

# Great British Railway HQ

Expression of Interest



# Introduction

# GBR HQ arriving at Newcastle Central

## Executive summary

I am delighted to make this submission on behalf of Newcastle City Council to the Department for Transport confirming our interest in hosting the headquarters of Great British Railways.

Our submission demonstrates the commitment we will make to ensure that the new HQ is both a successful operational facility for Great British Railways, but also creates an economic legacy which exists well into the future.

Newcastle is steeped in rail history. Robert Stephenson founded the first locomotive workshop in what is now known as the Stephenson Quarter, an area which is under development with Stephenson Works LLP, a joint venture between Newcastle City Council and PfP-igloo. One of the site options available for the new HQ will be the Pattern Shop, where Robert Stephenson first built locomotives and therefore a truly fitting potential home for the new GBR HQ.

Coupled to this is that our sites are directly adjacent to Central Station in Newcastle, with rail access to many UK cities in less than three hours. As such, not only is Newcastle the right spiritual home for the new HQ, but also centrally located to facilitate ready and easy access through the existing rail network.

Locating the HQ in Newcastle creates a visible and meaningful commitment to broader UK Levelling Up, providing a further boost to our regional economy and delivering new jobs north of Darlington. Our local college also delivers a one-of-a-kind Rail and Civil Engineering Academy, developing new graduates for the rail industry. Whilst our people are world renowned for their friendly but hard working ethos. Rest assured, the GBR HQ would be warmly welcomed in Newcastle by everyone in the region. Further letters of support are included within this submission.

Upon reading this submission we're confident you'll agree that Newcastle's offer to host the HQ is so compelling that there really is no other choice. We believe Newcastle exceeds the parameters identified in the issued documentation and look forward to the opportunity to show you around our amazing city and how we can support the creation of a new rail era in the UK.



**Pam Smith**  
**Chief Executive of Newcastle City Council**





# Context

# Welcome to Newcastle

Our Newcastle is a great city, one that never stands still. It is a fantastic place to live, work, study and invest. A city full of people passionate about the place they call home

As one of the UK’s core cities, the regional capital of North East England and an integral part of the Northern Powerhouse, our city region is home to more than 2.6m people. Close to 70,000 registered businesses call the Newcastle city region home, including some of the world’s most iconic brands.

Newcastle is a city that thrives on fresh ideas and the brand-new world of data. Our digital connectivity and infrastructure make us a leading UK smart city, facilitating growth across key sectors including life sciences, corporate services, manufacturing, energy and digital. The skills, talent, available office space and support networks, create an environment where enterprise can grow and flourish.

Newcastle is a strong location with a genuine sense of place, with the Angel of the North and iconic Quayside and Tyne Bridge, it’s instantly recognisable. Established networks and partnerships will support all aspects of Great British Railways business across professional services, digital transformation, heritage, and rail supply chain.

With a fiercely innovative and independent spirit we can lay claim to revolutionising light, rail, drinks and clearing away the rain! Why? Because inventors in our region created the first electric light bulb, The Rocket, Lucozade and the humble windscreen wiper.

But it’s not just about work. Newcastle is a city to enjoy. Our city provides an unrivaled quality of life, an exciting blend of the historic and the contemporary, a buzzing city, a tranquil coast and countryside all on your doorstep.

“With a nod to the past, we invite Great British Railways to embark on a shared journey as we both play our part in changing tomorrow.”

1.7m  
working age population  
within 60min drive





Site proposal: Stephenson Quarter

The Stephenson Quarter takes it names from father and son George and Robert Stephenson, founders of Robert Stephenson and Company Works, the site of technological innovations that pioneered rail transport and changed the world. Known as the Father of the Railways, Engineer and Inventor George Stephenson’s legacy is of global significance and we are certain there is no more fitting home for Great British Railways than here, the birthplace of the modern railway.

Overview

The Railyards/The Pattern Shop is the second phase of regeneration within Newcastle’s historical Stephenson Quarter brought forward by Stephenson Works LLP (SWLLP) – a JV partnership between Newcastle City Council and PfP-igloo. As part of a truly mixed-use development, the first phase of the masterplan brought forward the nearby Boiler Shop conversion for music and event space, the Crowne Plaza Hotel, neighbouring new build offices, multi-storey car park on Forth Banks and the University Technical College (UTC).

The second phase will contribute to the existing regeneration via the conversion of Grade II\* listed building The Pattern Shop into 30,000 sqft of stunning office space, around 140 new build residential units, over 150,000 sqft of new build Grade A office space and 17,000 sqft of leisure/workshop/art space.

Location

The Railyards is located in the heart of Newcastle City Centre, with phenomenal transport links and local amenities.

Newcastle Central Station	5 minute walk
Newcastle Central Station Metro	5 minute walk
Newcastle Eldon Square Bus Station	16 minute walk
Newcastle International Airport	16 mins travel by car, 40 mins travel by bus, 37 mins travel by Metro
The Coast	35 mins travel by Metro





The Railyards showcases the business and lifestyle advantages of being located right up against the East Coast Main Line and the Tyne and Wear Metro, the second largest light rail system in the UK, connecting the site directly to the city’s international airport as well as being seconds from the riverside connection to the nation’s most well-known cycle route.

Character

Due to the deep and rich history of the area, the site is a fascinating blend of stunning heritage buildings and well-designed modern architecture amongst the backdrop of the famous Tyne bridges and Newcastle’s Central Station. The spaces represent almost 200 years of innovation: SWLLP are bringing these heritage buildings back into vibrant use to create a strong identity, sense of place and community unlike any other, to attract businesses and visitors alike. No other site can offer the same quality and amenities as the architecture and spaces at the Stephenson Quarter, with active rooftops, flexible workspace, overnight accommodation on the doorstep and places to meet, eat and unwind.

Sustainability

Sustainability is a key focus for the development, with igloo’s industry-leading Footprint policy engrained into every step, ensuring maximum social and economic impact with minimal environmental impact. Key strategies have been proposed for the site, with sustainability performance measured via Footprint’s six pillars of Wellbeing, Place and Nature, Climate, Circular Economy and Community.

Wider site overview

The Stephenson Quarter is the most high-profile location in the city, every single person who arrives at Newcastle Central Station, or even passes through, will be able to see this development. They will see how the city lives and breathes through glimpsing these buildings.

SWLLP is formed to drive this opportunity and is creating a truly vibrant, mixed-use Quarter, through phased development, building on its existing strengths to accelerate a level of visible vibrancy and density that will create the go-to address for businesses, city-dwellers and re-locators of all kinds.

SWLLP are igniting the Stephenson Quarter as Newcastle’s dynamo of employment, learning, enjoyment and upbeat, city living. The Stephenson Quarter will be an economic generator for the city, drawing on its remarkable heritage of innovation to fulfil its true potential.

Value for money

The Pattern Shop rent will be around £20 psf making our offer at the Stepheson Quarter excellent value for money given the prominence, centrality and accessibility of our site within a city that has major lifestyle appeal, low cost of living and access to skilled workforce pool.

Town/City	Prime Headline Rent (psf)
York	£25.00
Peterborough	£23.00
Durham	£22.00
Manchester	£40.00+
Preston	£25.00
Leeds	£34.00
Milton Keynes	£27.50



Image: Pattern Shop DRAFT External

“The City of Newcastle was at the heart of the development of the railways with the construction of the ROCKET the steam engine which was designed by Robert Stephenson in 1829 and built at the Forth Street Works in Newcastle upon Tyne close to the Station which itself is a Grade 1 Listed Building. It brought together a number of innovations that resulted in the design forming the basis of the development of steam engines over the next 150 years. It would seem most appropriate for the Headquarters of Great British Railways to return to the City where it all began.”

Gavin Black  
Chairman of the Central Station Gateway Project



Site proposal: Forth Goods Yard

Forth Yards Forth Goods Yard (FGY) when developed, is the key NE corner site in the wider Forth Yards regeneration area. GBR at FGY will create both the gateway and be the catalyst for the wider Forth Yards area, a 19.25 ha priority brownfield land site in the urban core of Newcastle upon Tyne. It is a strategic regional site with a proposed 3500 homes, which will create an injection of significant private sector capital, employment opportunities and economic output generated by the construction phase of the development. This will in turn increase local resident expenditure and provide fiscal benefits including New Homes Bonus payments and Council Tax for Newcastle City Council.

£370m in private sector investment is expected providing an additional £45.5m of Gross Value Added (GVA) (economic output) per annum during the construction period. 345 FTE permanent direct construction jobs and a further 520 indirect/induced jobs in the supply chain and related services is expected.

Attracting new (predominantly economically active) residents to live in the area creates £19.2m in first occupation expenditure and an estimated £36.7m of net additional on-going expenditure within Newcastle upon Tyne creating approximately 480 new FTE jobs in the local area. A £17.8m in total in New Homes Bonus payments and £4.7m in Council Tax revenues per annum for Newcastle City Council have also been forecast.

Value for money

Forth Goods Yard is publicly owned and is part of the railway estate with a developer who is 50% owned by Network Rail a public body. The land value and half the development profit of the GBR HQ project at FGY will be re-invested back into the UK railway network.

Blank canvass

FGY is a blank canvas allowing under the [Opportunities for Great British Railways](#) criteria to develop a bespoke HQ to facilitate the goals and fit the ethos of the new organisation including changing culture, sustainability i.e., showcase a new green office and harnessing the private sector to help deliver it.

Re purposing existing Railway Buildings

FGY The Newcastle High Line will provide direct pedestrian and cycling access from Newcastle station to the GBR head office and will be an iconic urban landmark re-purposing the Forth Banks viaduct and promoting a shift towards sustainable active travel and a green public realm. This will also complement the improvements and re-use of other historic railway infrastructure. The High Line and opening up of low-level arches will be the key access point and visual markers for the wider Forth Yards regeneration zone.





# Levelling up

## Northbound

With alignment to the entire assessment criteria of the competition, Newcastle is the perfect location for the Great British Railways national headquarters and the time is right for the city to be selected for a high-profile national institution.

Locating the Great British Railways national headquarters in Newcastle is an opportunity for central government to show commitment to the city of Newcastle and the wider North East of England, through the establishment of a large national institution- the type of investment currently unseen in the city. Whilst other Northern Powerhouse cities and towns have been awarded such high-profile national headquarters (Manchester- Mediacity, Leeds- Channel 4, York- York Central project, Darlington- Treasury North) Newcastle remains without such recognition.

Yet, through the city council, combined authority, and the private sector, there's an investment pipeline of over £1.5bn and a raft of projects that will continue a transformation that's already underway. We know that it's the quality and uniqueness of our strategic sites, and the physical environment spanning residential, leisure and retail communities, that will drive forward economic and population growth. Our [City Centre Transformation Programme](#) supports the curation of new communities and is part of a ground-breaking partnership built on the principles of place-making and sustainable regeneration. It's a vision shared by multiple stakeholders to work and invest collaboratively. The transformation programme will include the restoration of the historic Grainger Market and Old Eldon Square, generating optimal economic and social impacts benefiting the wider region and our neighbourhoods.

### Social impact and value

In September 2020, Simetrica-Jacobs analysed the economic and social value of a Newcastle Government Hub using a range of economic techniques. The findings showed that there is a significant **wellbeing value** of new roles created in the North East. Measured through the **wellbeing uplift** (increase in life satisfaction levels) to an individual from full-time employment - that is, the value that people place on being in employment, compared to those who are not in employment, over and above any direct benefits they gain from the salary they earn. The report concluded that the value of full-time employment (over and above any salary increase) from the new government roles created in the North East is **£10,767** per year, per role.

In relation to the Newcastle Government Hub project, which was based upon 1000 new civil service jobs in Newcastle, combined equity/welfare weights of 1.426 showed that the value to the North East relative to the rest of the UK was **£210 million**.





Large-scale strategic development sites include:

Newcastle Helix

9.7-hectare mixed-use landmark development for science, technology, business, living and leisure.

Stephenson Quarter

500,000 sq ft mixed-use development adjacent to Newcastle Central Station with a 4\* hotel, multi-storey car park, high spec conference/music venue and fully occupied Grade A office space.

East Pilgrim Street

7.9-hectare mixed-use development adjacent to the retail core and close to the £50m city centre regeneration that includes the Grainger Market and Old Eldon Square.

AirView Park

175,000 sq ft office space development adjacent to the Airport with Enterprise Zone status.

North Bank of the Tyne

69-hectare deep water access development with some of the best offshore energy infrastructure in the UK.

West Denton Leisure Centre

A new state-of-the-art facility for residents with funding secured through the Levelling Up Fund

Image: Stephenson Quarter



Image: Newcastle Helix



Image: East Pilgrim Street





Over the past year  
Newcastle and the wider  
region has been in the  
international spotlight

£300m

takeover of NUFC and its impact  
on international recognition,  
attractiveness of the city and our  
people

£25m

BBC digital and production  
investment in the region  
reinforcing our creative and  
locational offer to promote the  
region and drive more creative and  
digital inward investment

£300m+

NewcastleGateshead Quays  
development set to attract 30,000  
visitors a year and world class  
association business events to  
our region, reinforcing our sector  
strengths, and driving demand for  
the visitor economy.

Northumberland Line Economic Corridor

The reintroduction of rail passenger services between Ashington in Northumberland and Newcastle’s Central Station Gateway (closed since the 1960s), otherwise known as the Northumberland Line, is anticipated to have a major impact on the local economy by facilitating economic activity and improving public transport accessibility. A catalyst for transformational change, this rail investment provides a once-in-a-generation opportunity to deliver growth which levels up economic performance in the region. The Line is expected to reopen in winter 2023.

Partners here are committed to capitalising on this strategic infrastructure investment to establish a new and ambitious Northumberland Line Economic Corridor (NLEC). The overarching vision is to “deliver a dynamic and inclusive clean growth economy across the North of Tyne, opening up opportunities to our communities and ensuring a more prosperous and resilient future”.

Levelling up though the national headquarters

The location of the national headquarters at the Stephenson Quarter or Forth Goods Yard site will bring significant levelling up opportunities.

Stephenson Quarter

The location of the national headquarters at the Stephenson Quarter site would bring further cause for a direct link between Newcastle Central Station and the Stephenson Quarter site itself. A southern entrance at the Station would create a shorter, direct route, that would reduce travel walk times from station platforms by around eight minutes or more, making the Stephenson Quarter a more attractive business location that is easier to access from the station – increasing the agglomeration benefits, investment potential and footfall through this key development site. The southern entrance would additionally help accelerate development in the Forth Yards area of the city.

Evidence from Network Rail’s socio-economic appraisal of a proposed southern entrance scheme concludes that the economic benefit, in terms of walk time benefits, is estimated at PV £63.33 million over the green book compliant appraisal period. In addition, these walk time benefits are expected to encourage new rail users which are forecast to generate additional revenue estimated at PV £69.70 million. Other benefits include non-user benefits, mainly decongestion benefits, associated with the extra rail passengers and the modal shift from road to rail, which is estimated at PV £48.81 million.

Forth Goods Yard

The development of the Forth Goods Yard site will be a critical part of the wider development of Forth Yards, a 19.25 ha priority brownfield site in the urban core of Newcastle upon Tyne. Locating the national headquarters at Forth Goods Yard will facilitate development of a strategic regional site fitting within two programmes of the Northeast LEP Strategic Economic Plan (SEP): Transport and Connectivity; and Investment and Infrastructure and is key to unlocking jobs as well as thousands of new homes and commercial space.

GBR at FGY will facilitate development of a strategic regional site fitting within two programmes of the Northeast LEP Strategic Economic Plan (SEP): Transport and Connectivity; and Investment and Infrastructure and is key to unlocking jobs as well as thousands of new homes and commercial space. The Regional Economic Recovery and Renewal deal recognises the need to invest in and support the transformation of city centres within a greener and more sustainable economy. Forth Goods Yard and Forth Banks clearly contribute to this objective and support the regional ambition and collaborative work towards net zero through better pedestrian and cycling links, contributing to the city net zero plan 2030 as well as recent regional collaborative work on net zero. Homes England and other public bodies are committed to the development of Forth Banks using Forth Goods Yard as the catalyst.

# Connected and easy to get to

## The centre of Great Britain

Newcastle is a gateway to the rest of the UK with London, Edinburgh, Leeds and Manchester all reached in under 3 hours.

Given the Great British Railways national headquarters will serve the interests of everyone in Britain, Newcastle - at the centre of GB - makes the most sense geographically when considering journey times. The graphic illustrates the areas of GB which can be reached in under 3 hours. There is no other location which can offer access to a wider geographical range of cities under a 3 hour journey time.

The proposed sites at Stephenson Quarter and Forth Goods yard are within five minutes' walk of Newcastle Central Station, with frequent rail, Metro, and bus links.

The Tyne and Wear metro covers a large geography, with 60 stations providing direct links and affordable travel between communities and the city centre, as well as retail facilities, attractions, universities, and colleges.

Both proposed HQ sites offer immediate access to the National Cycling Network (route 72 Hadrian's cycleway) which alongside investment into the cycling infrastructure within the city, creates opportunities for sustainable travel and access to the National Headquarters.

36.4m+

Passengers used the Metro in 2018/19, making it the busiest light rail system outside of London. £362m of investment into a new Metro trains fleet is underway

9m

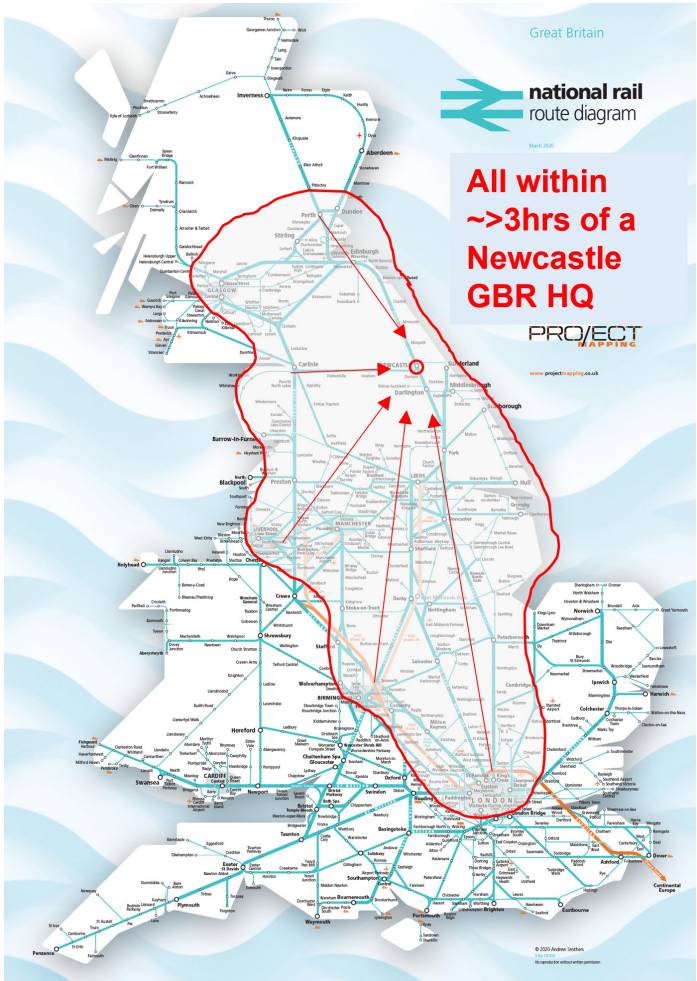
People pass through Newcastle Central Station each year, up 32% in the past 10 years, and expected to grow by between 60-100% by 2043

80

Direct destinations from the Newcastle International Airport

7.8 miles

the average journey to work in the North East - the shortest in England, our excellent local infrastructure adds to the superb quality of life



Trains travel from London in 2hrs 48m, Leeds in 1hr 20m and Edinburgh in 1hr 22m



# Opportunities for Great British Railways

## A first class destination

Locating the national headquarters in a core city with a unique rail history, at the centre of Great Britain, will create excellent opportunities for Great British Railways.

Renowned for its iconic bridges, stunning landscapes and beautiful coastline; over the last decade the area has been transformed into a stunning cityscape. We have world-class music venues, a rich theatre scene, museums and galleries, delivering a diverse programme of festivals and events, appealing to a wide range of audiences. With three major football clubs, cricket and rugby teams, the region is a hotbed for spectator sporting events. For those who prefer to join in, you can choose from championship golf courses or join in the UK's biggest half marathon, The Great North Run. We have a vibrant shopping scene, with one of Europe's largest shopping centres - Intu Metrocentre, a thriving City Centre, market towns, plus a range boutique and designer shops. And with a wealth of dining options from fine dining and family gastro pubs to traditional inns and bohemian cafes, the region really does cater to all tastes.

The sites proposed for the national headquarters offer opportunities to be part of mixed-use developments, which alongside our vibrant city, create natural links with the retail and economic sectors. Whilst there is the clear lifestyle benefit to staff, the Great British Railways will also benefit from a broad range of commercial firms to partner with and engage in promotional programmes.

Newcastle's contribution to the last industrial revolution is well documented and today it plays an equally significant role in the 21st century digital and tech revolution underway in the UK. According to the Levelling Up Power Tech League 2021, the city is now one of the fastest growing tech clusters in the UK, and in 2021 became the highest-ranking UK city in the global Smart City Index (2021). From coal to coding, the city is now one of the UK's leading destinations for data, ageing innovation, emerging and immersive technologies, and green energy. With a nod to the past, Newcastle is the perfect location for accelerating the future of the rail industry.

“As home to The Father of the Railways, George Stephenson, it is wholly appropriate and fitting that Newcastle should become the long term home for Great British Railways some 200 years on from the invention of steam rail. This would be fantastic testament to Newcastle's place in the nation's industrial heritage at a time when the region is leading the way again in the advent of renewable energies. As the city closest to the centre of Great Britain, with excellent rail connections north to Scotland and south to London, Newcastle is ideally placed as a demonstration of the government's commitment to levelling up.”

**Mark Thompson**  
Managing Director, Ryder Architecture



### Great connections

Our site proposals offer Great British Railways the opportunity to engage with a large customer base, the private sector and the wider transport industry. Close to 9 million people pass through Newcastle Central Station each year and in 2018/19, 36.4 million passengers used the Metro- which has a stop at Newcastle Central Station. Alongside its central location in a vibrant, cultural city, such excellent connectivity and footfall offers a broad range of the population who can be engaged in the activities of Great British Railways.

There is also significant activity taking place in the rail industry both on the doorstep of the proposed sites and across the wider North East region. Lumo, part of First Group, has recently opened its Northern HQ at the Stephenson Quarter site, in the centre of Newcastle. The company has brought in 110 jobs, is investing £2m in training programmes and is aiming to create more than 13 million additional passenger journeys in the next decade. Part of this vision will be enabled by the new Northumberland Line Economic Corridor.

South of the city in County Durham, Hitachi is investing £110m into a new manufacturing base. The firm established its highly advanced North East manufacturing base in 2015, with its 700 strong workforce, to build 122 pioneering trains as part of the UK government's Intercity Express Programme, along with 70 zero-emission Class 385 regional trains for Scotland. Since then, Hitachi Rail has focused on localising its supply chain in the UK, with whom it has already spent £1.8 billion since 2013, which includes over 130 separate North East suppliers. This well-established supply chain across the North East offers Great British Railways a broad network to engage with local companies in the rail industry.

There are four major universities within 30 minutes' drive (two in Newcastle city centre) with numerous relevant areas of expertise including engineering, design, leadership development, urban planning, development, and regeneration. Newcastle College offers the North East's only Rail Academy dedicated to rail engineering. The £5m facility offers a unique training environment that supports the rail sector by addressing head on the current and predicted skill shortages by providing vocationally trained students ready to start a career in the rail industry. The Academy has been developed in conjunction with key rail partners such as Network Rail and presents an opportunity for Great British Railways to engage with the workforce of the future.

LNER has a major staffing base and call centre in the city.

Four major universities within 30 minutes drive.

Newcastle College offer the North East's only Rail Academy dedicated to rail engineering.

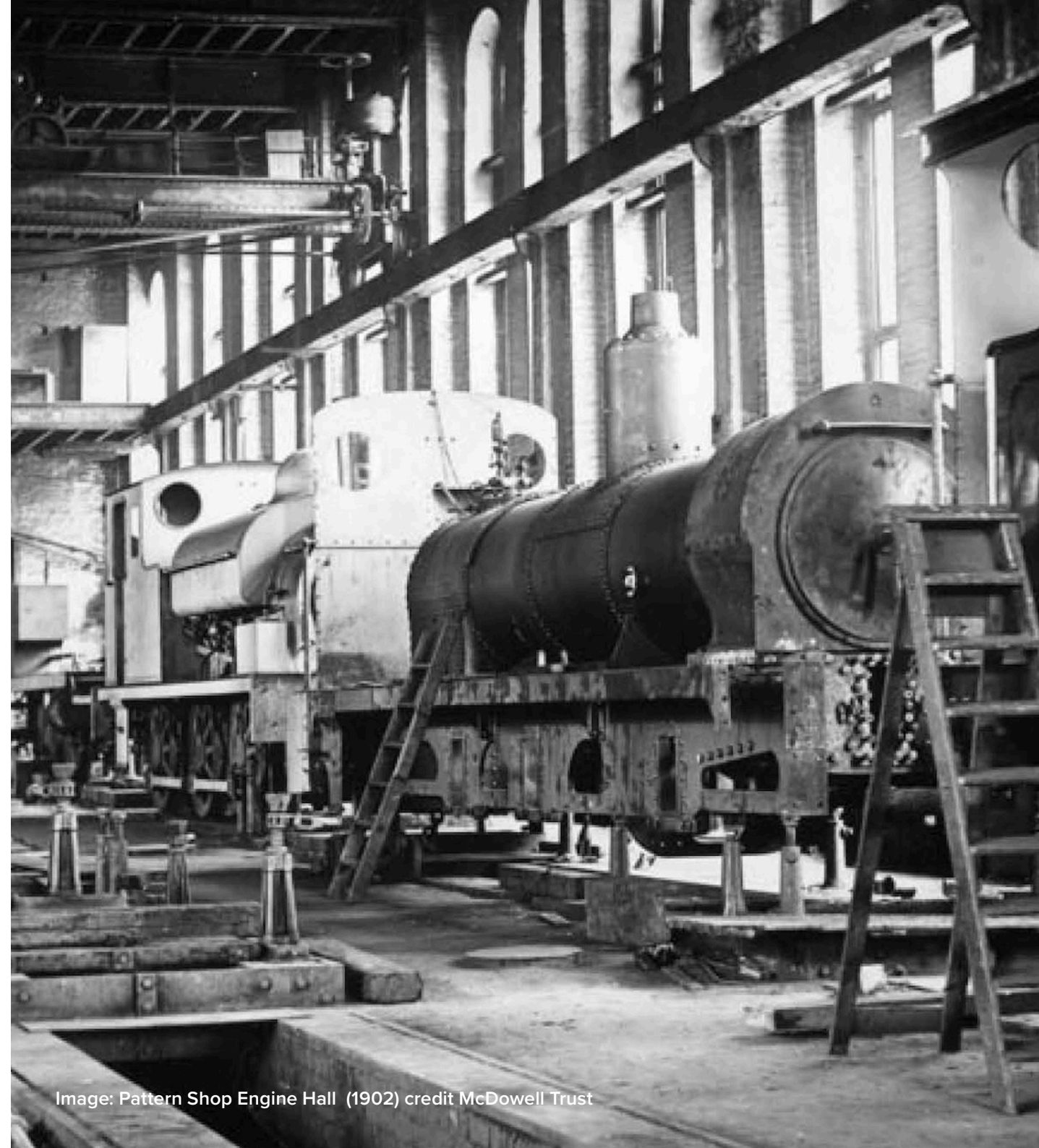


Image: Pattern Shop Engine Hall (1902) credit McDowell Trust



# Railway heritage and links to the network

## Hub-and-spoke

The importance, significance and quality of Newcastle as the regional capital of the North East of England has been recognised for hundreds of years. In few parts of the country does one settlement form such a strong focus for a whole region.

Over the millennia Newcastle has had many identities. The earliest settlement (Pons Aelius as it was known) was a bridgehead of the Roman world, Hadrian's Wall was the edge of an ancient empire, Northumbria was the cradle of Christianity and medieval Newcastle a town of huge importance. By the seventeenth century Newcastle was considered the second town of the kingdom. In 1609 Newcastle was described as the 'glory of all the towns in this country' and in 1633 'beyond all compare the fairest and richest town in England, inferior for wealth and building to no city save London'. Its mineral wealth was renowned. For two centuries the region fueled the industrial revolution and made Britain the workshop of the world. This was the home of the locomotive, the birthplace of the railways, the supplier of ships to the world, where electricity supply, electric light and turbine power were developed. In the nineteenth century Newcastle was a town 'making more strides in wealth, population and importance than any other in the British Empire'.

Newcastle's proud industrial past and present city identity are inherently linked to the railways. From pumping out coal mines to powering locomotives; steam engines, designed and developed in Newcastle for use in trains, have transformed the city landscape. The seven bridges crossing the River Tyne provide the stunning Quayside seen today, with the historic High Level Bridge, designed by Robert Stephenson, the first bridge in the world to combine rail and road traffic.

Newcastle Central Station, built in 1850 by John Dobson, was the first station in Europe with a roof over all platforms.

The Tyne and Wear Metro, created in 1980, was the first light transit railway and the first railway to be fully wheelchair compatible.

## Stephenson Quarter

The Stephenson Quarter takes its names from father and son George and Robert Stephenson, founders of Robert Stephenson and Company Works. The company was established in 1823, and opened the world's first purpose built locomotive factory in South Street on Forth Banks in Newcastle – now known as the Stephenson Quarter.

In 1825 'Locomotion' was built for Stockton and Darlington Railway, with the Rocket, Northumbrian and Planet being built between 1828 and 1830, the latter two remaining the basis for all future steam locomotive development. The firm was truly a pioneer within the industry, with the factory sending locomotives all over the world, often being the first locomotives seen and used in their respective countries. Locomotives were sent as far as France, Germany, Russia, India, Australia and the USA via ships on the Tyne river quayside.

Stationary engines for collieries, marine engines, bridges and even a steam driven chain ferry were all constructed here and by 1859 the firm was the largest employer on Tyneside, eventually occupying all available land on Forth Banks.

The further regeneration of the Stephenson Quarter is bringing back to life the important and fascinating cultural heritage of Newcastle and the UK's history of success within the railway industry.

## Forth Goods Yard

Forth Goods Yard (FGY) was the original passenger station location for Newcastle following construction of the Newcastle and Carlisle Railway in 1839. The Railway then acted as a catalyst for Railway related industry such as Hawthorn Engineering locating on an adjoining site. Following the completion of Newcastle Central Station in 1850, FGY was redeveloped as a dedicated Goods Station for the North Eastern Railway in 1871, one of the principal Goods stations in the country. The Goods station was largely demolished in 1972 albeit parts of the undercroft remained in use. The site's Northern boundary is distinguished by two abutted striking viaducts built separately in the early and mid 19th Century.

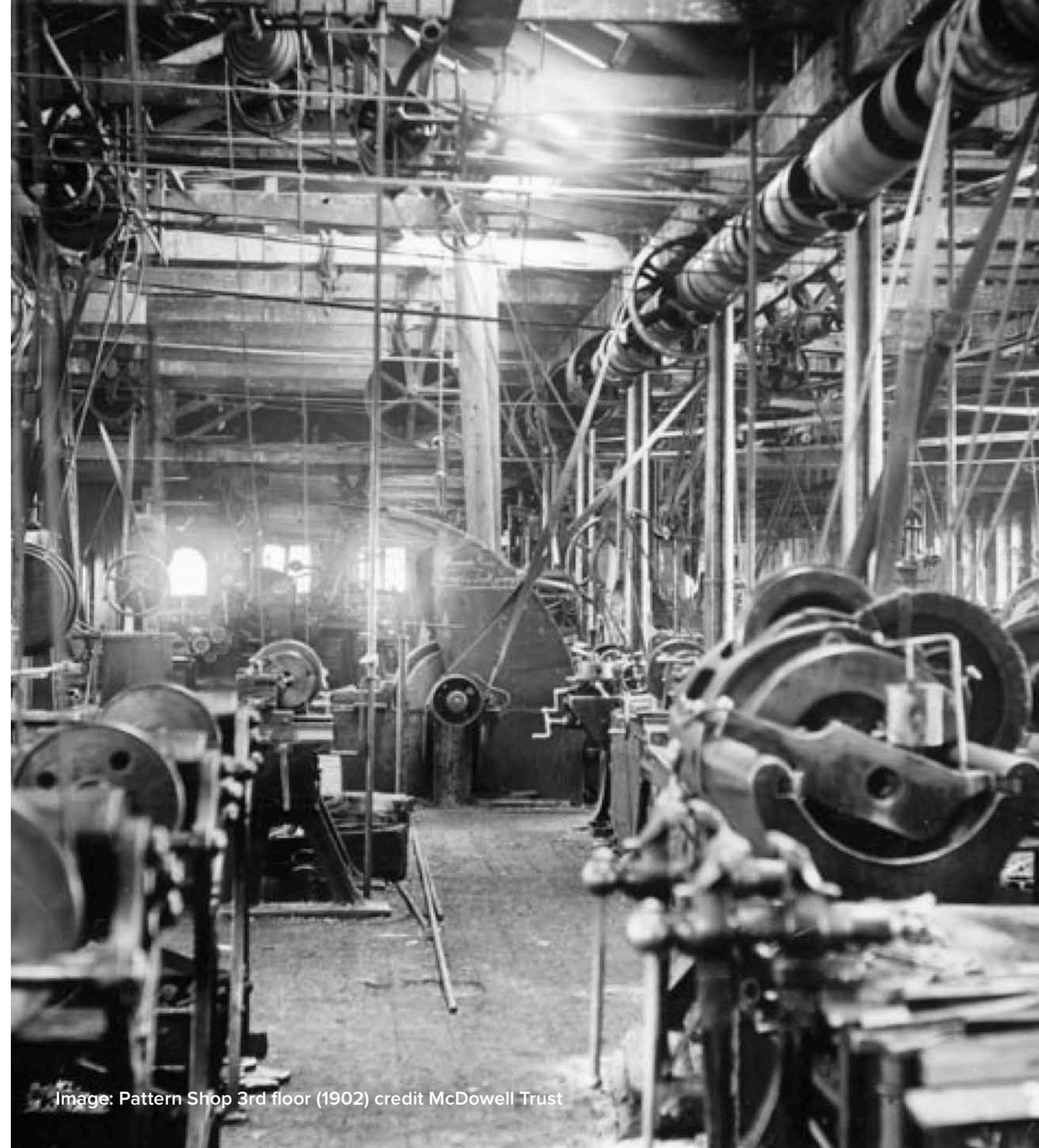


Image: Pattern Shop 3rd floor (1902) credit McDowell Trust



