



ARCHAEOLOGICAL BUILDING
RECORD

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CART SHED AT FORTHBURN
FARM, DENT GATE LANE,
BARNARD CASTLE, COUNTY
DURHAM

prepared for

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CART SHED AT FORTHBURN FARM, LANGLEYDALE, COUNTY DURHAM

ARCHAEOLOGICAL BUILDING RECORDING

Summary

Northern Archaeological Associates Ltd was commissioned by Mr and Mrs Ward to undertake archaeological building recording of a cart shed at Forthburn Farm, Dent Gate Lane, Barnard Castle, County Durham. Planning permission has been granted for the redevelopment of the building for residential use subject to a condition requiring a programme of building recording and analysis prior to conversion (Planning Ref DM/16/013929/FPA). The building is not listed, and there are no designated heritage assets in its vicinity; it is regarded as a non-designated heritage asset.

The cart shed at Forthburn Farm is first recorded on the Second Edition Ordnance Survey map, published in 1898. The building is relatively typical of many cart sheds of this period, being located on a main driveway through the farm, and built with an open front to allow access and storage. Over time, the cart shed appears to have incorporated various complementary uses: there is evidence of a granary in the roof space at the north end of the building, and there are reports of the ground floor of the same part being used, at one time, as a pigsty. At the time of the survey, the building was in use for storage.

The cart shed was predominantly built in random coursed rubble stone, with dressed stone quoins at each corner and forming the lintels and jambs of original openings. The open west elevation comprised three red brick arches supported on dressed stone piers. One bay at the north end of the building was enclosed. Internally, the building was a rectangular open space, although there was evidence of former subdivision at the north end, and a former loft in the same part.

The building showed evidence of only limited modernisation and alteration. There were, however, a number of areas of blocking and rebuild (of various dates) and some non-original openings.

This report is considered to be a comprehensive record of the barn, which is sufficient to mitigate against the loss of evidential heritage significance as a result of redevelopment. A full photographic archive and a copy of this report have been deposited with the Archaeology Data Service.

CART SHED AT FORTHBURN FARM, LANGLEYDALE, COUNTY DURHAM

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1.0 INTRODUCTION

1.1 Northern Archaeological Associates Ltd (NAA) was commissioned by Mr and Mrs Ward to undertake archaeological building recording of a cart shed at Forthburn Farm, Dent Gate Lane, Barnard Castle, County Durham (NZ 06500 20600). Planning permission has been granted for the redevelopment of the building for residential use subject to a condition requiring a programme of building recording and analysis prior to conversion (Planning Ref DM/16/013929/FPA). The building is not listed, and there are no designated heritage assets in its vicinity; it is regarded as a non-designated heritage asset.

1.2 This report provides a Historic England Level 2 descriptive record of the cart shed at Forthburn Farm. The requirements for this work were discussed in advance with Durham County Council (DCC) and a Written Scheme of Investigation prepared by NAA was approved by DCC. All work was conducted in accordance with relevant standards and guidance published by Historic England (2016), the Chartered Institute for Archaeologists (2014), and in *Yorkshire, the Humber and the North East: A Regional Statement of Good Practice for Archaeology in the Development Process* (SYAS 2011).

Project Aims and Objectives

1.3 The principal aim of the project was to provide a Historic England Level 2 descriptive record of the cart shed, suitable to mitigate against any harm to significance resulting from the redevelopment of the non-designated heritage asset.

1.4 The objectives of the building recording were:

- The production of an annotated site plan, based on architect's plans and elevations, depicting the form and location of any structural features; and
- A written and photographic record of the cart shed and its structural features, providing details of their form, function, date and significance.

1.5 This work has the potential to further understanding of the development of post-medieval vernacular architecture, which is one of the key research objectives identified under the *North East Regional Research Framework for the Historic Environment* (Petts and Gerrard 2006). Strategy PMiv recognises the evidential

importance of buildings like that at Forthburn Farm in augmenting our understanding of the chronological development of building types (*ibid.*).

Scope of the Project

- 1.6 The survey comprised an assessment and record of the cart shed at Forthburn Farm. Access was provided to all parts of the building. A rapid assessment of the area surrounding the building was made in order to understand the significance of the cart shed in its local context. A simple map regression exercise and a review of readily available primary and secondary sources were undertaken to help place the cart shed in appropriate regional and historical context.

2.0 BACKGROUND INFORMATION

Location

- 2.1 The site is centred on NZ 06500 20600, approximately 3 miles to the north-east of Barnard Castle, Co. Durham (Figure 1). The site is accessed via a driveway leading west towards the farm from Dent Gate Lane.
- 2.2 The cart shed is located on its own to the east of the main farm buildings, close to the access driveway in the south-east of the farm complex (Figure 2).

Geology

- 2.3 The solid geology at the site comprises Carboniferous sandstone of the Stainmore Formation, overlain by glacial (Devensian) till (BGS 2017).

Designations

- 2.4 The cart shed at Forthburn Farm is recognised by the local planning authority as a non-designated heritage asset. It has not been designated (listed building, scheduled monument etc.) and is considered very unlikely to meet the criteria for designation.

Previous Work

- 2.5 There has been no known previous archaeological or historic environment work relating to Forthburn Farm.

3.0 METHODOLOGY

Documentary Evidence

- 3.1 A rapid review of readily available online sources was made to provide some information concerning the historical development of the building, farm site and wider area.

Building Recording

- 3.2 The building survey primarily comprised a photographic record of all accessible elements. General room photographs were taken to establish context where possible. Any architectural features of note were photographed in more detail. All photographs were taken using a Canon digital camera at a resolution of 10 megapixels, and both RAW and JPG image files were captured. Each photograph contained a graduated photographic scale where appropriate. A catalogue of photographs is included in the archive accompanying this report.
- 3.3 The survey used existing architect's plans as a basis for the recording. With the exception of very ephemeral modern features, all structures were recorded as existing. The final drawings and written account make a clear distinction between surviving *in situ* original elements and all later features. The plans show the form and location of any structural features of historical significance, such as blocked doors, windows, internal arrangements, and evidence for fixtures or fittings of any significance.

4.0 HISTORICAL CONTEXT OF THE CART SHED AT FORTHBURN FARM

- 4.1 Forthburn Farm was established by 1859, and is shown on the First Edition Ordnance Survey map (the earliest record available for this research), although the cart shed had not been constructed by this time (Plate 1). The farm comprised a number of conjoined buildings, positioned around a central yard. There were three small structures to the east of the main farm complex, the use of which is not known, and a small kidney-shaped pond. The main access to the farm was from the south-east, as it remains today.
- 4.2 The Second Edition Ordnance Survey map (published in 1898; Plate 2) provides the first record of the cart shed, to the east of the main farm buildings. Examples of cart sheds from this date are relatively common in the region. The rise in the number, and increasing size and sophistication of carts and field implements post-1840 were

associated with greater mechanisation and intensification of farming in the North East (University of Gloucestershire 2006, 54).



Plate 1: First Edition Ordnance Survey map, published 1859

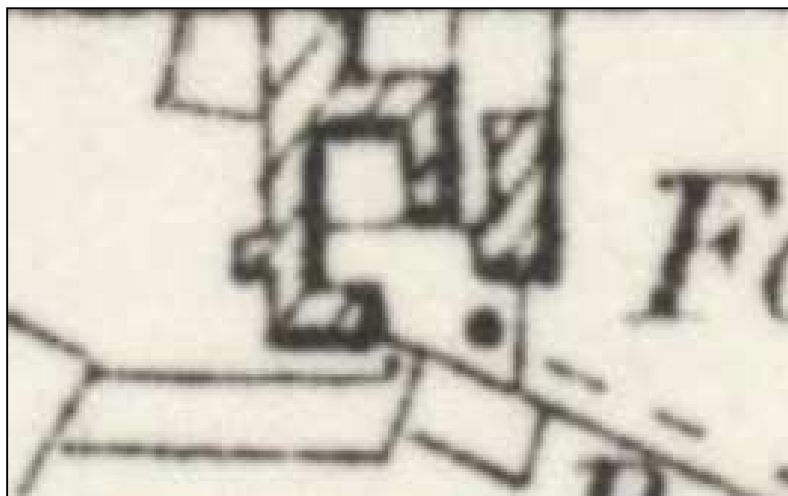


Plate 2: Second Edition Ordnance Survey map, published 1898

- 4.3 Cart sheds were usually located close to the main driveway into or through the farm. The cart shed would have been built primarily to house carts for transporting muck to fields, harvest to the farmstead and grain to market, as well as the implements needed for cultivation on the farm. Buildings like this also commonly stored the coach or pony trap and, later, small-scale machinery and motor vehicles. The size of cart shed ranges generally serves as a rough sign of the arable acreage of the farm (University of Gloucestershire 2006, 52).

- 4.4 Cart sheds of later 19th-century date are characterised by open fronts ranging from a single bay on small farmsteads to 13 bays on larger, lowland farmsteads (Barnwell and Giles 1997) to permit easy access, but commonly incorporate other uses. For instance, granary lofts are relatively common features, usually accessed via external steps, and if the building is close to the farm house, some kind of domestic service use is also usual (see Historic England 2014). An enclosed bay at one end of the building, with a lockable door, became more common in the second half of the 19th century when horse-drawn hoes, and later reapers and mowing machines, became more prevalent (Walton 1973; Mingay 1989, 532–44).
- 4.5 The cart shed at Forthburn Farm is relatively typical of this building type: it has an open front, evidence of a granary loft, and was reportedly used as a pigsty at the enclosed north end.
- 4.6 The cart shed at Forthburn Farm appears to have been partially built on the footprint of an earlier small structure, which was possibly incorporated into it. It is thought that the earlier building was a small blacksmith's forge (Mr Ward pers. comm.). The pond is no longer shown by 1898, but a well – which remains on the site today – is depicted to the south-west of the cart shed.
- 4.7 The farm changed relatively little by the publication date (1920) of the Third Edition Ordnance Survey map (Plate 3), although this map shows more clearly the projecting south-west corner of the cart shed.

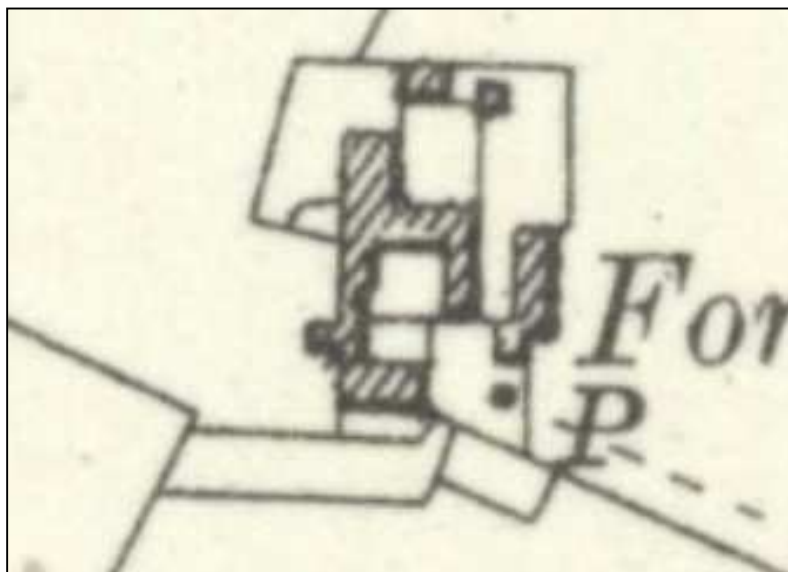


Plate 3: Third Edition Ordnance Survey map, published 1920

- 4.8 At some point between 1960 and 1980, the owner of the site reports that the eastern building of the courtyard complex – directly west of the cart shed – was demolished. There are also two large modern farm buildings at the north end of the site, built around the same period. Apart from these changes, the farm retains much of its historical layout (Plate 4).



Plate 4: Modern aerial photograph of Forthburn Farm (Google Earth 2017)

5.0 BUILDING DESCRIPTION

Overview

- 5.1 The cart shed at Forthburn Farm was a free-standing building located to the east of the main farm complex. It was a rectangular building orientated north to south (Figure 2). The cart shed was predominantly built of random-coursed rubble sandstone, with brick forming the arches on the west elevation. Original openings generally featured stone lintels, and concrete for later replacements. All four corners of the building featured dressed and margined quoins.
- 5.2 The building fabric contained evidence of one principal phase of construction dating to the second half of the 19th century, from which the general form of the building

survived. However, there was some blocking (in both stone and breezeblock), and patches of rebuilding.

- 5.3 The roof had been entirely replaced in recent decades and comprised five sawn-timber king-post trusses and concrete tiling externally. There was no sign of reuse of earlier materials. The floor was modern concrete throughout.
- 5.4 The west elevation contained three open brick-arches supported on piers formed by large dressed-stone blocks. The openings are entirely characteristic of a cart shed, and would have been used for the passage of machinery and carts, and latterly motor vehicles.
- 5.5 The building was in use as storage at the time of the survey.



Plate 5: North elevation of the cart shed

Exterior

North Elevation

- 5.6 The north gable faced into the main farmyard. It comprised random-coursed rubble stone, with some patches of later blocking (Figure 2; Plate 5). Dressed and margined

stone quoins formed the east and west edges of the elevation. Much of the cart shed's stone had been heavily repointed in concrete cement, which may have obscured the legibility of wall scars and other evidence.

- 5.7 The gable contained one window opening at the time of the survey. This was set into the top of what was originally a doorway with dressed and margined quoins.
- 5.8 There was a further blocked opening at loft level, containing coursed stone, which could not be accurately dated. The loft doorway had a stone lintel, which was partially truncated by the eaves; there was no clear evidence of change in roofline, indicating that this was probably originally cut to fit into the roof. However, the opening did not feature margined stone quoins, perhaps suggesting that it was a later insertion. A vague wall scar indicated the line of a former external staircase, which once provided access to the loft (removed by the current owner some years ago).



Plate 6: Oblique view of the east elevation of the cart shed, looking south-west, with the north elevation to the right

- 5.9 There was a further blocked opening at the east side of the ground floor level, which was approximately half the height of the adjacent doorway and had a stone lintel. It was blocked with coursed stone externally, and breezeblocks internally. The current

owner reported that this end of the cart shed had formally been utilised as a pigsty, with the (hatched) opening – and another on the west elevation – used to provide fodder to the pigs.

East Elevation

- 5.10 The east elevation of the cart shed was formed by random-coursed rubble stone and was blind, with the exception of dressed and margined stone quoins at either end and a number of inserted metal gate hinges and fastenings (Plates 6 and 7).



Plate 7: Oblique view of the east elevation of the cart shed, looking north-west, with the south elevation to the left

South Elevation

- 5.11 The south gable comprised random-coursed rubble stone, with dressed and margined stone quoins at the east and west edges (Plates 7 and 8). The western part of the elevation showed evidence of some rebuilding (Plate 10), corroborated by the current owner who reported having rebuilt the south-west corner of the building.
- 5.12 The elevation contained one large opening, positioned slightly off-centre. The opening featured a concrete lintel, which may have replaced an earlier stone lintel. However,

the opening was a later insertion, lacking the margined jamb characteristic of earlier openings, and exhibiting evidence of being cut into the stone walling (Plate 9).

- 5.13 A very small patch of infill positioned relatively central to the wall, above the main opening, may have indicated the former position of a vent (Figure 2; Plate 8).



Plate 8: South gable of the cart shed

West Elevation

- 5.14 The west elevation of the cart shed was the building's principal elevation and comprised three open brick archways, supported by stone piers, flanked by walled sections to the north and south (Figure 2; Plate 11). The northern end of the elevation was enclosed and featured a full-height doorway and a small hatch opening, which historically would have provided access a small subdivision of the interior.
- 5.15 Historical mapping shows that the southern part of the west elevation formerly adjoined a small extension (Plate 2). This is thought to have been a blacksmith's shop/forge, or possibly an external hearth (rather than a complete structure) (Mr Ward pers. comm.). There was no evidence of this in the building fabric due to the rebuilding of the corner of the structure. However, the building owner described that the walling – prior to rebuild – featured blackened stone.



Plates 9 and 10: Opening in the south elevation (a later insertion), and the rebuilt south-west corner of the cart shed, location of the former blacksmith's forge

5.16 The three arches were all of the same construction. The abutments of the outer arches were formed by margined stone quoins built into the walling. The two piers comprised large dressed stone blocks. The arch voussoirs were red bricks. The random-coursed stone walling forming the rest of the elevation continued above the arches as spandrels up to the eaves (Plate 11).



Plate 11: West elevation of the cart shed

5.17 To the north of the arches, there was a full-height doorway featuring a dressed and margined stone jamb and stone lintel, indicating that this was an original opening.

- 5.18 North of this, just above ground level, there was a smaller hatch-like opening with a dressed stone lintel and sill. This was purportedly used to feed pigs when the northern part of the building was used as a pigsty.
- 5.19 There was a small patch of rebuilding in the upper part of the wall between the two openings (Figure 2); its relatively straight edges indicate that this may have been a further loft opening. It was blocked in coursed stone.

Interior

- 5.20 Internally, the cart shed was an open rectangular space, with evidence of former subdivision. The floor was concrete, with the exception of a channel in the position of a former wall. Within the channel, there was some loose rubble (probably from the wall) and soil, which may have been the original floor level and material for the building.
- 5.21 The roof was modern and comprised five machine-sawn timber king-post trusses, built into the stone walling (Plate 12). Some of these were positioned oddly in terms of load distribution, for instance trusses 1-4 (Figure 2) were positioned on the arch haunches, rather than towards the crown, or directly above the , which might be expected to transfer load effectively. This may have been to allow for a larger proportion of roof space to accommodate the loft at the north end.



Plate 12: Modern timber roof structure, looking north

North Wall

- 5.22 The north wall contained a single window, set into a former doorway (which was otherwise blocked), a blocked loft opening, and a blocked hatch (Plate 13). Internally, all blocking was in breezeblock; timber lintels survived above each opening. Parts of the north wall had remnants of lime plaster covering.



Plate 13: Internal north wall of the cart shed

East Wall

- 5.23 There was evidence of the former loft in the north-east corner, on both the north and east walls, in the form of joist holes evenly spaced at a height of just under 2m, and the blocked loft opening beneath the ridge (Plates 14 and 15).
- 5.24 To the south of the joist holes (Plate 15), there was evidence of a former subdividing wall, both as a wall scar in the east and west walls, and as a channel in the modern concrete flooring.
- 5.25 A concrete sill had been inserted in the former location of the subdividing wall, in order to redistribute the load of the truss (Plate 15). This truss appeared to be more recent than the trusses further south and had probably been replaced when the internal wall was removed.
- 5.26 The east wall was otherwise blind.



Plate 14: Evidence of a former loft in the north-east corner



Plate 15: East wall of the cart shed, looking south-east

South Wall

- 5.27 The south wall did not contain any particular features apart from the large opening, which was a later insertion.
- 5.28 The south-west corner showed some evidence internally of being rebuilt (Plate 16).



Plates 16 and 17: Partially rebuilt south-west corner of the cart shed, and the north end of the west wall

West Wall

- 5.29 The west wall was predominantly open internally, comprising two stone piers supporting the arched openings. However, there was walling at the north and south ends of the wall (Plates 16 and 17). The opening at the south end was blind, although there was some evidence of rebuilding.
- 5.30 The walling at the north end contained a vertical wall scar indicating the position of a former subdividing wall (Plate 17). There was one functioning doorway, with a timber lintel internally, and one blocked hatch opening close to ground level at the northern end of the wall. There was further breezeblock rebuild/blocking just below the eaves, possibly filling a former loft opening or simply an area of rebuild inserted when the roof was replaced.

6.0 DISCUSSION

Use

- 6.1 The building was clearly designed for use as a cart shed, for the storage of machinery, implements and small-sized farm vehicles. There is evidence that the building contained a granary loft at its northern end, which would have been accessed through the (now blocked) first-floor doorway in the north gable. External steps historically provided access to this level.

- 6.2 Two small hatch openings close to ground level in the north gable and in the northern end of the west elevation indicate a further use, corroborated by discussions with the owner of the site. For some time, the enclosed northern end of the building was in use as a pigsty, with hatches through which food waste from the house would be deposited for the pigs.
- 6.3 The cart shed was a relatively late addition to the historical farm complex, which otherwise remained relatively stable in terms of new buildings, until the mid-20th century. It was probably built to accommodate a change in use of land, or perhaps expansion through acquisition of new land.

Phasing

- 6.4 The building was of predominantly one phase of construction, originating in the late 19th century. However, some original openings had been blocked (north gable) and one new opening formed (south gable). The roof structure was entirely modern.

Recommendations

Stone Decay and Conservation

- 6.5 On each pier, the stone block forming the impost (the stone block directly below the brick arch) was severely weathered, particularly on its inner (east) face. It is possible that the impost stone on the north-most pier had been replaced at some point as a result of loss.
- 6.6 It is not entirely clear whether this weathering is recent/ongoing, or is the result of past erosive processes, which have now ceased. There was also evidence of damp at the top of the wall in the south-east corner, presumably from water ingress either through open joints in need of re-pointing or through the roof (probably before its replacement).
- 6.7 The eroded face showed evidence of efflorescence (build-up of soluble salts), lichen growth, and lamination (Plate 18). This had probably been caused by two or three contributing factors, which could be remedied to prevent further damage:
- the brick voussoirs overhung the stone below by approximately 25mm internally (Plate 19), meaning that any water absorbed by the brick would have soaked downwards through the brick, dripping onto the west face of the stone below;

- the joints in the stone piers (and between the brick voussoirs above) had been pointed with very hard, impermeable concrete cement, inhibiting the egress of water through these joints as would be normal function. As a result, water – carrying soluble salts – can only evaporate from the exposed face of the stone. As it does so, soluble salts crystallize on the surface, causing flaking; and
- given that erosion is limited to the internal (eastern) stone face, it is possible that the particular location and layout of the building has created turbulent wind flow, carrying abrasive dust, which has contributed to erosion of the surface.

6.8 Redevelopment of the cart shed for residential use will, in part, prevent further erosion of the piers by enclosing the interior (preventing wind damage) and ensuring that these stones are kept dry. However, it is recommended that any re-pointing is undertaken in lime mortar to enable water egress through joints, rather than through the face of the stone. To avoid further decay, care could also be taken that the stone is as dry as possible before the internal space is fully enclosed (or painted, for example) to avoid expedited evaporation and further erosion. It is suggested that any paint coverings applied directly to stone or brick be lime-based to ensure that moisture can escape effectively.



Plates 18 and 19: Severe lamination of stone blocks forming the arch piers

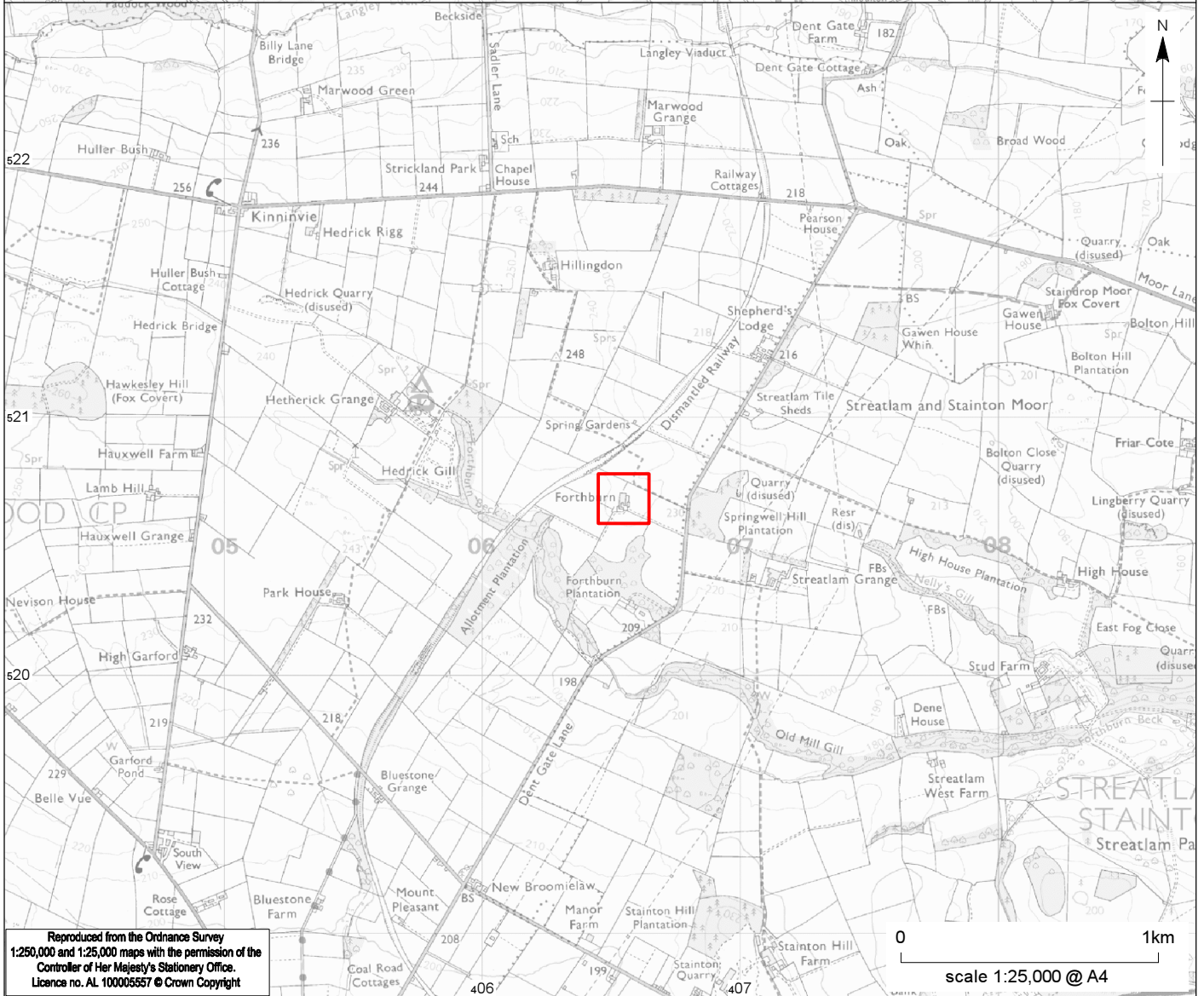
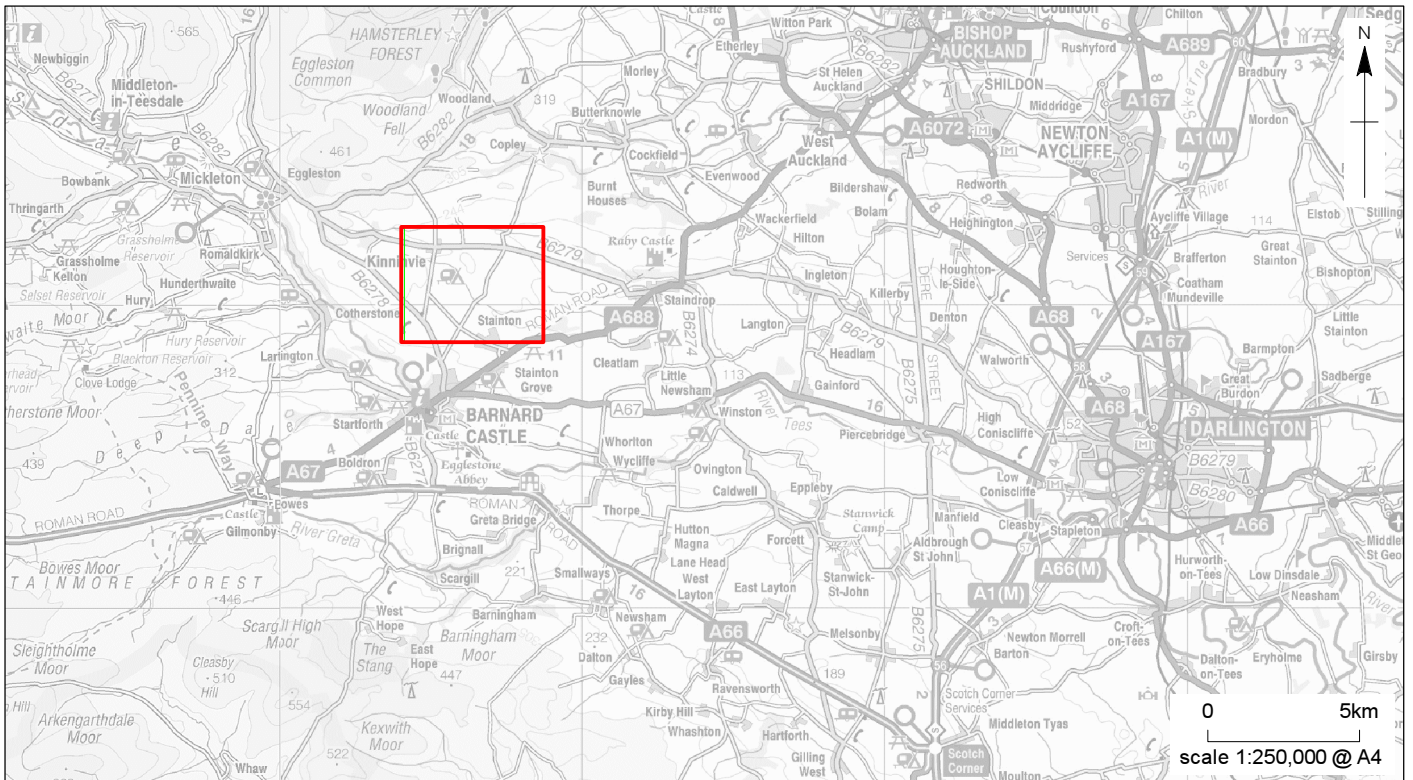
7.0 CONCLUSIONS

- 7.1 Northern Archaeological Associates Ltd was commissioned by Mr and Mrs Ward to undertake archaeological building recording of a cart shed at Forthburn Farm, Dent Gate Lane, Langleydale, County Durham.
- 7.2 The cart shed is a relatively typical example of a mid- to late 19th-century cart shed, which survives relatively well with minimal evidence of alteration and rebuilding. The redevelopment of the barn will retain much of the original building fabric, and provides a viable use to ensure its conservation into the future.
- 7.3 This report is considered to be a comprehensive record of the barn, which is sufficient to mitigate against the loss of evidential heritage significance as a result of redevelopment. A full photographic archive and a copy of this report have been deposited with the Archaeology Data Service.

8.0 REFERENCES

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Forthburn Farm: site location

Figure 1

