



# NAA

HISTORIC BUILDING  
RECORDING

STABLE AND CART SHED ASSOCIATED  
WITH FORMER PROVINCIAL  
LAUNDRIES COMPLEX,  
PROVIDENCE ROW,  
DURHAM CITY

prepared for  
Kier Construction

on behalf of  
Durham County Council

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**STABLE AND CART SHED ASSOCIATED WITH THE FORMER PROVINCIAL  
LAUNDRIES COMPLEX, PROVIDENCE ROW, DURHAM CITY  
HISTORIC BUILDING RECORDING**

**TABLE OF CONTENTS**

Summary		
1.0	Introduction	1
2.0	Methodology	2
3.0	Background information	4
4.0	Documentary survey	5
5.0	The physical evidence	12
6.0	Phasing and discussion	22
7.0	Statement of significance	23
8.0	Further recommendations	25
9.0	Site Inventory and Assessment of Significance	26
	References	41
	Appendix A Assessment criteria	44

**LIST OF FIGURES**

Figure 1: site location

Figure 2: Second Edition 25-inch Ordnance Survey map, 1895.

Figure 3: Third Edition 25-inch Ordnance Survey map, 1915.

Figure 4: advertisement for the opening of the laundry in Durham. Durham County Advertiser (1901b).

Figure 5: laundry service books from the 1950s (Worthpoint 2018).

Figure 6: staff from The Provincial Laundries Ltd, The Sands, c.1927, in front of the laundry building. Second from the left is William Dixon Slack who worked as the engineer for the company (Richardson 1998).

Figure 7: Fourth Edition 25-inch Ordnance Survey map, 1939.

Figure 8: advertisement for the Provincial Laundries in 1960 (Soames 1960).

Figure 9: 1960 floor plan of the Durham Girls' Secondary School (in black), with the Provincial Laundry, still independent at this point, to the left (ND/Du Plans 08382).

Figure 10: 1969 plan of building.

Figure 11: plan and section drawing.

Figure 12: north elevation.

Figure 13: south elevation.

Figure 14: east and west elevations.

### **LIST OF PLATES**

Plate 1: front elevation of the stable and cart shed associated with the former industrial laundry.

Plate 2: oblique view of the north elevation of the stable block, showing both doors (1111, 1112), the windows (1113), and ventilation slits (1114).

Plate 3: east elevation of the stable with the loading door (1131) and owl hole (1132).

Plate 4: view of corner of the stables looking west. Visible are the louvre windows (1214), stall grooves (1211), drainage channel (1212), and feeder remains (1215).

Plate 5: view of the hayloft looking south-west and the chimney stack (1224) at the rear.

Plate 6: view of the harness room looking north with the blocked door (1112) and fireplace (1231).

Plate 7: window (1232) on the south wall of the tack room and feed store.

Plate 8: view of the northern elevation of the cart shed showing the two double 'garage' doors (2111).

Plate 9: oblique view of the south elevation of the cart shed (2120) and outbuilding (3130).

Plate 10: view of the outbuilding looking south onto both doors (3111, 3112) and the small window (3113). The vent (3114) is barely visible behind some foliage.

Plate 11: upper east corner of the cart shed where the beam is tied into the stable wall.

**STABLE AND CART SHED ASSOCIATED WITH THE FORMER PROVINCIAL  
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***Summary***

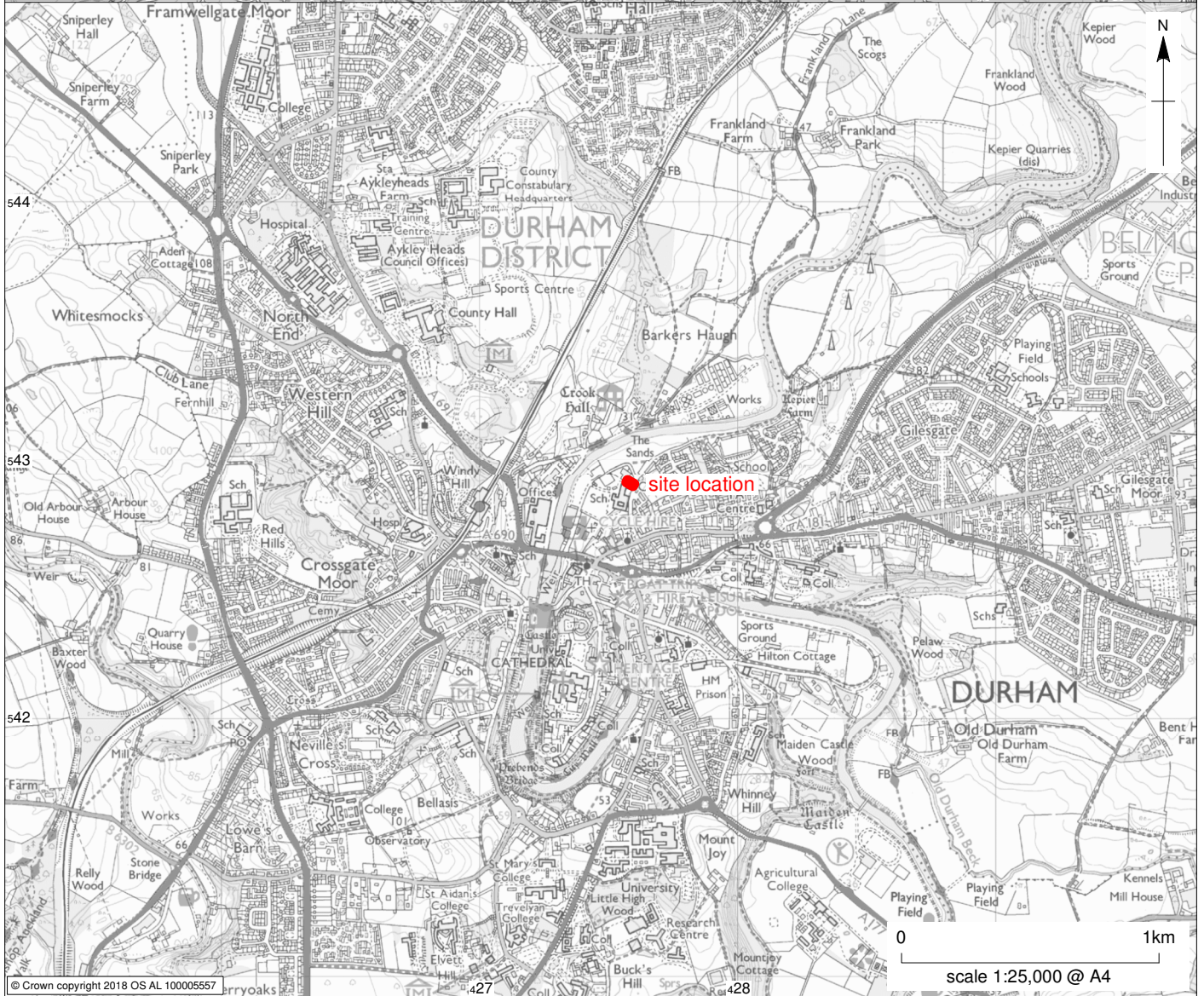
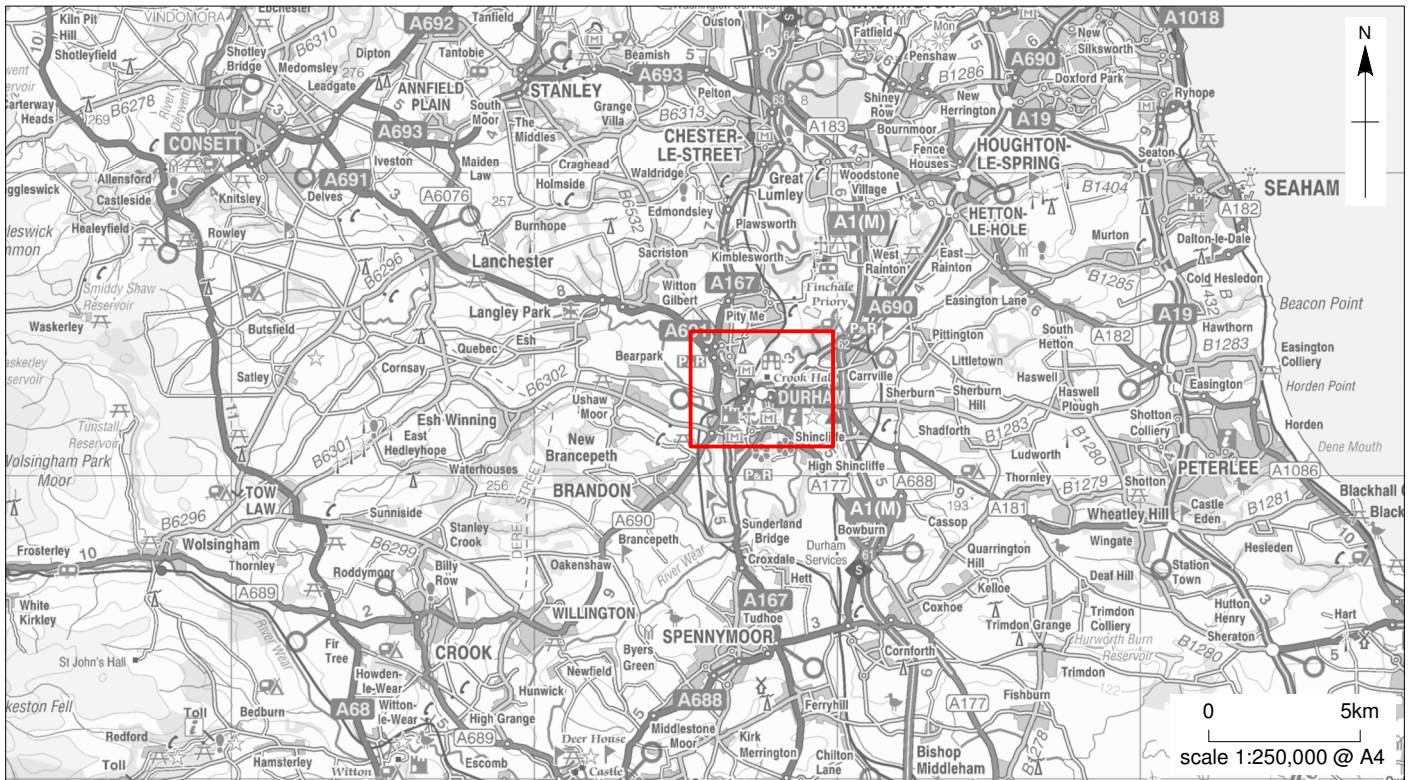
*Northern Archaeological Associates Ltd (NAA) was commissioned by Kier Construction on behalf of Durham County Council to undertake a phase of archaeological building recording, which covered the ancillary range of the former laundry at The Sands, Durham (NZ 27582 42904). This work was completed as part of a pre-application for planning consent for construction of the new Durham County Council Headquarters and multi-storey car park.*

*The ancillary range is situated on the south end of a car park located off Providence Row, just north of the Durham Sixth Form Centre. The range is the last remaining structure associated with the Provincial Laundries, an industrial laundry that opened in 1901 and contained an ancillary stable, cart shed and outbuilding. The laundries operated until 1968 and the property was purchased a year later by Durham Girls' Secondary School for use as additional classroom space, as well as being partly used as storage for the General Post Office. The laundry was demolished in the early 21st century, with only the ancillary range remaining, which is currently used for storage.*

*Mechanised laundry first became popular in the end of the 18th century, but it was only during the industrial revolution that it became widespread, with a rise in affordable laundry services for the middle class. 'Send-out' laundries were integral to the functioning of hotels, hospitals and prisons, and partly developed in response to increasing demands for a female workforce in factories, mines and domestic service. Laundries like the Provincial Laundries complex developed in response. Therefore, the building has both evidential and historic significance in terms of understanding the development of the commercial laundry (one of the lesser known industries of the period) and the social and industrial history of Durham City and the North-East as a whole.*

*A survey of the buildings was performed on 1 August 2018 and included a photographic record of the exterior, with measurements and detailed photographs taken of the interior of the stable only. Interior photographs of the cart shed and outbuilding were limited due to access constraints. A full photogrammetric survey was conducted of the range to create a scaled and geolocated model using Structure-From-Motion software. This survey preserves the evidential and historic values of this non-designated historic asset 'by record' and is considered to be suitable to mitigate*

*against any loss of any historic significance arising from the proposed demolition of the building.  
No further work is recommended beyond the publication and dissemination of the results.*



The Sands, Durham: site location

Figure 1

## 1.0 INTRODUCTION

- 1.1 Northern Archaeological Associates Ltd (NAA) was commissioned by Kier Construction on behalf of Durham County Council to undertake a Historic Building Recording of an ancillary range associated with the former Provincial Laundries complex (now demolished) at Providence Row, Durham City (NZ 27582 42904; Fig. 1). The recording was completed in advance of the demolition of the structure as part of the proposed development of the new Durham County Council (DCC) Headquarters building and multi-storey car park.
- 1.2 The range, which comprised a stable, cart shed and small outbuilding (Plate 1) was originally built in 1901 as part of the Provincial Laundries industrial laundry complex, which remained in operation until its closure in 1968. The site was subsequently purchased by Durham Girls' Secondary School (now the Durham Sixth Form Centre) and used as additional classroom and storage space. The rest of the laundry complex was demolished in the early 2000s and only the ancillary range was retained.



*Plate 2: front elevation of the stable and cart shed associated with the former industrial laundry.*

### **Scope and limitations of the work**

- 1.3 This building survey examined the three buildings forming the ancillary block: the stable block, cart shed and outbuilding (Plate 1). An Historic England Level 2 descriptive record of the property was prepared, which included a written, photographic and measured survey of the property (Historic England 2016) The exterior of all three buildings was recorded using Structure-From-Motion photography to create a survey accurate photomontage.



- 1.4 At the time of survey, the range was in use by the Sixth Form College for storage. Provision to clear the interior of all buildings for the duration of the survey was arranged by DCC. On assessment, the cart shed was found to be devoid of any features of evidential significance and full clearance was therefore not required. There was also no access to the interior of the small outbuilding at the west end of the complex, which was nailed shut. However, this area had been inspected as part of the earlier appraisal and found to comprise a toilet block and store, both of which are of low to negligible heritage significance. As a result, no further survey of these rooms was undertaken.

### **Aims and objectives**

- 1.5 The aim of the Historic Building Recording was to create a lasting record of the complex and its features that would be suitable to mitigate against any loss of heritage significance arising from the demolition of the building.
- 1.6 In achieving this aim, the following objectives were identified and met:
- a review of readily available primary and secondary documentary material (including cartographic references) associated with the building in order to inform an understanding of the original layout of the complex and subsequent phases of development;
  - a written, drawn and photographic survey of the property to act as a permanent record of the ancillary range, detailed enough to mitigate against the demolition of the building; and
  - the production of a report detailing the results of the survey and discussion of recommendations, if any, for further archaeological monitoring during demolition.

## **2.0 METHODOLOGY**

### **Documentary evidence**

- 2.1 A survey of all readily available documentary and cartographic material was made in order to inform an understanding of the development and history of the stable and cart shed and associated industrial laundry. As part of this work, the following repositories were consulted:
- Durham County Record Office (DCRO)
  - Durham Local History Collection, Clayport Library

- British Newspaper Archive (online)

2.2 The following data sources were used:

- historic Ordnance Survey maps
- primary documentary material
- trade directories
- newspapers
- census data

### **Building recording**

2.3 Fieldwork was undertaken on 1 August 2018 and carried out according to Historic England guidance and best practice (ClfA 2014; Historic England 2016). Full access to the stable block was provided but there was only limited interior access to the cart shed and none to the outbuilding. The south elevation of the stable could not be recorded due to dense vegetation.

2.4 Each building was given a unique number (1000+) with the exterior and interior numbered 100 and 200 respectively. Each exterior elevation or internal room was given a number (10+) and each feature within these areas ascribed a related number. A full list of contexts is included in Section 9 and in Figures 11–14.

2.5 Photographs were taken using a Canon EOS 6D digital camera (20-megapixel resolution) from vantage points as near parallel as possible to the features or elevations being recorded. The internal photographic record included general photographs of the interior space, as well as detailed shots of significant elements, including representative examples of the vents, trusses, jambs and other fittings. A catalogue of all images accompanies this report. Each photograph contained a graduated photographic scale of appropriate dimensions, as well as a north arrow where appropriate.

2.6 A measured survey of the stable block interior was prepared using a disto. The interior of the cart shed was determined to contain features of low or negligible heritage significance and was therefore photographed but not drawn. Similarly, there was no survey of the store and toilet at the west end of the range.

2.7 A photogrammetric survey was undertaken of the exterior of the building using orthogrammetric ‘Structure-From-Motion’ photomontage, referenced to a control

framework set using a Topcon GPS. A series of images were taken at ground level and at height using a mono-pole. These were subsequently ortho-rectified using Digisoft image manipulation software. This methodology is in accordance with published guidelines issued by Historic England (2015). With the exception of very ephemeral modern features, all structures were recorded 'as exists'.

### **3.0 BACKGROUND INFORMATION**

#### **Location**

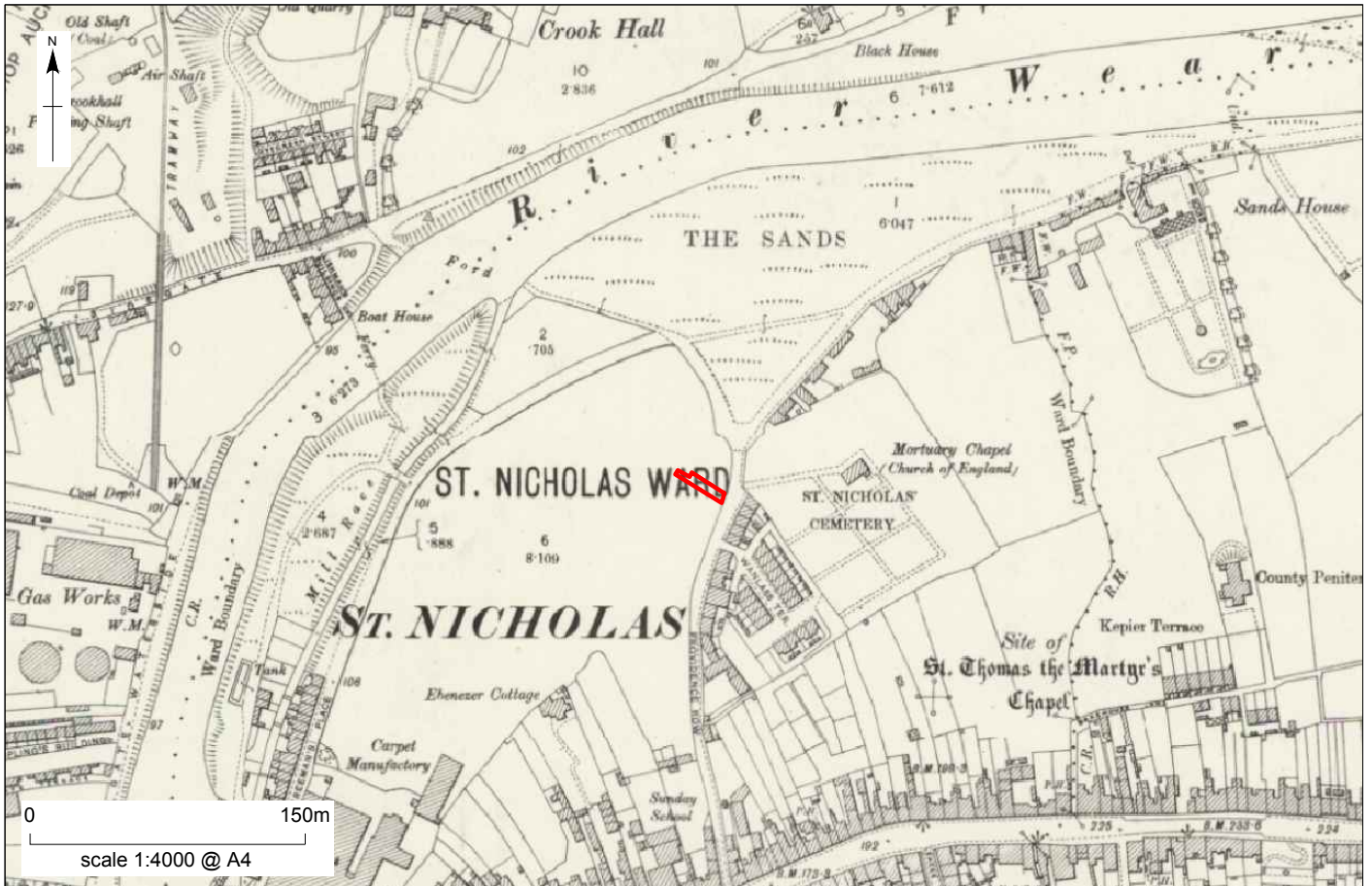
- 3.1 The stable and cart shed range is located in the northern corner of the Durham Sixth Form Centre car park at the junction of Freeman's Place and Providence Row, across from The Sands Recreation Area. The car park was formerly the site of the Providence Laundries Ltd complex, which was demolished c.2002.

#### **Geology**

- 3.2 The geology of the Sands area is composed of the Pennine Middle Coal Measures Formation, a combination of mudstone, siltstone and sandstone that formed in the shallow-marine swamps, estuaries and deltas of the Carboniferous period. Above the bedrock lies alluvium from the River Wear and previous rivers, which is composed of clay, silt, sand and gravel, all dating from the Quaternary period (BGS 2018).
- 3.3 The soils of Durham City could not be determined due to the built-up nature of the area, but the soils to the north of Durham near the Sands consist of stagnogley soils of the Dunkeswick Association in greyish-brown drift, originating from the Carboniferous rocks below (Jarvis *et al.* 1983).

#### **Topography and land use**

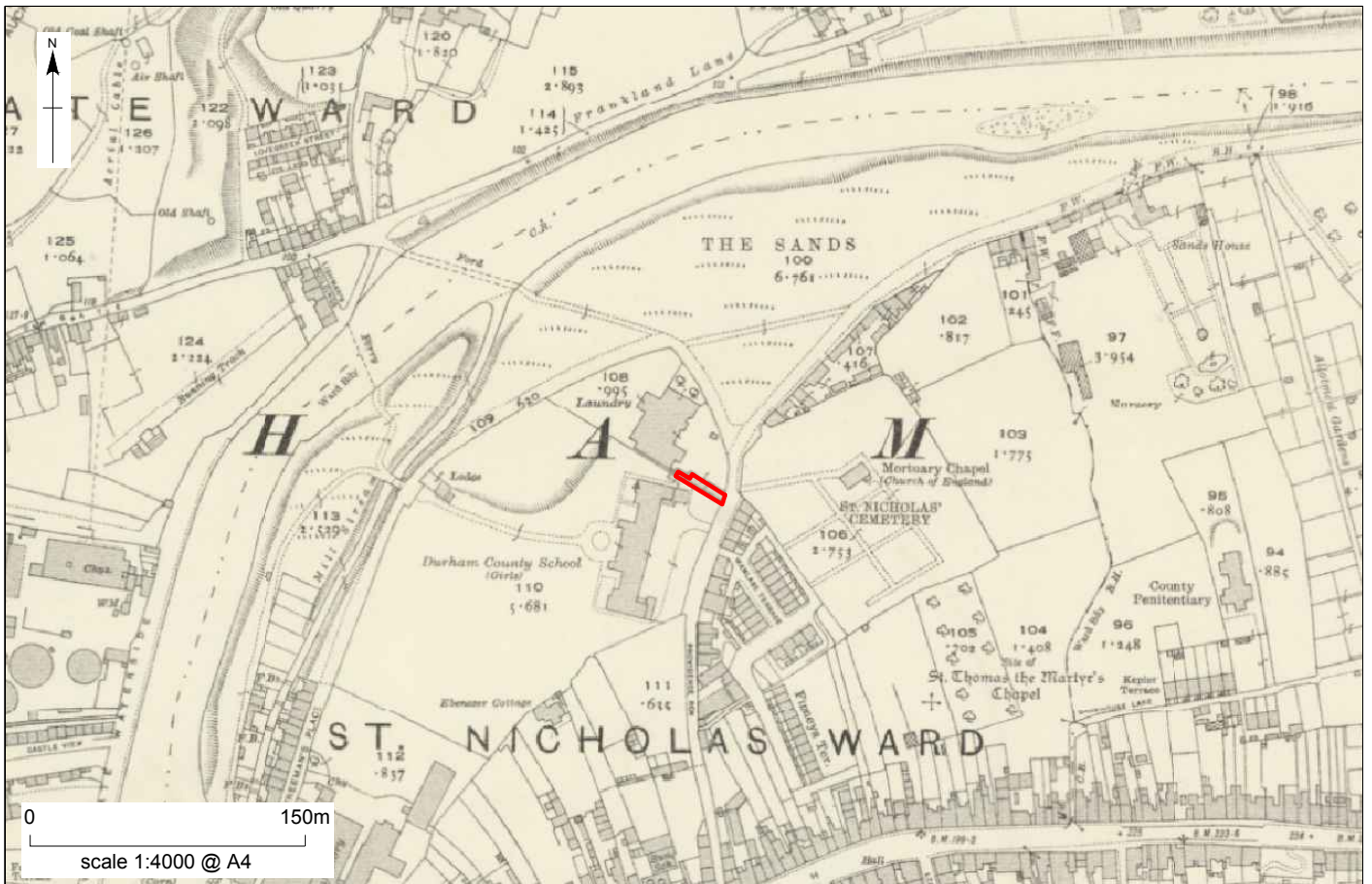
- 3.4 The area of the Sands is located at approximately 33m above Ordnance Datum (aOD) on the floodplain of the River Wear. It sits on a gentle slope that rises up from the river toward the promontory to the south, on which lies Durham Castle and Cathedral.
- 3.5 The eastern half of the site is today used as a car park operated by the Sixth Form Centre, while the west side is open ground used by DCC for storage of construction materials.



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The Sands, Durham: Second Edition 25-inch Ordnance Survey map, 1896

Figure 2



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The Sands, Durham: Third Edition 25-inch Ordnance Survey map, 1919

Figure 3

### **Designations**

- 3.6 The ancillary range of the former Provincial Laundries is not designated. The nearest designated building is the house at No. 11 Providence Row (NML 1161150), an early 19th-century cottage.
- 3.7 The building currently lies within the Framwellgate Conservation Area, a mixed-use area of historic significance that forms part of the medieval hinterland of the city.

### **Previous work**

- 3.8 The archaeological and heritage potential and significance of the site was considered as part of the archaeological chapter of the Environmental Statement, which was prepared by NAA as part of the DCC Headquarters Planning Application (NAA 2018a). In preparation of this document, an initial fabric appraisal of the range was undertaken. This concluded that the laundry stables and cart shed were of local (Low) heritage significance as a rare example of a Victorian/Edwardian period industrial laundry within the city centre.
- 3.9 A single trench (Trench 9) was also excavated on the west side of the car park as part of a phase of archaeological evaluation to inform the Environmental Statement (NAA 2018b). The depositional sequence observed in the trench indicated that the area comprised waste ground prior to the construction of the laundry in the early 20th century.
- 3.10 In 2005, evaluation trenching was undertaken immediately to the south of the site in advance of the Freeman's Quay Leisure Centre development (ASUD 2005). This led to further excavation in 2006 ahead of construction works (NAA 2007). At least two phases of medieval activity were identified. The earliest comprised a boundary/drainage ditch with associated features, all of which were sealed by the primary alluvial fill of a palaeochannel. The palaeochannel contained a quantity of abraded pottery sherds dating to the 13th century (NAA 2007).

## **4.0 DOCUMENTARY SURVEY**

- 4.1 Prior to the construction of the laundry in the early 20th century, both cartographic and archaeological evidence indicates that the car park area formed common grazing land associated with settlement along Claypath. Settlement had developed along Claypath during the medieval period as the only direct land route into the City that did not involve

crossing the Wear. In the grounds of the College, to the south-west of the site, boundary features dating from the 13th to the 15th century were identified during archaeological excavation and are believed to mark the extent of occupation at this time (NAA 2007).

- 4.2 During the 19th century, the area became the focus of increased industrial activity, primarily associated with the Henderson carpet manufactory, located at Walkergate. Workers cottages and a rope walk associated with the mill were built at Freeman Place to the north-west of the site. However, the Second Edition OS map, published in 1896, shows the area of the later car park remained open pastureland (Fig. 2).
- 4.3 In the first quarter of the 20th century, the Provincial Laundries complex and Durham Girls' Secondary School were both constructed, shown on the Third Edition OS map, published in 1919 (Fig. 3). Provincial Laundries was first founded in 1897 and was one of a number of commercial laundries set up across the country in the late 19th and early 20th centuries.

#### **A brief history of commercial laundries**

- 4.4 The first mechanised washing machine was invented in 1787 by Edward Beetham. Patented as a 'washing mill', it became popular among the wealthier classes in London but had a very limited widescale impact. For the majority of families and businesses, hand washing remained the only method of cleaning clothes until the mid-19th century.
- 4.5 Industrial expansion and the development of urban populations, with people and properties packed tightly together, saw an increase in the spread of disease. In part to combat this, there developed a new focus on cleanliness that saw the mantra 'cleanliness is next to godliness', which was first advocated by Wesley in the late 18th century and became widely adopted across Victorian society.
- 4.6 Such a change, coupled with the urban population growth, prompted the development of new laundry machinery to keep pace with demand, as well as advances in chemical detergents and starches. These were beyond the means of most households, so a network of commercial laundries was set up with the capital to invest in the new equipment. These proved popular with the emergent middle classes, as well as institutions such as hospitals, prisons, schools and factories (Arpal 2015). The Providence Laundries Ltd was one such 'send-out' laundry, and as such has close historic associations with the industrial expansion of the Durham City and the growth of the middle classes.



*Figure 4: advertisement for the opening of the laundry in Durham. Durham County Advertiser (1901b).*

- 4.7 The Durham branch first opened in April 1901 (Fig. 4) and was the seventh in a chain of laundries established by the company, the others being in Gosforth, Whitley Bay, Low Fell, Starbeck, Leeds, and Didsbury, with later branches opening in Newcastle, Harrogate, and Manchester (Durham County Advertiser 1901a). The opening of the laundry was celebrated with a ceremony presided over by the mayor of Durham and attended by company representatives and other important local figures (Durham County Advertiser 1901a). Though the company was based in Gateshead, it was praised for employing only local labour, most notably a local woman, Miss Barras, to be the manageress. At the time of opening, around 20 people were employed at the Durham site with the potential of increasing this number to 80 once the laundry reached full capacity (Durham County Advertiser 1901a).

- 4.8 The cost of the complex was between £4000 and £5000 and contracted to Messrs J. G. Gradon and Sons. At its inauguration, the main building was described as being “lofty and splendidly lighted and ventilated” with a comfortable mess room for the staff complete with a cook to prepare the employees’ meals. The premises were provided with every appliance for ventilation to ensure the health of workers (Durham County Advertiser 1901a).
- 4.9 There are no available plans of the laundry at Durham, but a newspaper article describing the opening of one of the company’s other branches at Low Fell may provide some indication of the possible layout of the Providence Row complex and the type of facilities it would have included. The Low Fell laundry featured a public entrance giving access to the clerks’ office, which adjoined that of the manageress. Next to the offices was the sorting room, with van dock and laundry-basket storage room immediately behind. Beyond this room was the washhouse, which was equipped with the latest washing machinery. This room connected to the engine room and drying room, the latter being a well-lit room with a southern aspect and large fans to dry the laundry as if it were outside. Parallel to the washhouse was a large ironing room. These various departments were grouped around the central offices to ensure the maximum supervision of the workforce. Above the main block was the mess hall and a large storage hall. Separate from the main block was a boiler house, carpet beating room, and stables with room for six horses, a harness room and hay loft. The buildings also included a van (cart) shed and cottages for the engineer and van-man (Newcastle Journal 1898).
- 4.10 At its inauguration, the Durham laundry was described as being fully equipped to provide a ‘first class’ laundry service, with machinery of the latest design and a process that washed clothes effectively but delicately. First, the laundry was sorted in the sorting room, where items were placed in a series of separate bins for washing and then conveyed on wooden trolleys to the ‘washing machines,’ which were traditional press tubs. The clothes were then wrung using a ‘hydroextractor,’ which spun at a rate of 700 revolutions per minute in order to ensure that all the water was removed from the clothing. Once dry, the clothes were then introduced to the starching and ironing machines, which created a highly glazed surface by passing the material through heated rollers. The laundry also contained a steam-heated drying room and a special machine for treating curtains through a ‘rough ironing process’, which did not flatten the pattern. The speaker at the inauguration ceremony stressed the advantage of their new modern



techniques over previous laundry machinery in the area, which was described rather colourfully as being ‘some invention of his satanic majesty for the purpose of destroying clothes’ (Durham County Advertiser 1901a).



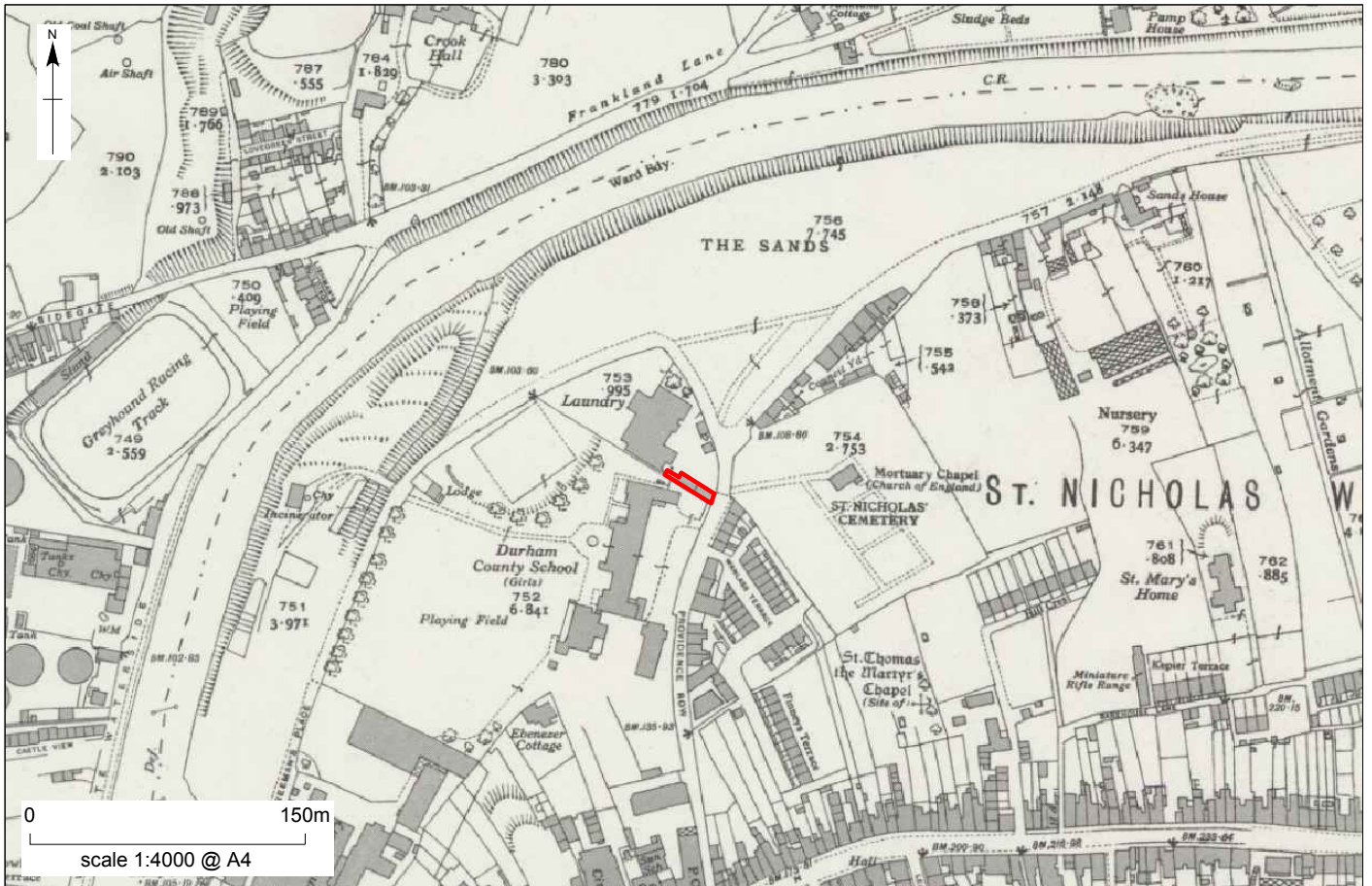
*Figure 5: laundry service books from the 1950s (Worthpoint 2018).*

- 4.11 Clients requesting laundry services would send a pre-printed postcard to the office (Fig. 5). A horse-drawn van would then be sent out to collect the laundry and return it once the wash was complete.
  
- 4.12 Provincial Laundries Ltd prospered throughout the early 20th century yet retained a small staff (Fig. 6). The company was trading on the Newcastle Exchange in 1932 (Sunderland Daily Echo and Shipping Gazette 1932) and £40 was stolen from the Provincial Laundries safe in the same year. This was a considerable sum at the time, worth in the region of £2,700 in today’s money. However, the company appears to have survived the loss and were reported as donating to various charities in 1939 (Newcastle Evening Chronicle 1939).



*Figure 6: staff from The Provincial Laundries Ltd, The Sands, c.1927, in front of the laundry building. Second from the left is William Dixon Slack who worked as the engineer for the company (Richardson 1998).*

- 4.13 The layout of the laundry and the ancillary stables, cart shed and outbuilding appears to have remained relatively unchanged since their construction in 1901. Subsequent OS maps show little change (Fig. 7) until the 25-inch OS Map of 1959–1960 (not shown), when the outbuilding connecting the ancillary range with the laundry was added.
- 4.14 By 1960, the company managed more than one million domestic laundry bundles and processed over 15 million articles per year. They operated six laundries (Fig. 8) and three dry cleaning works across Northumberland, Durham, Yorkshire, and Lancashire, serving hotels, restaurants, hospitals, and factories, with the biggest business still coming from domestic clients. However, by 1969, only four laundries remained in operation. Tighter budgets for housewives due to higher living costs, and the introduction of in-house domestic appliances saw the company lose between £3000–£4000 pounds in 1968, its largest loss for 10 years. The same year, with orders continuing to fall, the Durham branch closed. Mr. Benson, the company chairman, explained that laundry and dry-cleaning profits had been very low and the closure of the Durham Branch and the move of its trade to Gosforth had yet to produce any benefits (Stokee 1969).



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The Sands, Durham: Fourth Edition 25-inch Ordnance Survey map, 1947

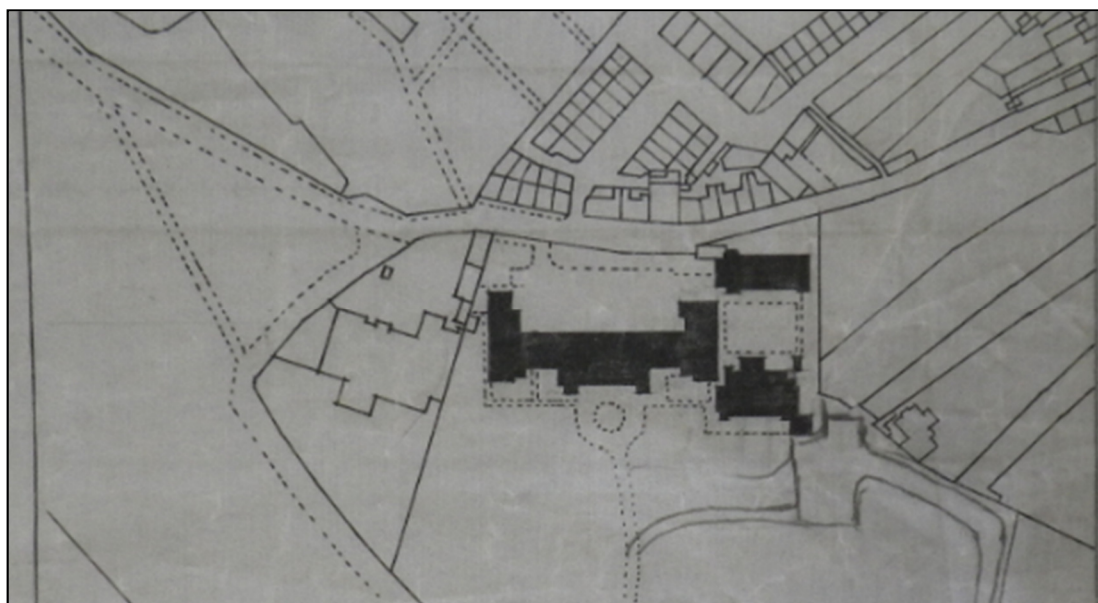
Figure 7



*Figure 8: advertisement for the Provincial Laundries in 1960 (Soames 1960).*

### **Durham Girls' Secondary School**

- 4.15 After the closure of the Provincial Laundries operation, the site was purchased for £30,000 by the Durham Girls' Secondary School (Fig. 9) with the aim of converting the premises as a school for boys. Those rooms not used by the school were bought by the General Post Office (GPO) in order to provide additional storage for the Durham City Post Office.



*Figure 9: 1960 floor plan of the Durham Girls' Secondary School (in black), with the Provincial Laundry, still independent at this point, to the left (ND/Du Plans 08382). This plan does not show the extension to the ancillary range, though the 1959–1960 OS map does, indicating it probably occurred around 1960.*

- 4.16 Durham Girls' Secondary School opened on the 3 September 1913 and was intended to accommodate 248 students. The building was designed by W. Rushworth in a Neo-Georgian style and was constructed at a cost of £16,250. In 1969, the school became co-educational with the acquisition of the laundry. It later became a Sixth Form centre in 1984. In recent years, the school has significantly expanded to include separate

buildings for science laboratories, a theatre, visual arts centre, and sport and leisure centre.

- 4.17 A plan of the complex dated 1969 shows the layout of the former laundry complex following remodelling. This new phase saw the addition of classrooms and a woodwork and metal workshop, although the basic layout of the complex appears to have remained unchanged (Fig. 10). The students entered the site via what had probably been the main public entrance to the laundry. To the right was the metalwork and woodwork shops, with the staff and student lavatories behind. Above, where the laundry's mess hall had surely been, were further classrooms.
- 4.18 The remainder of the building seems to have been used by the GPO for storage. The GPO had its own entrance from the woodwork shop that led into a new garage and dispatch area. The shape of the building prior to its acquisition by the school did not include this element, so it is assumed that this was added for the GPO. Behind the GPO garage were several large empty rooms, presumably used for storage, and a large boiler room.
- 4.19 Following conversion, the stables became a workshop, with the cart shed used as a store and garage, and a lavatory in the outbuilding. The 1960 addition to the building appears to be a chimney and duct, which was later shortened in width to provide an access route into the school.
- 4.20 The 1969 plan (Fig. 10) is unspecific as to whether the range belonged to the GPO or the school. It is also unclear when the school demolished the laundry building to expand the car park. However, Google Imagery shows that the laundry building was demolished sometime between 2001 and 2006.

## **5.0 THE PHYSICAL EVIDENCE**

### **Layout and form**

- 5.1 The stable and cart shed block dates from 1901 and consists of three separate buildings: a stable block, cart shed and outbuilding. All are of red brick and predominantly built in English Garden Wall bond with slate roofs. The stable (**1000**) is a two-storey building at the east end of the range, which borders Providence Row. Internally, it is divided into two areas; to the east is the stable area for horses and to the west a smaller room for the storage of tack and feed. Abutting the stables to the west is the cart shed (**2000**), a single-

storey building with two large double doors. At the west end of the range, adjoining the cart shed is a small outbuilding (3000) with two doors and a small window.

- 5.2 The buildings are oriented on a north-west–south-east axis with the front elevation facing north toward the Durham Sixth Form staff car park. The original laundry complex lay where the car park is now, with a triangle of open space between the laundry, the stable and cart shed range, and Providence Row. Only the stables, cart shed, and outbuilding of the original laundry survive.
- 5.3 The following section describes the archaeological features observed in the survey. These descriptions are accompanied by detailed plans of the interior of the stable and cart shed (Fig. 11) with labelled context numbers. Figures 12–14 provide labelled elevations of the range.

## **Stables**

### *Exterior*

#### *North elevation (1110)*

- 5.4 The north elevation of the stable is of brick in English Garden Wall Bond (Plate 2; Fig. 12). The main door into the stable (1111) is an asymmetrical double door with the western panel slightly wider than the east. On either side of this door are windows (1113) with segmental arched headers. Each window has nine panes above a wooden louvre and stone sill. To the west is another double door, also asymmetrical, that is now blocked on the inside (1112). Both doors have stone lintels.
- 5.5 Below the eave-line are four ventilation slits (1114), which are placed 1.50m apart. On either side of these slits are two blocked owl holes, which initially look like blocked ventilation slits, but are much larger on the interior. The roof is grey Welsh slate, with a single chimney.



*Plate 2: oblique view of the north elevation of the stable block, showing both doors (1111 and 1112), the windows (1113), and the ventilation slits (1114).*

*South and west elevations (1120 and 1140)*

- 5.6 Due to excessive vegetation, it was not possible to survey the south elevation (**1120**; Fig. 13) of the stables. The western elevation (**1140**) was largely obscured by the cartshed. The little that was visible had nothing of architectural significance (Fig. 16).

*East elevation (1130)*

- 5.7 The east, gable elevation (Plate 3; Fig. 14) faced onto Providence Row and features a central loading door (**1131**) with a segmental arched brick header and a stone sill, beside which is an open owl hole (**1132**). The current road level is considerably higher than the original ground surface.



*Plate 3: east elevation of the stable with the loading door (1131) and owl hole (1132).*

### ***Interior (1200)***

#### ***Stable (1210)***

- 5.8 The stable consists of a large room with grooves on the floor marking out the stalls in front of which is a shallow drainage channel (**1212**; Plate 4). This is about 30cm wide and runs the whole length of the room. It flows into another channel that extends to the north elevation and exits beneath the west window. At the east end of the drain is evidence of a metre-long and 25cm-wide groove (**1213**), which has now been plugged. The purpose of this is unknown, but it may have held a short wall or barrier.
- 5.9 To the south of the central drainage channel, the floor is scored by a series of V-shaped grooves that demarcate four horse stalls (**1211**). These cover approximately half of the width of the room, from the drainage channel to the south wall. Above the stalls are four small louvres (**1214**), one for each stall. Below the west louvre are the remains of a feeding trough that ran along the whole south wall (**1215**).
- 5.10 On the north side of the room are simple wooden steps (**1216**) that provide access to the upper storey, which was formerly a hay loft. Across from the steps, on the west wall, is a simple wooden door (**1217**) that provides access to the adjacent tack room and feed store.





*Plate 4: view of corner of the stables looking west. Visible are the louvre windows (1214), stall grooves (1211), drainage channel (1212) and feeding trough remains (1215).*

#### *Hayloft (1220)*

- 5.11 The upper floor of the stable served as a hayloft (Plate 5), as evidenced by the loading door (**1131**) on the east wall and the ventilation slits on both the north and south walls (**1114**) that were used to ensure airflow and prevent the hay combusting. The attic features seven ventilation slits on the south wall and four on the north. On the far ends of the north wall are two blocked chamfered holes (**1115**), which are probably owl holes.
- 5.12 The roof is supported by three common A-frame trusses (**1223**) with a ridge collar set near the apex and a set of side braces extending from the principal rafter to the wall plate. At the west end of the room, between the truss and west gable wall, is a brick chimney stack (**1224**) rising from the tack room below.



*Plate 5: view of the hayloft looking south-west, with the chimney stack (1224) at the rear*

*Tack room and feed store (1230)*

- 5.13 The tack room and feed store (Plates 6 and 7) is a narrow room situated at the southern end of the stable range. It features a small fireplace (now blocked) in the east wall, fitted with a simple brick arch header. The fireplace would have been used to heat the room, keep the leather of the harnesses and tack supple and cook up feed for the horses.
- 5.14 On the north side of the room is a blocked door (1233), which corresponds to the double door on the exterior of the building (1112). On the south side is a single large window (1232) that is divided into three lights.



*Plate 6 and 7: (left) view of the harness room looking north with the blocked door (1112) and fireplace (1231); (right) window (1232) on the south wall of the tack room and feed store.*

### **Cart Shed (2000)**

#### ***Exterior (2100)***

##### *North elevation (2110)*

- 5.15 The north elevation (Plate 8; Fig. 12) of the cart shed is composed of modern brick set in common bond, which is clearly later than that used in the adjoining stable. However, there is a vertical line of older bricks at each end of the building, indicating that the original structure was probably open to the front, as would be anticipated of a cart or van shed. Later, when the building was converted for use as a garage, the brick infill and two large double doors (2111) were added. This probably took place when motorised van delivery replaced the laundry cart around the mid-20th century.



*Plate 8: view of the northern elevation of the cart shed showing the two double 'garage' doors (2111).*

*South elevation (2120)*

- 5.16 The south of the cart shed (Plate 9, Fig. 13) is composed of the same type of brick used in the construction of the stables and is set in an English Garden Wall bond. There are three square sky-lights (2122) set into the roof on the south elevation. Also, of interest is a large pipe (2121) rising up from the ground and standing almost two metres high; this may have originally emitted the vapor from the nearby boiler room.

*West elevation (2130)*

- 5.17 The western elevation brickwork (Fig. 14) is different from that of the remainder of the range and is set in a Flemish stretcher bond. There are no architectural features of note.



*Plate 9: oblique view of the south elevation of the cart shed (2120) and outbuilding (3130).*

### ***Interior (2200)***

- 5.18 The interior of the cart shed was not subjected to a full survey, as it was still full of storage and was largely inaccessible. The walls show no architecturally distinctive features, save the skylights (2122) in the roof. The roof is held by two large queen-post trusses (2201).

### **Outbuilding (3000)**

#### *North elevation (3110)*

- 5.19 The north elevation of the outbuilding features two doors (3111 and 3112) of unequal size, a small window (3113), and a vent grill (3114) (Plate 10; Fig. 12). The east door (3111) is larger, with an incised concrete lintel over a large square light. The variation in the brickwork above the lintel would suggest it was a later repair or addition. The west door (3112) is thinner and slightly shorter than the east. It also features a stone lintel, although this is broader than that on 3111. Situated between the two doors is a small square window (3113) with a segmental arched brick header and a wooden frame. Set just north of this is a small, ornate vent grill (3114). The brick work is in English Garden Wall bond. The west wall is clearly a later addition, and was almost certainly

constructed when the boiler chimney stack, shown on the 1969 plan of the site, was demolished



*Plate 10: view of the outbuilding looking south onto both doors (3111 and 3112) and the small window (3113). The vent (3114) is barely visible behind some foliage.*

*South elevation (3130)*

- 5.20 The south west elevation (Fig. 13) shows three stages of building, running east to west. At the west end, the structure is the same as that of the cart shed (2120), comprising red brick set in English Garden Wall bond. This features a small square window (3131) asset with a stone sill. Adjoining this is a phase of later build, which also features a window of the same design and dimensions except with no sill. The similarity of the two features clearly indicates an attempt to integrate the old and new sections of the building. At the western end of the building is a section of modern red brick build without feature.

*West elevation (3120)*

- 5.21 The west elevation (Fig. 14) is modern and has no distinctive features. The bond is a simple stretcher bond, different to that of any other elevation. There is also a thin line of headers that zig-zag down the south part of the wall, implying some sort of alteration in the building fabric.

5.22 The interior of this building was not accessible, as the doors were nailed shut. Therefore, it was not surveyed. A visual inspection had been made during the initial fabric appraisal and the building was found to contain a toilet and washroom, together with storage area.

## 6.0 PHASING AND DISCUSSION

6.1 The ancillary range to the east of the current Durham Sixth Form car park was built in 1901 as part of the Provincial Laundries complex. This original range comprised a stable block (**1000**), with internal tack room and hayloft above; a cart shed (**2000**) open on the west side; and a small outbuilding (**3000**) divided into two rooms, with a store to the east and lavatory to the west. Adjoining the latter was a large chimney stack that was associated with the industrial boiler.

6.2 The stable is the best-preserved room of the range and appears to have remained relatively unchanged since construction. It retains several original features specifically related to its function, including stall divisions, herringbone grooves in the concrete surface, part of the feeding trough, and louvres both in the front and back windows. The upper floor was clearly used as a hay loft, as evidenced by the loading door and ventilation slits on both sides. Though less evidence exists for the use of the small side-room, the presence of a small hearth does suggest a tack and feed store.

6.3 Adjoining the stable block, and contemporary with it, was the cart shed (**2000**). This was originally open at the front and set with a wooden cross beam supported on a series of pillars. A small piece of the wooden cross beam was retained at the western corner of the stable façade and is tied into the wall of the building (Plate 11).

6.4 It is uncertain when the open frontage was replaced but this was probably in the 1930s–50s when the horse drawn laundry vans were replaced with motorised transport and the shed was converted for use as a garage. The 1969 plan, which was produced soon after the purchase of the site by the Durham Girls' Secondary School, shows the cart shed with a set of sliding doors to the front. Subsequent to this, the present brick elevation was added, and the two large double doors erected.



*Plate 11: upper east corner of the cart shed where the beam is tied into the stable wall.*

- 6.5 The outbuilding (3000) has undergone at least two phases of change, which is clearly evident in the variation of the brickwork visible on the south elevation. On the west elevation there is also a clear change in the bond around the west door (3112), indicating some form of later modification or repair.
- 6.6 The last phase of modification is associated with the demolition of the industrial chimney at some stage after 1969. Following this, the west wall of the building was rebuilt in modern brick, with a butt joint visible to the west of the south-west window (3132).

## 7.0 STATEMENT OF SIGNIFICANCE

- 7.1 In accordance with Historic England (2008; 2016) guidance, the overall significance of the stable and cart shed range is determined with reference to four key values: evidential, historic, aesthetic (architectural) and communal. The individual significance of each contributing feature is discussed in greater detail in the site inventory (Section 9).

### **Overall significance**

- 7.2 The overall heritage significance of the building derives from its historic associations with Providence Laundries, one of a small number of industrial laundries serving the residents and businesses of Durham City in the early to mid-20th century. This is one of the lesser known industries of the late 19th and early 20th century but an important part of daily life in a period when the female workforce, who would have previously been



responsible for laundry, were in high demand in the mines, mills and factories, and before the introduction of the domestic washing machines. The growth of industrial laundries, like that at Durham, are associated with the social changes in the 19th century and the rise of the middle class. Industrial laundries were also instrumental for the running of hospitals, hotels, and restaurants, as well as freeing up women for the workforce by reducing time otherwise spent doing laundry.

7.3 The range is the only extant evidence of the former complex, demolished c.2002. The stables in particular show good evidence of the style and layout of medium-scale industrial stable at the turn of the century. They also form part of an even smaller sub-group of laundry stables, indicating something of the operation of such sites prior to the widespread introduction of motorised transportation. The building appears to have changed very little since its construction and still retains many original features, including the hayloft, stalls, herringbone floor surface, drainage channel and tack room. In contrast, the adjacent cart shed and outbuilding have been extensively modified and are of low to negligible evidential value.

**Table 1: Summary of heritage significance:**

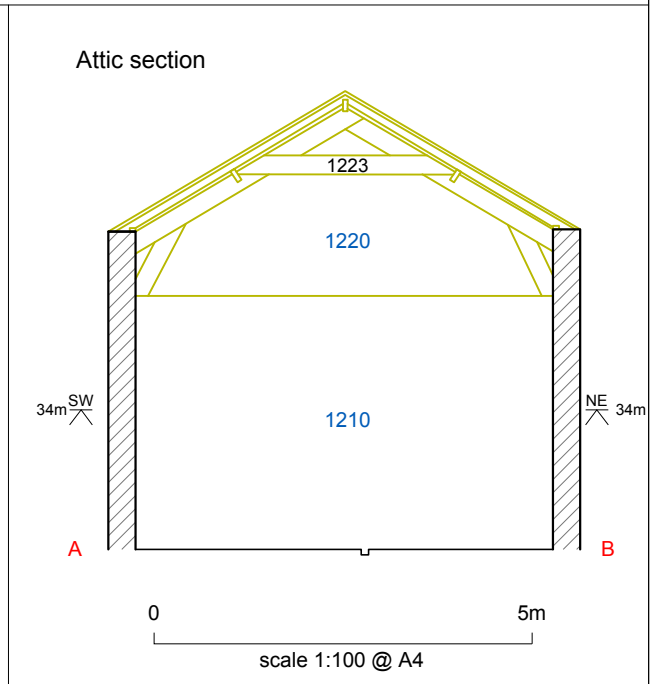
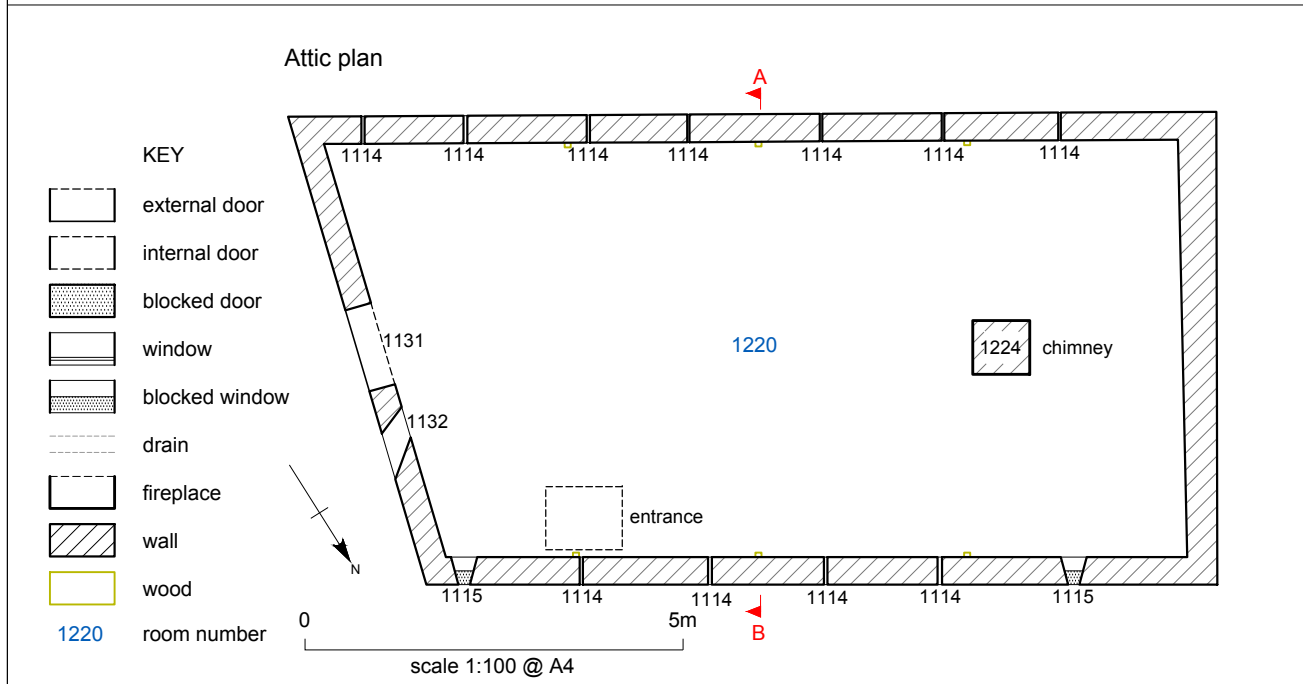
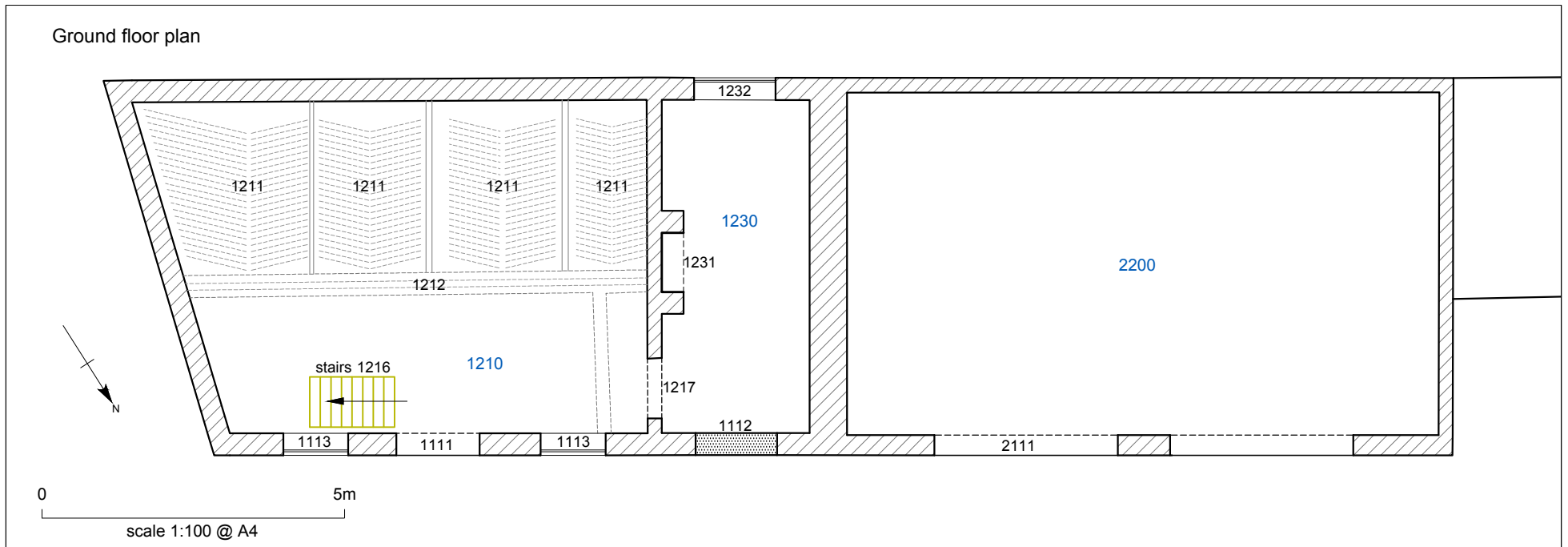
Values	Assessment	Ranking	Overall
Evidential	Last remains associated with the industrial laundry.	Moderate–High	Moderate
	The stables are a good example of medium-scale industrial stables, as well as of a smaller sub-group of laundry stables.	Moderate–High	
Historic	Steam laundries are one of the lesser known and often forgotten industries of the late Victorian and Edwardian periods. They were nevertheless important to the running of business, hospitals and hotels, as well as catering for individual household needs.	Moderate–High	Moderate
	Last remains associated with the industrial laundry, though not the remains of the actual laundry.	Low–Moderate	
Aesthetic	Not a large part of the streetscape and neglected in the rear of the car park	Low	Low
Communal	The building has little communal value, although some residents may have associations with the use of the building as a common room by the school, indicated by the painting on the wall of the cart shed.	Low	Low

7.4 The buildings have low aesthetic and communal value. Being hidden away in a car park and only used as storage, they do not play a significant role in the streetscape or community.

## **8.0 FURTHER RECOMMENDATIONS**

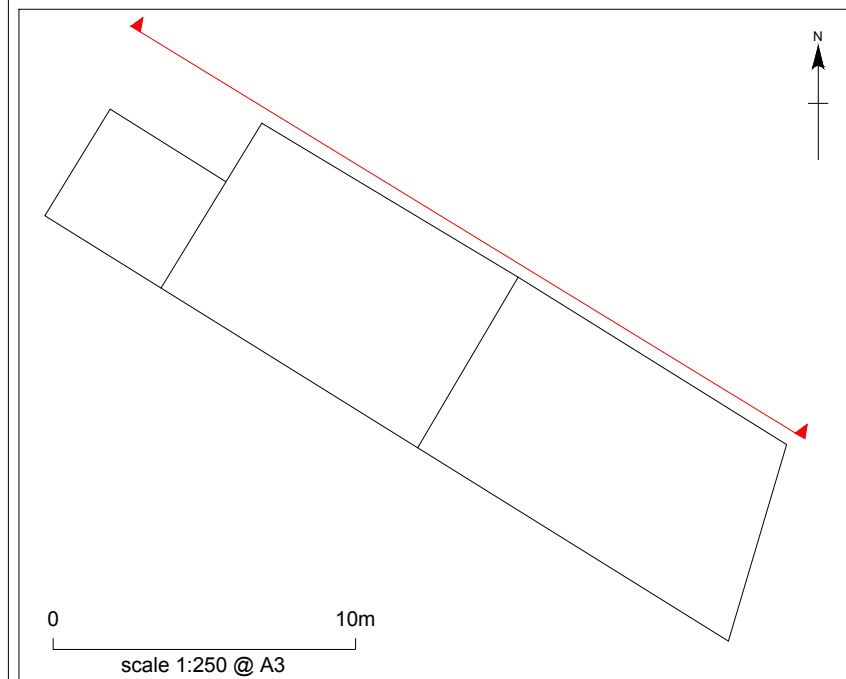
8.1 This Historic Building Report and accompanying photographic archive are considered suitable to mitigate against any loss of heritage significance arising from the demolition of the laundry stables and no further work is likely to be required.

8.2 However, it is considered that, although of moderate significance, the history of the laundry stables would have a degree of public appeal and consideration should be given to the dissemination of information in the form of a short online article or paragraph in the forthcoming Archaeology County Durham Magazine. The name of the laundry might also be reflected in some form in the new DCC Headquarters building.





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scale 1:50 @ A3



*continued from above*



*The Sands, Durham: north elevation*

Figure 12

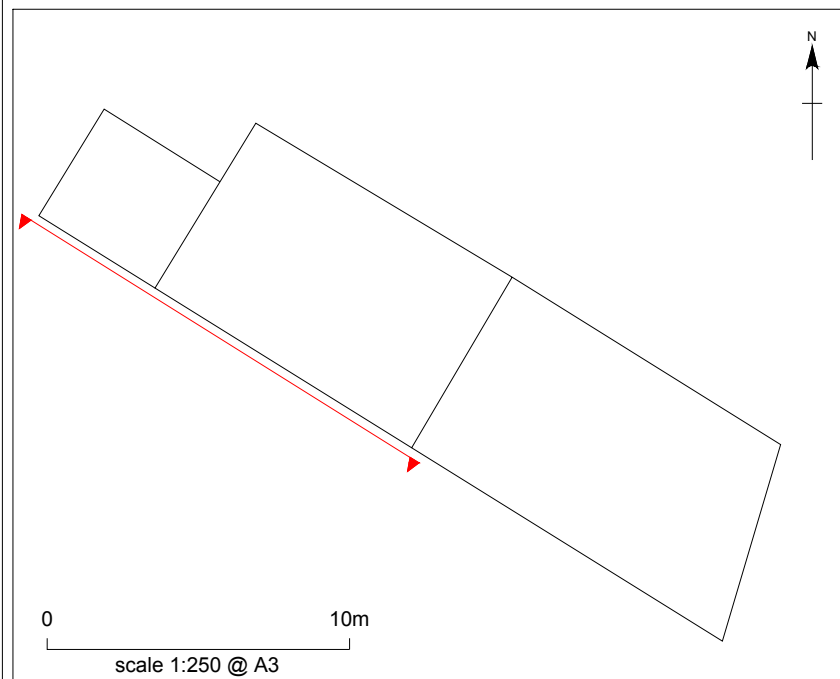
South elevation



building obscured

34m NW

SE 34m



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East elevation

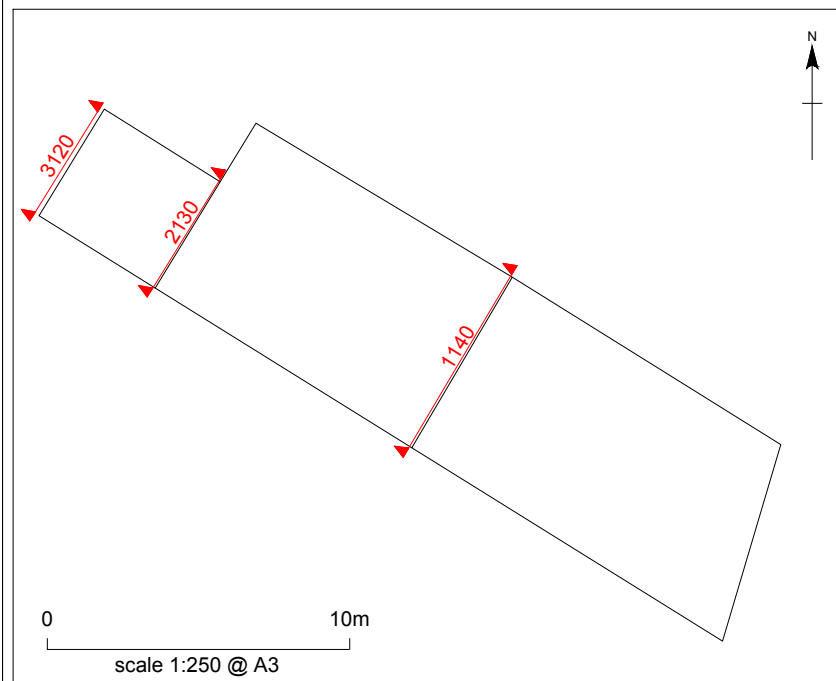
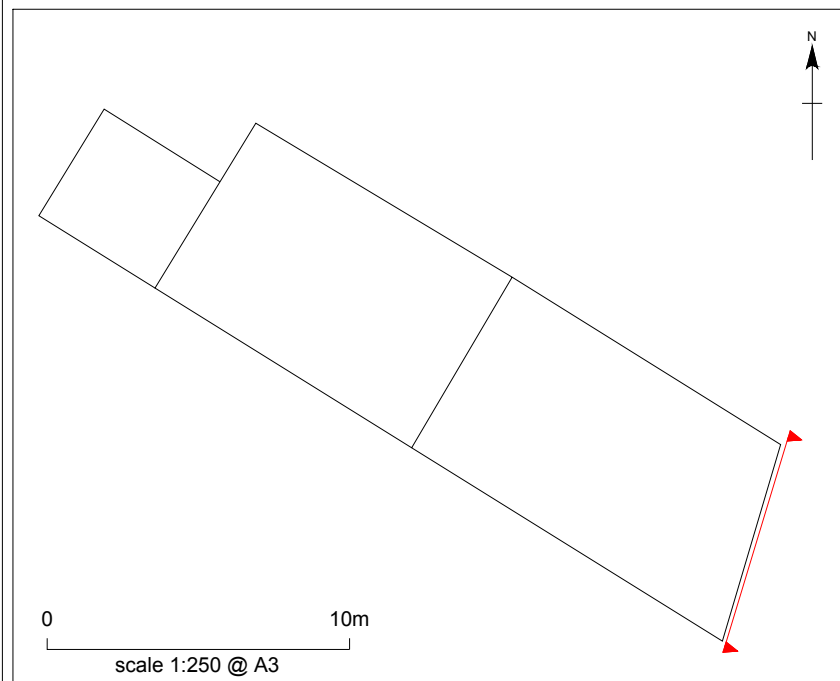


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scale 1:50 @ A3

West elevation






0 4m  
scale 1:50 @ A3





**9.0 SITE INVENTORY AND ASSESSMENT OF SIGNIFICANCE**



*Table 2: Site Inventory*


Context	Name	Description	Related Features	Date	Evidential Value	Photo
1000	Stable	The stable is the eastern-most building in the range, composed of two storeys, set on a north-west-south-east axis. The east gable end faces onto Providence Row. Built in 1901, the stables seem to have remained largely unchanged. The stable block consists of three rooms: the main stable, tack room, and hayloft above that spans the length of both rooms below.	1110 north elev. 1120 south elev. 1130 east elev. 1140 west elev. 1210 interior	1901	Moderate	
1110	North elevation	The north elevation is the front of the building, looking out onto the car park. It is built in English Garden Wall bond and consists of two doors, two windows, and ventilation slits at the upper storey.	1111 door 1112 door 1113 window 1114 vents 1115 owl holes	1901	Moderate	See above



Context	Name	Description	Related Features	Date	Evidential Value	Photo
1111 1112	Stable doors	Both asymmetrical double doors with stone lintels and a wooden frame. The western door (1112) is blocked on the inside.		1901 with subsequent alteration to 1112	Moderate	
1113	Windows	Two windows approx. two metres tall with rounded brick headers. The windows are in two parts, the upper composed of a square window with nine panes above a lower wooden louvre and a stone sill.		1901	Moderate	








Context	Name	Description	Related Features	Date	Evidential Value	Photo
1114 1115	Ventilation slits and owl holes	Four vents (1114) in the second storey of the building. Beside the vents appear to be two blocked slits, but these are actually owl holes (1115), as evident in the interior of the building where they are splayed and much larger than on the exterior.		1901	Moderate	
1130	East elevation	The east elevation looks onto Providence Row. It is of brick in English Garden Wall Bond and includes a large loading door with a rounded brick header and a stone sill. To the north of the door is a single owl hole measuring about 300 x 300mm	1131 loading door 1132 owl hole	1901	Moderate-High	
1131 1132	West elevation	The south elevation could not be surveyed in due to vegetation cover and the west elevation was partially blocked by the cart shed.		1901	Low	No photo



Context	Name	Description	Related Features	Date	Evidential Value	Photo
1210	Stable interior	The interior is open but there was evidence of former stalls, including the herringbone grooved floor and a drain channel, both typical of a stable, along with louvres on both the north and south walls. The room includes a set of steep wooden stairs (1216) providing access to the hayloft and a door (1217) to the tack room at the west end.	1111 stable door 1113 windows 1211 floor 1212 drain 1216 hay loft stairs 1217 tack room door	1901 with subsequent alteration	Moderate-High	
1211	Floor grooves	On the floor of the room are four sets of V-shaped 'herringbone' grooves extending out from the east wall to provide grip for the horses. These grooves clearly denote the location of the four stalls.		1901	Moderate-High	




Context	Name	Description	Related Features	Date	Evidential Value	Photo
1212	Drain	Along the centre of the room is a drain that empties below the western window of the north elevation. The drain is about 30cm wide and runs the whole length of the room.		1901	Moderate	

Context	Name	Description	Related Features	Date	Evidential Value	Photo
1213	Side groove	Beside the drain is a narrow groove about 75cm long and 10cm wide that has been plugged. Its use is unknown.		1901 but later blocked	Low-Moderate	
1214	Louvres	On the south wall, above each stall, is a square louvre about 500 x 500mm and set approx. 2m off the floor surface		1901	Moderate	




Context	Name	Description	Related Features	Date	Evidential Value	Photo
1215	Feeding trough remains	Remains of an installation to hold a feeding trough is located in the western corner. This appears to have originally extended the entire length of the room.		1901 with subsequent dismantling	Low-Moderate	
1220	Hayloft	Accessed from the stairs (1216) in the north corner of the stable, the hay loft is a low space between the stables and the roof. On the east wall is the loading door with a simple wooden lintel and adjacent owl hole.	1221 vents 1131 loading door 1132 owl hole 1223 trusses 1224 stack	1901 with subsequent blocking of owl holes.	Moderate-High	
1223	Trusses	The room has three common A-frame trusses with collar and side braces projecting from the principal rafter to the wall plate.		1901	Moderate	


Context	Name	Description	Related Features	Date	Evidential Value	Photo
1224	Chimney stack	Cutting through the hayloft on the western side of the room is a large chimney extending up from the tack room below.		1901	Low	
1230	Tack room	The tack room is small and narrow and includes a central fireplace on the east wall, a large window on the south wall, and blocked door (1112) in the north elevation.	1112 blocked door 1231 fireplace	1901	Low-Moderate	


Context	Name	Description	Related Features	Date	Evidential Value	Photo
1231	Fireplace	The fireplace is mostly blocked save for a square panel that has been removed. The fireplace of brick with a segmental arch brick header set into a wide stack.		1901 but later blocked	Low-Moderate	
1232	Window	The window has three lights, an upper light with eight panes across the width of the window above two vertical single-paned lights.		1901	Low	



Context	Name	Description	Related Features	Date	Evidential Value	Photo
2000	Cart shed	The cart shed is a simple building with two large doors and three skylights. It now serves as storage room but may have once been a student common room, there are brightly coloured murals on the walls. The roof is supported by two large king-post trusses.	2201 roof trusses 2110 north elev. 2120 south elev. 2130 west elev.	1901	Low	
2110	North elevation	The north elevation is of brick in common bond with two large, wooden garage double doors (2111) with wooden lintels. A large support beam spans the length of the elevation.	2111 garage doors	1901 with subsequent alteration	Low-Moderate	
2120	South elevation	The south elevation is of brick, in English Garden Wall bond with three skylights on the roof. A large pipe rises about 2m off the ground.	2122 roof lights 2121 pipe	1901	Low	

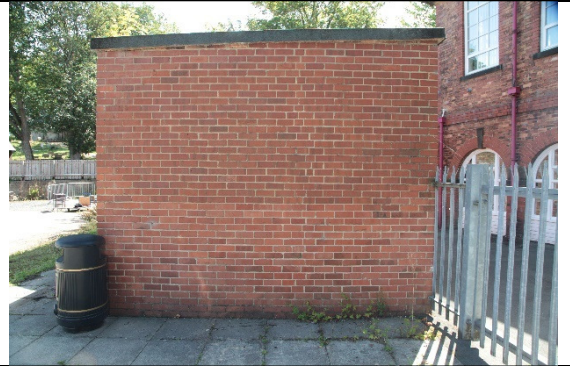



Context	Name	Description	Related Features	Date	Evidential Value	Photo
2130	West elevation	The west elevation is partially covered by the outbuilding. The remaining elevation is of brick in Flemish stretcher bond.		1901	Low	
3000	Outbuilding	The outbuilding is a small building that now serves as a lavatory. The interior was not surveyed.	3110 north elev. 3111 east elev.	1901 with subsequent alterations	Low	
3110	North elevation	The north elevation features two doors, a small window and a ventilation grill. The roof of the building is slightly sloped downward to the north. The elevation is of brick in mostly English Garden Wall bond with some variation to the west.		1901 with two phases of alteration visible	Low-Moderate	

Context	Name	Description	Related Features	Date	Evidential Value	Photo
3111	East door	The east door is wider than the west door with a large square light above its frame. The light is cut in a stone lintel above which has been added some new brick. The door has a concrete threshold.		1901 with later repairs visible	Low	

Context	Name	Description	Related Features	Date	Evidential Value	Photo
3112	West door	The west door is narrower than the east and is in a wooden frame with a stone lintel and threshold. The brick work around it is newer.		1901 visible later repair	Low	

Context	Name	Description	Related Features	Date	Evidential Value	Photo
3113	Window	Small and square, the window has a brick header that used to be round but has slumped considerably. The frame of the window is wooden.		1901	Low	
3114	Vent grill	A small ornate vent grill placed between the window and eastern door.		1901	Low	

Context	Name	Description	Related Features	Date	Evidential Value	Photo
3120	West elevation	The west elevation is of modern brick in stretcher bond with some headers creating a faint scar on the south part of the wall.		1901 Extensively rebuilt post 1969	Low-Moderate	
3130	South elevation	The south elevation is mostly of English Garden Wall bond, with two windows, each with segmental-arched headers. Indicates three phases of build.		1901 with two later phases of modification.	Low-Moderate	
3131 3132	Windows	Both windows are of brick with wooden frames. The east window (3131) has a stone sill. The west window (3132) is a later addition in the same style.		1901 with later additions	Low	See above

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### **Cartographic sources**

1595: Christopher Schweitzer Map of Durham

1857: six-inch Ordnance Survey Map

1895: 25-inch Ordnance Survey Map

1915: 25-inch Ordnance Survey Map

1939: 25-inch Ordnance Survey Map

### **Documentary Sources**

DCRO: ND/Du Plans 08382; Durham Girls Secondary School: Adaption to Provincial Laundry premises to provide practical accommodation.



**APPENDIX A  
ASSESSMENT CRITERIA**

***Table A1: criteria for establishing sensitivity and importance of archaeological remains (after Design Manual for Roads and Bridges 2007, table 5.1)***

<b>Very High/International</b>	<ul style="list-style-type: none"> <li>World Heritage Sites (including nominated sites).</li> <li>Assets of acknowledged international importance.</li> <li>Assets that can contribute significantly to acknowledged international research objectives.</li> </ul>
<b>High/National</b>	<ul style="list-style-type: none"> <li>World Heritage Sites (including nominated sites).</li> <li>Assets of acknowledged international importance.</li> <li>Assets that can contribute significantly to acknowledged international research objectives.</li> </ul>
<b>Medium/Regional</b>	<ul style="list-style-type: none"> <li>Designated or undesignated assets that contribute to regional research objectives.</li> <li>Remaining tier Archaeological Priority Areas, where used by the LPA.</li> </ul>
<b>Low/Local</b>	<ul style="list-style-type: none"> <li>Designated and undesignated assets of local importance.</li> <li>Assets compromised by poor preservation and/or poor survival of contextual associations.</li> <li>Assets of limited value, but with potential to contribute to local research objectives.</li> </ul>
<b>Negligible</b>	<ul style="list-style-type: none"> <li>Assets with very little or no surviving archaeological interest.</li> </ul>
<b>Unknown</b>	<ul style="list-style-type: none"> <li>The importance of the resource has not been ascertained.</li> </ul>

**Magnitude of impact**

‘Impact’ refers to a predicted change to the baseline environment arising from either the construction or operation of the scheme. Impacts can be both negative or positive, and reversible or irreversible. Table A2 below sets out the criteria adopted for this assessment and is based on the criteria set out in the DMRB cultural heritage guidance Table 5.3.

***Table A2: factors in the assessment of the magnitude of impact on archaeological remains (after Design Manual for Roads and Bridges 2007, table 5.3)***

<b>Major Change</b>	Change to most or all key/fundamental archaeological materials, such that the resource is totally altered. Where adverse, this would equate to destroyed or left completely illegible.  Comprehensive changes to setting.
<b>Moderate</b>	Changes to many key archaeological materials, such that the resource is clearly modified, if adverse, it would be substantial harm or loss of legibility.  Considerable changes to setting that affect the character of the asset.
<b>Minor</b>	Changes to key archaeological materials, such that the asset is slightly altered. In terms of adverse impact. This would be minor or less than substantial harm or loss to the asset or slight loss of legibility.  Slight changes to setting.
<b>Negligible</b>	Very minor changes to archaeological materials or setting.
<b>No Change</b>	No change to fabric or setting of historic building.

**Significance of effect of impact**

The significance of the impact of the proposals on heritage assets is determined by the interaction of receptor value/sensitivity and impact magnitude. Impacts can be positive (i.e. enhance the

heritage asset) or negative (i.e. detrimental to the resource). Table A3 below sets out the criteria adopted for this assessment and is based on the criteria set out in the DMRB cultural heritage guidance Table 5.4.

**Table A3: archaeological remains—significance of effects matrix (after Design Manual for Roads and Bridges 2007, table 5.4)**

<b>VALUE SENSITIVITY</b>	<b>Very High</b>	Neutral	Minor	Moderate/ Substantial	Substantial	Substantial
	<b>High</b>	Neutral	Minor	Moderate/ Minor	Moderate/ Substantial	Substantial
	<b>Medium</b>	Neutral	Negligible	Minor	Moderate	Moderate/ Substantial
	<b>Low</b>	Neutral	Negligible	Negligible	Minor	Minor/ Moderate
	<b>Negligible</b>	Neutral	Neutral	Negligible	Negligible	Minor
		<b>No Change</b>	<b>Negligible</b>	<b>Minor</b>	<b>Moderate</b>	<b>Major</b>
		<b>MAGNITUDE OF IMPACT</b>				