienced on heritage open days or by special arrangement. The restoration of the specialist paint effects for the interior joinery and fireplaces limits the opportunity to carry out any comprehensive, regular redecoration of the joinery and historic paint finishes. The Trust will take full responsibility for the redecoration of the joinery and ceilings, on a long-term cyclical basis, which will be incorporated into the maintenance agreement and legal agreement with the tenant. It is assumed that some wear-and-tear and scuff-marks will result from this approach, but that this can be limited by the judicious placement of furniture. The tenant, by contrast, will take full responsibility for the redecoration of wall surfaces, using distempers, as specified in the maintenance manual.

4.5.2 Wallpaper

The project proposes to restore a wallpapered finish to the former Ladies Waiting Room, if possible reproducing one of the early wallpapers. Options will be considered following conservation of wallpapers to assess feasibility of reproducing papers. Bespoke Perspex, or similar, panels covering part of the wallpaper may be required to prevent damage from office furniture, to be agreed in the maintenance agreement with the tenant. The Trust will take responsibility for the replacement of historic wallpaper, on a long-term cyclical basis.

4.6 Research and Recording

All interventions should be recorded. The full suite of development drawings prepared for the applications for Listed Building Consent and the Level 3 Survey photographs shall be collated and deposited with an appropriate archive, such as the Midland Railway Study Centre or the Derbyshire Record Office. The Trust shall create and curate a site archive, a single point of reference for ongoing study and research.

Areas of further investigation that may inform the ongoing development of an interpretation strategy include:

- a comparison with Francis Thompson's surviving stations in the UK
- comparison with other pioneer stations of ca. 1827-1840
- further research and consideration of European examples
- wallpaper and investigation of original painted finish to fireplaces

4.7 The Site

4.7.1 Curtilage

The curtilage of the listed building (Wingfield Station) is defined as the land that formed part of the property at the time of listing on 25th May 1971, where this was ancillary to the use of the station. Buildings or structures that fall within the curtilage of listed buildings are also protected under the same legislation, provided that they are ancillary to the principal building, and date from before 1 July 1948 (section 1(5)(b) of the Planning (Listed Buildings and Conservation Areas) Act 1990. The current property boundary was created as part of the transfer of the freehold in 1979, so the historic curtilage relates to the land which was owned by British Rail and includes the station entrance approach drive, which is now outside the freehold ownership. Therefore, there are no permitted development rights on the land which forms part of the access drive and approach, and all development needs planning permission.

4.7.2 Setting and Landscaping

It is a statutory requirement that new development must take into account the impact of any development on the setting of a listed building. The setting of Wingfield Station has been considered as part of the redevelopment and future use of the site and for that reason any future development within the curtilage will be limited, to protect the principal views of the station. Any future development should be restricted to areas which do not impact on historic setted surfaces, the principal views and / or the setting of Thompson's station.

Additional fences within the site should not be permitted, in order to maintain the character of the openness of the sweeping forecourt and to preserve the setting of the Station.

The restoration of the pink granite setts to the external spaces should be undertaken so that this can be understood as part of the historic development of the site. Stone paved surfaces around the immediate perimeter of the station should be restored, taking care when they are lifted to preserve the evidence of the pattern of wear, as this is part of the communal significance of the building.

4.7.3 Security and Boundaries

The station has escaped from extensive vandalism as it is not well known and is set back from the main road, away from general public view. It is also close to two residential properties, the overseeing presence of which is an ongoing strong deterrent to thieves or vandals. However, there has clearly been some small-scale vandalism at the station, in the form of painted graffiti, and some theft of lead.

Locals using the footpath network know the building intimately. Nevertheless, as the building becomes more widely known and celebrated, there are certain risks from a number of potential sources: disruption to local residents when the site is unoccupied after 5pm; potential fly-tipping on the station yard; theft of material, particularly when the building is unoccupied at night-time.

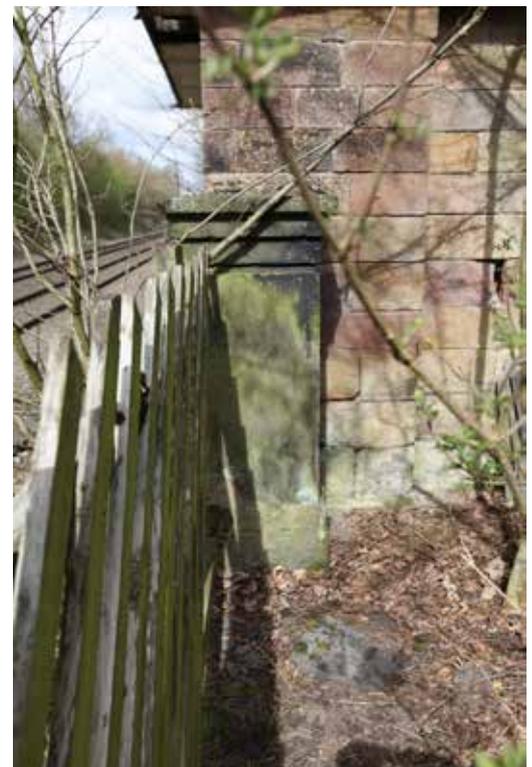
Although theft of building materials is being designed out of the restoration, and the office use will need to be secure, there is a desire to create a permanent physical barrier to prevent access for

vehicles not in use by the tenant and official visitors, particularly accessing the car park over-night. During exploration of the former station car park, granite setts (forming a 3m wide roadway) were exposed, which are highly vulnerable to theft. As a consequence, a swing-arm steel barrier has been temporarily installed to reduce the opportunity for unauthorised vehicles. By increasing the area of car parking and hardstanding and not securing this area, any night-time activity long-term, could also potentially impact on the local residents.

For these reasons, a physical barrier to cars is desirable at the entrance to the site (rather than CCTV), at the property boundary, with a lockable vehicular gate. This will have an impact on the setting of the station as the approach drive was historically open to the road. The existing pedestrian access, in the form of the public footpath, would be unaffected. The design of the gate needs to avoid being overly ornate and a simple, modern design of lightweight appearance is preferred to mitigate impact on the setting of the listed building. The use of bollards (either stone or modern steel or equivalent) is also to be considered to supplement the gated access, to close-off vehicular access.

4.7.4 Boundaries to Network Rail Property

The northern boundary beyond the Goods Warehouse incorporates an area within the Trust's demise, which is defined by the stone retaining wall to the former sidings. It is desirable that this area is incorporated into the site interpretation but consideration needs to be given to how to make this area secure, with a defensible boundary fence, and also visible for interpretation. Options for acoustic upgrading the boundary fence need to be factored into the solution. The legal agreement for the sale of the property required a permanent fence to be erected on the boundary of the property and Network Rail land. The height of this fencing facing the former platform should enable a degree of protection for low-key maintenance of the wings, and to prevent any slippage of slate onto the Rail Track demise but also needs to be considered for its impact on the setting of the listed station, as the fencing will be visible from the station forecourt. The optimum height of the fence permits it to sit under the eaves of the Goods Warehouse but needs careful thought where it meets historic details, such as the original Thompson boundary wall pier.



49 - existing boundary fence and original pier along the boundary with Network Rail property.

4.8 On-Going Management

4.8.1 Repair and Restoration

Vital to a successful conservation project is the specification of materials, which must be identified clearly and unambiguously. Responsibility for ensuring appropriate materials are used in the correct way for the circumstances lies with the specifier, not the contractor. Network Rail also require a Category 3 Check for all materials. Further investigation is recommended for key areas, including: graduated roofing slate and mitred hips, TCSS details for gutters and hips, armored acoustic glass, specification for lime-plaster repair and new work, specification for lathe-and-render external soffits, specification for paints and colours, consolidation and repair of ceiling cornices, the appropriate decorative technique for wood graining, specification for wallpaper restoration, specification for external cleaning, including technique.

4.8.2 Disaster Preparation

Quinquennial Survey

The buildings will be regularly assessed by quinquennial survey as a way of monitoring the condition of the building envelope and to highlight any potential maintenance problems. The survey should be undertaken by a conservation-accredited chartered architect or chartered building surveyor.

Planned Maintenance

The different responsibilities for The Leaseholder and The Landlord need clarity in the Maintenance Plan, to avoid any risk of harm to the heritage because of misunderstandings. This should include the expected time-frame for re-painting distemper wall surfaces and the Landlord's expectations for re-decorating areas in the Trust's responsibility.

Access to Roof Spaces

Access to roof spaces should be controlled by the freehold owner. Inspection hatches will need to be provided to roof voids to each wing where there are no cornices (e.g. Rooms 01 or 02 and 05), but an inspection hatch to the principal pavilion roof will need to be considered as part of the strategy for services and if it is essential would need to be very discreet and fitted flush.

Access to Roofs

Access to external roofs will be controlled by the freehold owner under the maintenance agreement. Maintenance of rainwater gutters and downpipes requires twice annual inspections by the owner, in late spring and in the autumn during rainfall, to remove any accumulated debris and unblock any gutters. There are a large number of trees surrounding the building and leaf litter is a potential problem. Overhanging gutters will need to be reached by a bespoke ladder stand-off or a small tower scaffold, the safe design of which will need to be addressed by the architect as part of the Maintenance Plan.

4.8.3 Potential Lack of Resources

Capital Funding – A proportion of the rent from the leaseholder will need to be quantified for maintenance and future long-term repair to meet any unforeseen circumstances. It will be the responsibility of the freehold owner, the Trust, to meet and address any shortfall.

The repair or redecoration of windows, maintenance of roof coverings and cleaning of rainwater goods, paving and external landscaping will be the responsibility of the landlord (the Trust) and factored into the Maintenance Plan.



PART 5
Policies

Part 5 POLICIES

General Conservation Policies

CON1 The Trust will ensure the buildings are repaired to the highest conservation standards, to preserve the historical and architectural integrity, the authenticity of original details, and the symmetry and balance of the architectural composition.

CON2 The Trust will enable accurate, well-informed restoration, using conservation-based research and analysis:

- Paint colours shall be informed by Architectural Paint Research to current best practice;
- Wallpaper fragments shall be conserved by an ICON-accredited conservator;
- The original painted finishes to the fireplaces shall be uncovered, where possible, by an ICON-accredited conservator;
- Joinery repair and replacement shall be informed by detailed recording of original details;
- Archaeological site investigation to the north of the Goods Warehouse and around the Station shall follow the ClfA's standards for archaeological excavation (2014);
- Timber shall be monitored for moisture levels as part of a holistic approach to the control of decay.

CON3 The Trust will promote an awareness in all responsible for the building and site, including the tenant, of the significance of the building. Interpretation will explain the historical, architectural, social and cultural significance of the buildings to visitors.

CON4 The Trust will create and curate a site archive, which will meet the appropriate standards of curation, storage and access for independent study. This should include a record of all historic documents, illustrations, photographic survey collated for this Conservation Plan and for the Site Interpretation.

Risk Management

RM1 The Trust will integrate site management to provide a full understanding of responsibilities and clear advice on Network Rail constraints.

RM2 The Trust will prepare and maintain a Building Maintenance Manual to identify the individual responsibilities of landlord and tenant, to protect the interests of the listed building and its setting. This will:

- identify different responsibilities, within the building/s and site-wide;
- identify the appropriate level of expertise in different disciplines and control of work;
- identify environmental monitoring, including roof spaces;
- consider wear and tear and methods to reduce impacts;
- consider appropriate methods of cleaning.

RM3 The Trust will review management practices, maintenance and monitoring on an annual basis, including any necessary environmental monitoring.

RM4 The Trust will introduce a programme of twice-yearly maintenance inspections, as part of the Building Maintenance Plan. These should include responsive and immediate action to clean out

gutters and gulleys, to remove vegetation and repair glass breakages or broken paving slabs, where these are outside the Network Rail constraints.

RM5 The Trust will develop policies for safe working practices on site, including safe access to roofs, safe access to drainage, safe access to security fencing, and notification of the fire service of constraints, site access and access to fire hydrants.

RM6 The Trust will introduce a quinquennial condition survey of all buildings, to be undertaken by a conservation-accredited architect or RICS conservation-accredited building surveyor.

RM7 The Trust will ensure quality control and continuity by employing specialists or selecting contractors with a proven track record in conservation work, in particular the specific materials being incorporated into the repair, as well as the skilled craftspeople or the highest calibre needed to address the quality of the Francis Thompson details.



Appendices

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