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A167 NORTH ROAD/WHESSOE ROAD/ALBERT ROAD  
JUNCTION IMPROVEMENT  
DARLINGTON

ARCHAEOLOGICAL ASSESSMENT

JULY 2004

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Prepared for: <i>Scott Doherty Associates Ltd</i>	By: <i>The Archaeological Practice Ltd.</i>
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JUNCTION IMPROVEMENT  
DARLINGTON

Cultural Heritage Assessment

*Prepared by*

The Archaeological Practice Ltd



***Frontispiece:*** View looking northwards up North Road, showing Northgate Railway Viaduct in the centre and the remains of the original Stockton & Darlington station to the far right



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## SUMMARY

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*This report represents the cultural heritage component of the Environmental Impact Assessment which accompanies a planning application by Darlington Borough Council to improve the layout of the A167 North Road/Whessoe Road/Albert Road junction, to the north of Darlington town centre. The assessment identifies cultural heritage constraints within the proposed scheme's corridor of easement and makes recommendations regarding the work required to mitigate the scheme's impact.*

*The report collates evidence from a wide range of sources, including historic maps, secondary historical works and the Durham Sites and Monuments Record (SMR). This has resulted in the identification of a total of 26 sites and monuments within the defined assessment area. Of these six were previously recorded on the Durham SMR. Fifteen listed buildings records also relate to the area. Together these provide contextual information regarding the archaeological and historical development of the area to the north of historic centre of Darlington, demonstrating that the proposed improvement lay well to the north of the built-up area of the early medieval, medieval and early modern settlement and borough of Darlington, which did not expand northward to envelop the assessment site until the 19<sup>th</sup> century. No pre-19<sup>th</sup> century sites or monuments have been identified in the immediate vicinity of the proposed scheme, apart from the North Road itself. Particularly well-represented in the surrounding area are remains of buildings and other features associated with the Stockton and Darlington Railway and its successors. However the associated buildings on the north side of the railway, formerly occupied by Hopetown goods depot and yard have been completely removed.*

*The assessment concludes that:*

*1) Only two identified sites will be directly impacted by the A167 North Road/Whessoe Road/Albert Road improvements. The work will require at least partial removal of the retaining wall, steps and piers along west side of North Road [20]. The site of Hopetown goods depot and yard [21] lies in the path of the realigned Whessoe Road. This will result in the former yard's extent and topography no longer being apparent and the loss of any associated subsurface features which may not be evident upon visual examination.*

*2) Visual impacts on the surviving complex of railway monuments will be relatively minor.*

*3) The level of North Road appears to have been lowered to pass under the Stockton and Darlington Railway line in the mid 19<sup>th</sup> century, which will have removed any trace of deposits associated with earlier phases of the highway.*

*The assessment makes a number of recommendations to mitigate the cultural heritage impact of the proposed road. Consideration should be given, in consultation with the County Archaeologist, to a strategy of evaluation or archaeological monitoring to identify any surviving traces of earlier railway activity within the site of Hopetown goods yard [21].*

*It is also recommended that photographic record of the retaining wall and its associated piers and steps on the west side of North Road should be completed before the initiation of construction works and, if practicable, these features should be re-erected and incorporated in the scheme.*

# 1. INTRODUCTION

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## **1.1. Purpose of Assessment**

This report, prepared by The Archaeological Practice Ltd, has been commissioned by Darlington Borough Council. It represents one component of a full Environmental Impact Assessment, associated with a proposal by DBC to improve the layout of the A167 North Road/Whessoe Road/Albert Road junction to the north of Darlington town centre.

The principal aims of the assessment are to identify cultural heritage constraints within the corridor of land likely to be impacted directly by any of the proposed developments, to identify areas or locations where further investigative evaluation is necessary in order to clarify remaining areas of uncertainty regarding the nature and significance of the archaeological resource, and make recommendations regarding the work required to mitigate the scheme's impact.

## **1.2. Methodology of Assessment**

The assessment will:

- define the area concerned (Section 2) and list the principal sources of information available for archaeological assessment (Section 3).
- present a catalogue (Section 4) and chronological synthesis (Section 5) of archaeological data derived from various sources. Accompanying base maps will locate established structures and features within, or in close proximity to, the assessment area.
- provide conclusions with respect to the known and potential archaeological significance of the assessment area (Section 6).
- outline the further work proposed to define more clearly the nature of the archaeological record and recommend measures to mitigate the impact of the scheme on the cultural heritage resource (Section 7).



## 2. ASSESSMENT CONTEXT

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### 2.1 Location and Extent of the Survey Area

The assessment focuses on an area of land on either side of the A167 North Road which falls within the footprint of a proposed junction improvement scheme. The area is bounded by the Darlington-Bishop Auckland railway line and Whessoe Road and on the west side of North Road and by the railway, Albert Road and open ground on the east side. The scope of the report extends beyond the immediate footprint of the road scheme to embrace a wider zone, which stretches up to 1km from the proposed junction improvement. Consideration of this broader zone provides contextual information regarding those individual sites or historic landscape components which might potentially be physically impacted by the proposed scheme. It also ensures that any site or landscape component which might be more indirectly (e.g. visually) affected is incorporated in the site catalogue (Section 4).

### 2.2 Topography

From the site of the proposed junction improvement the overall topography gradually rises to the north and descends to the south and south east, towards the Cocker Beck and the River Skerne, before rising again towards Darlington town centre. North Road descends under the railway line which runs at a higher level than the surrounding area. The derelict ground between the railway and Whessoe Road gradually rises to the level of the railway and sits at a higher level than the DIY store to the north west on the present corner of Whessoe Road and North Road.

### 2.3 Present land-use

The course of the route between the revised North Road junction and the Whessoe Road/Meynell Road junction is predominantly derelict ground (formerly Hopetown Goods Yard). East of North Road, one disused building with attached garages still stands in the area to be incorporated in the new junction on the south side of Albert Road.

### 2.4 Nature of Proposed Developments

The scheme involves some alterations to the existing junction configuration and a new link road (approximately 300m in length) connecting the revised North Road junction to the Whessoe Road/Meynell Road junction.

### 2.5 Potential Impacts - General

The construction of a new road has the potential to cause physical damage to cultural heritage remains through excavation and general ground disturbance associated with construction operations and also through ancillary operations such as the diversion of services, site compounds, landscaping and topsoil/subsoil storage areas. In addition important sites could be adversely affected by development which materially affects their setting.

Positive impacts might include a reduction of traffic on existing routes which pass in close proximity to historic buildings and townscapes or other sites, with attendant benefits in terms of lessening the threat to the structural integrity of specific buildings posed by traffic vibration and an overall improvement in the visual and environmental setting a site or landscape complex.

### 2.6 Established and Potential Significance of the Assessment Area

#### *Scheduled Ancient Monuments*

The Scheduling of a site by the Secretary of State denotes it is of at least national significance and provides statutory protection over the defined area of the monument. There is one scheduled ancient monument (Skerne Bridge) in the vicinity of the proposed scheme.

### ***Listed Buildings***

Listing of built structures by the Secretary of State denotes historical or architectural interest but does not necessarily include all buildings of significance or local importance. There are 15 listed structures within the defined assessment area, which potentially might be visually or otherwise affected by the proposed development.

### ***Sites Appearing on County Durham Sites and Monuments Record (SMR)***

The County Durham SMR has been accessed for entries within and in close proximity to the overall assessment area which may be impacted upon by proposed developments. Consideration of sites outside the defined zone enables better evaluation of its archaeological and historical context, highlighting the nature of potential remains within the assessment area. There are six entries relating to sites in the vicinity of the proposed scheme.

### ***Conservation Areas***

The proposed junction improvement lies on the northern edge of Northgate Conservation Area (see Illustration 12). This conservation area stretches along Northgate/North Road from the edge of the historic town centre as far as the former Stockton and Darlington Railway line. It incorporates a number of listed buildings, extending along both sides of Northgate/North Road [Catalogue sites 7-12]. At its south end the conservation area includes North Lodge Park [Site 13], whilst at its northern end it contains the surviving complex of S & DR buildings around North Road Station [2-6], and has been extended eastward to embrace the scheduled ancient monument and grade II\* listed building, Skerne Bridge [1]. The conservation area extends north of the railway line to incorporate the viaduct over Northgate/North Road [6], but otherwise will not be directly impinged upon by the proposed scheme.

## 3. SOURCES FOR ASSESSMENT

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### 3.1 Archival Material and Secondary Sources

The following sources of documentary, cartographic and photographic evidence were consulted:

- *Durham County Record Office, County Hall, Durham, (DRO)*
- *Durham Sites and Monument Record, (Cultural Services), Durham County Council, Durham (SMR)*
- *Ken Hoole Study Centre, Darlington Railway Centre & Museum, North Road Station, Darlington (KHSC)*
- *Darlington Library, Centre for Local Studies, Darlington (DL)*
- *National Monument Record, Swindon (NMR)*

### 3.2 Types of Information

Included amongst the various kinds of information used from each of the above sources are the following:

#### 3.2.1 SMR and Listed Buildings Records

Six sites and monuments recorded on the Durham SMR are situated in vicinity of the proposed scheme. Fifteen listed buildings records also relate to the area. Together these provide contextual information regarding the archaeological and historical development of the area.

#### 3.2.2 Primary documentary sources

The majority of sources were consulted through published synthesis, but a number of original documents were also examined, notably the tithe award (see 3.2.4 below).

#### 3.2.3 Secondary and Published Information

##### *Local and Regional Histories*

Published works, which shed general contextual light upon the assessment area or upon particular aspects of its archaeology or history, are included in the bibliography (Section 8), and cited where relevant in the synthesis (Section 5). *The History and Antiquities of the Parish of Darlington* (1854), provided by Darlington's principal 19<sup>th</sup> century historian, W.H.D. Longstaffe, is still very useful, but this has been joined by more recent syntheses, notably the new Victoria County History study, *The Townscape of Darlington* (2003), by Gillian Cookson. The development of the railways and their associated infrastructure around North Road station, from the Stockton and Darlington Railway onwards, has been covered by several works by Ken Hoole and other railway historians, whilst detailed study of the buildings in the North Road complex is provided in two recent volumes by Bill Fawcett (2001; 2003).

#### 3.2.4 Map Evidence

The following maps have been found useful in compiling a catalogue of monuments and history of the area:

*Smith 1967 - Local Board of Health, Plan of the township of Darlington in the County of Durham, Associated with a Board of Health report dating to 1850, but internal details demonstrate the township map was drawn up between 1827-1833 (Illustration 4)*

*Smith 1967 - Local Board of Health, Plan of the town of Darlington in the County of Durham, Associated with the 1850 Board of Health report, but actually recording the town's layout c. 1840 (Illustration 5)*

*DRO DT 58 M - Tithe Map for Darlington, 1847 (accompanying the 1847 Tithe Award) (Illustration 6).*

*DRO - First Edition Ordnance Survey, 1855, Durham 6" Sheet LV (Illustration 7)*

*KHSC - First Edition Ordnance Survey, 1856, Durham 1:2500 Sheet LV.6 (Illustration 8)*

*DRO - Second Edition Ordnance Survey, 1898, Durham 1:2500 Sheet LV.6 (Illustration 9)*

*DRO - Third Edition Ordnance Survey, 1915, Durham 1:2500 Sheet LV.6 (Illustration 10)*

*NRO - Fourth Edition Ordnance Survey, 1939, Durham 1:2500 Sheet LV.6 (Illustration 11)*

### **3.2.5 Illustrative Material**

A variety of illustrative sources, predominantly housed in Darlington Library Local Studies Centre (DL), were examined for information relating to the development of the assessment area. These included 19<sup>th</sup>-century paintings, sketches and engravings relating to the opening of the Stockton and Darlington Railway (e.g. DL L297 and the famous painting by John Dobbin, reproduced as Illustrations 3 and 2), as well as 20<sup>th</sup> century photographs focussing especially on the railway complex around North Road Station and North Road Locomotive Works.

### **3.2.6 Site Inspection**

An extended visit was made to assess the current condition of archaeology within and around the defined assessment area, during which a range of features were observed and photographically recorded. The principal observations derived from this inspection have been included in the catalogue, below (Section 4).



## 4. SITE CATALOGUE

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The catalogue below provides a listing both of the sites within the corridor likely to be materially affected by the bypass and of monuments in the wider vicinity which may be visually impacted or which may provide contextual information regarding the historical development of the area. This catalogue is derived from consultation of the sources noted in section 3. Cross-referencing is provided to the relevant SMR, NMR and Scheduled Ancient Monument identifiers.

### 4.1 Scheduled Ancient Monument

**[1] Skerne Bridge; SAM 87; LB 2/; SMR no. 811; NMR ; NGR NZ 292156**

Elegant stone bridge across the River Skerne designed by Ignatius Bonomi for the Stockton and Darlington Railway. Probably the first railway bridge to be designed by an architect. The bridge is depicted in the famous painting by John Dobbin of the opening of the railway in 1825, which is reproduced on the current five pound note, and in other views of the event. Listed Grade II\*.

### 4.2 Listed Buildings

**[2] North Road Station; LB 5/95;; NGR NZ 28901571;**

Passenger station for the Stockton and Darlington Railway. Opened in 1842 to replace the original 1833 station located on the east side of North Road (demolished in 1864), and later much-extended. Still partly functioning as a station on the Darlington-Bishop Auckland service, but most of the complex is used as a railway museum. Listed Grade II\*.

**[3] North Road Goods Station; LB 2/334; NGR NZ 28981563**

Merchandise station located ESE of the 1842 passenger station. Built in 1833, to replace the original goods warehouse on the east side of North Road, and enlarged in 1839-40, when the clock tower was added. Made redundant by the construction of Hopetown Goods Station [21], opposite North Road station, in 1857. It subsequently served as a railway fire station and road motor repair depot. Now used as a repair workshop for preserved locomotives. Tall single storey with square clock tower. Listed Grade II.

**[4] Stockton and Darlington Carriage Works; LB 2/; NGR NZ 28781571**

Carriage works built for the S & DR in 1853 (first appears on the 1<sup>st</sup> edition Ordnance Survey – 1855/6). Listed Grade II.

**[5] 1 and 2 McNay Street; LB 2/335; NGR NZ 28971560;**

Two storey building erected in 1840 to house the offices of the S&D goods department. Contemporary with and part of the North Road Station complex. Converted into two flats in 1931. Listed Grade II.

**[6] Northgate Railway viaduct; LB 3/420; NGR NZ 29041565;**

Stone viaduct carrying the Stockton and Darlington Railway over North Road. Said to have been built by George Stephenson (engineer) and Joseph Brown (architect) for the opening of the railway in 1825 and later widened in brick in 1854 (Listing Description; Pevsner, rev. Williamson 2002, 149). However early maps (up to and including the 1<sup>st</sup> edition Ordnance Survey – 1855/6) and illustrations depicting the opening day appear to show a level crossing at the intersection of the S & DR and North

Road. The bridge was not built until 1856-7, following authorisation by an Act of 1855 (Hoole 1965, 124; Fawcett 2001, 17-18). Listed Grade II\*.

**[7] 138-148 Northgate (east side); LB 9/342; NGR NZ 29041493**

Large early-mid 19<sup>th</sup> century terrace. Listed Grade II.

**[8] 156 Northgate (east side); LB 9/122; NGR NZ 29051498**

Early 19<sup>th</sup> century town house. Residence of Edward Pease, George Stephenson's backer. Later used as Technical College and Central School annexe. Listed Grade II\*.

**[9] Northgate United Reformed (Congregational) Church; LB 3/345; NGR NZ 29071505**

Built by J & P Pritchett & Son, 1861-2. Decorated style. Listed Grade II. Forecourt railings and stone gate piers listed separately (Grade II).

**[10] Northgate (west side), Central School east block (formerly Darlington Technical College); LB 7/346; NGR NZ 29011495**

Built in 1893-6 by G G Hoskins in flamboyant Perpendicular style. Closed in 1983. Listed Grade II.

**[11] North Lodge; LB 2/123, 3/347; NGR NZ 28991500**

Well-preserved villa of 1830s, built for John Beaumont Pease, nephew of Edward. Front garden wall also listed. Listed Grade II.

**[12] 143-163 Northgate (west side); LB 3/348; NGR NZ 29021504**

Early 19<sup>th</sup> century terrace. Listed Grade II.

**[13] Bandstand, North Lodge Park; LB 2/350; NGR NZ 28871505**

Late 19<sup>th</sup> century octagonal bandstand with ogee-shaped roof. Listed Grade II.

### 4.3 Sites listed in the SMR

**[14] Defensive ditch; SMR no. 244; NGR NZ 2915**

Ditch for suggested earth and timber defences of Anglo-Saxon 'burgh' of Darlington. Suggested location based mainly on the street plan, but excavation in 1912 did expose a ditch 8 feet deep and 16 feet wide at the bottom.

**[15] Greenbank, Anglian cemetery; SMR no 1530.; NGR NZ 286150**

Anglo-Saxon cemetery discovered in 1876 during excavations for a sewer between Dodd Street and Selbourne Terrace. Around 12 skeletons of men, women and children, each accompanied by a small urn and other grave goods including cruciform and circular brooches, iron swords, spearheads and two shield bosses.

**[16] Greenbank Hospital, archaeological evaluation; SMR no. 5002; NGR NZ 28491515**

Site of an archaeological evaluation in advance of development in the hospital grounds. No features of archaeological significance were discovered

**[17] Foster's Almshouses (site of); SMR no. 1513; NGR NZ 29011481**

Documentary evidence for the conveyance of two houses on Northgate, by Francis Forster, in 1632, for use as almshouses. No trace survives. Site now occupied by Russell Street.

**[18] Commercial Street, archaeological assessment & evaluation; SMR no 5866.; NGR NZ 28851478**

Assessment and evaluation of a car park site. No pre-19<sup>th</sup>-century deposits were revealed.

#### **4.4 Other sites**

**[19] The Railway Institute; NGR NZ 29041585**

Located on the north west corner of Whessoe Road and North Road. Built in 1861.

**[20] Retaining wall, steps and entrance piers, North Road (west side); NGR NZ 29041571**

Ashlar retaining wall along the west side of North Road with steps up to the level of the former Railway Cottage and goods yard, flanked at top and bottom by stone piers. Another pier stands at the north end of the wall. Probably built when the level of North Road was lowered to pass beneath the Stockton and Darlington main line.

**[21] Hopetown goods station and yard (site of); NGR NZ 29051574**

A goods station was initially established to serve Great North Of England Railway (GNER) and its successor, the North Eastern Railway, opposite North Road passenger station (tithe map 1847; 1<sup>st</sup> edition Ordnance Survey 1855/6). The original GNER building of 1840 was replaced by a new station and goods yard slightly further to the north west, built by the Stockton and Darlington Railway shortly after the NER relinquished the site in favour of its new goods shed at Bank Top in 1857. The S & DR station was extended on the north side in 1870 with a small office at the east end which was given a second storey in 1872 (2<sup>nd</sup> edition Ordnance Survey - 1898). A timber-built western extension was added in stages in the first half of the 20<sup>th</sup> century (OS 3<sup>rd</sup> edition, 1915; OS 4<sup>th</sup> edition, 1939). The area of the yard is still visible, however no surviving buildings remain. A low bank is present along the southern edge of the site - perhaps the demolished remains of part of the depot. To the north east the site partially impinged upon by a modern DIY store.

**[22] North Road; NGR NZ 29041490-29041585**

Formerly part of the Great North Road, one of the main national highways from south to north during medieval and later periods. The road level appears to have been lowered to pass under the Stockton and Darlington Railway line, which will probably have removed any trace of deposits associated with earlier phases of the road.

**[23] The original S&DR goods warehouse and passenger station (site of); NGR NZ 29061563**

The Stockton and Darlington Railway's original goods warehouse erected on the east side of North Road in 1826-7 (Fawcett 2001, 17-8). Two storey building (upper floor at railway level). Lower floor comprised three units for goods carriers and fronted by a five bay arcade. Replaced by the new merchandise station [3] in 1833 and then turned into a passenger station (Illustration 13). Part of the lower floor was converted to a cottage, with a shop, booking office and waiting room above. Remainder of lower floor converted into four cottages in 1835 and 1843. Replaced by North Road Station [2] in 1842 and adapted as an office for the railway's lime trade. Demolished in 1864. Portions of the lower walls can still be seen.

**[24] The Railway Tavern; NGR NZ 29081528**

The *Railway Tavern*, built by the S&DR in 1827, on the east side of Northgate just north of Cocker Beck and opposite the former yard entrance of the coal depots [25] (Fawcett 2001, 10 col. pl. 2, 17). Provided waiting facilities for passengers on railway in its first years (up to 1833). Remained in railway ownership until 1870 when it was put up for auction.

**[25] *The coal depots (site of); NGR NZ 290153***

Coal depots built beside Northgate Bridge at the end of a short branch from the Stockton and Darlington main line. Depots and branch formed an original component of the railway (see - Illustration 3 - DL: L297; Hoole 1965, 124). The depots were brick-arched cells 30 feet long, 18 feet wide and 13 feet high (Cookson 2003, 67). Demolished in 1872 and replaced by terraced housing. Some evidence of the branch can still be traced in walling behind the houses which face the Cocker Beck (Fawcett 2001, 17).

**[26] *Lime depot; NGR NZ 28861556***

Former S&D lime depot on the Coal Depots Branch (cf. Fawcett 2001, 130, pl. 7.14). First shown on the tithe map (1847), but does not appear on the Board of Health township or town plans (c.1830 & c.1840 respectively). Two storey brick building with four bays and weatherboarding on the front.



## 5. HISTORICAL SYNTHESIS

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### 6.1 Early Prehistoric

The earliest periods of human activity in northern Britain, including those of Palaeolithic and Mesolithic hunter-gatherers and Neolithic early farmers (up to c.2500BC) are poorly attested within the assessment area. This paucity of evidence is not unexpected given the built up nature of the area which precludes the commonest methods of identifying sites of these periods such as fieldwalking and aerial photography. Limited evidence from the wider environs suggests that this relatively resource-rich area would have been exploited from the earliest times (Cookson 2003, 5), the undulating coastal lowlands of Cleveland and south-east Durham providing a range of wildlife habitats for hunter-gatherer exploitation and good conditions for early farmers.

### 6.2 Late Prehistoric and Romano-British

No monuments of this period have been identified within the assessment area. The intensity of modern development prevents the use of aerial photography, the most effective means of identifying these sites. Work outside urbanised areas has indicated that the landscape of the lower Tees was intensively exploited by later prehistoric and Romano-British communities. Numerous rectilinear cropmarks have been identified, representative of a class of enclosed farming settlements found throughout the coastal lowlands of north-east England during the late Iron Age and Romano-British periods (Jobey 1960; 1982, 1-23; Higham 1986, 186-97). When excavated, as at Thorpe Thewles, these have displayed considerable complexity of development and longevity of occupation (Heslop 1987; Haselgrove 2002).

The principal known Roman roads passed to the east and west of Darlington. The nearest major Roman site known in the vicinity is the fort and civil settlement at Piercebridge, where Dere Street crosses the Tees, 8km to the west of Darlington. Coin finds have been made in Darlington itself, but the significance of these remains unclear (Cookson 2003, 7).

### 6.3 Early Medieval

The placename Darlington - which first appears in the form 'Dearthingtun' or perhaps 'Dearnington' - appears to be Anglian in origin and may signify the settlement along the Derne (perhaps an alternative name for the River Skerne). Evidence relating to this period has been identified with the discovery of a cemetery in the Greenbank district [Site 15], south west of the assessment area, during the 19<sup>th</sup> century. The cemetery was one of the largest and richest to be revealed north of the Tees, with the bulk of the associated grave goods dating to the later 6<sup>th</sup> and early 7<sup>th</sup> centuries (Sherlock & Welch 1992, 2-6; Cookson 2003, 8). Its location, north of the medieval town centre, has led to suggestions that settlement in this period was focussed on Bondgate rather than around the Market Place and St Cuthbert's Church, as later. However the cemetery lay c. 800m to the south of the Whessoe Road/North Road junction, separated from it by the Cocker Beck, and there is no reason to believe that settlement of this period would have extended into the area of the proposed junction improvement.

The discovery of early medieval carved stonework of 10<sup>th</sup>-early 11<sup>th</sup> century date in St Cuthbert's Church implies settlement had shifted towards the present centre by the latter part of the Anglo-Saxon period. The possible presence of a ditch [Site 14] around this historic core has led to suggestions that this settlement represented a defended 'burh' (Cookson 2002, 9).

The earliest documentary reference to Darlington occurs in c. 1003, when Styr, son of Ulf, granted the vill (township) of Dearthingtun to the See of St Cuthbert at Durham. As a consequence, following the Norman Conquest, Darlington fell under the authority of the powerful Prince Bishops of Durham.

## 6.4 Medieval

The Boldon Book demonstrates that the Bishops had established a borough – a market settlement with certain commercial privileges - at Darlington by 1183 (*Bolden Book*, 57-9). This stood alongside the normal agricultural village of Bondgate.

The borough developed and prospered throughout the Middle Ages, but its area was restricted to the core of the present town centre and never extended as far north as the location of the proposed North Road/Whessoe Road junction improvement. However, the establishment and subsequent development of the borough is likely to have increased the significance of Northgate and the North Road as a major artery heading northward.

## 6.5 16<sup>th</sup>-18<sup>th</sup> centuries

Most of the open arable fields in the Darlington district were enclosed by private agreement before the mid-17<sup>th</sup> century, although references to common pasture are still found. As part of these changes, the village of Whessoe, to the north west, disappeared to be replaced by separate farms with field layouts very similar to those of today (Sunderland 1967, 16-17; McCord & Thompson 1998, 180). The assessment area was located towards the northern limit of Darlington Township, in a pocket of the township situated beyond the Cocker Beck and the River Skerne, bounded by Cockerton township to the west and north west and Houghton township to the north (see figure \*\*).

The importance of the North Road, or ‘Post Road’, ensured it was the first route through Darlington to be ‘turnpiked’, an act to repair the Boroughbridge-Croft-Darlington-Durham road being passed in 1745 (Cookson 2003, 46).

However settlement remained confined to the historic core of Darlington, which was becoming increasingly overcrowded at the beginning of the 19<sup>th</sup> century (Cookson 2003, 57-8). Illustrations depicting the opening of the Stockton and Darlington Railway in 1825 suggest the area to the north of the town centre and west of the River Skerne was still essentially rural at this time. Dobbin’s famous painting, which probably includes the North Road on the left hand side of the view, was actually executed in 1871, based on a sketch made from memory some years after the opening, but the impression it provides is supported by a second engraving looking SSW from the other side of the Skerne Bridge (DL: L297). This shows only one building north of the town centre, located on the opposite side of North Road from the S & DR’s coal staithes.

## 6.5 19<sup>th</sup> century

Development to the north of the historic centre of Darlington began in earnest between 1810 and 1830s, with the construction of detached villas and terraces along Northgate (Pevsner, rev. Williamson 2002, 150). However, in contrast to the main roads to the west and south west, the North Road rapidly lost its appeal as a locus of middle class housing, due to the arrival of the railway and development in this part of Darlington henceforth took on a different form.

### 6.5.1 The coming of the railways

The immediate impact of opening of the Stockton and Darlington Railway in 1825 can be traced in a series of maps compiled in the following decades, the tithe map (1847), Local Board of Health maps (c. 1830 and c. 1840) and the 1<sup>st</sup> edition Ordnance Survey (1855).

Most of the initial development was focussed on the south side of the railway line, where a branch to the coal depots [25] beside Northgate Bridge had formed an original part of the railway (Hoole 1965, 124; Cookson 2003, 67). These depots were brick-arched cells 30 feet long, 18 feet wide and 13 feet high and can be seen in the engraving of the opening preserved in Darlington Library (DL: L297 - Illustration 3). They were demolished to make way for terraced housing, following the construction of a new coal depot on the east side of the River Skerne in 1872. Some evidence of the branch can still be found in walling behind the houses which face the Cocker Beck (Fawcett 2001, 17).

The Stockton and Darlington Railway's first goods warehouse [23] was erected on the east side of North Road in 1826-7. The company initially left the conveyance of passengers to private contractors using horse-drawn vehicles and customers requiring waiting facilities had to resort to the *Railway Tavern* [24], newly-built by the (Quaker-directed!) S&DR in 1827, on the east side of Northgate, opposite the terminal of the coal depot branch. It was not until 1833 that the railway began running its own services. In that year, following the construction of a new merchandise station [3] on a much more spacious site on the west side of North Road (shown on both the tithe map and the Local Board of Health map), the original warehouse was turned into a coach station (Illustration 13). Part of the lower floor of the building was converted to a cottage, with a shop, booking office and waiting room above, the cottage and shop being let to one Mary Simpson at £25 a year, on condition that she kept the coach office clean and 'afforded every necessary accommodation to passengers' (Hoole 1965, 117, 124; 1975, 31; Fawcett 2001, 17-8). The current North Road Station [2] was built in 1842 to provide more suitable facilities. The new station is shown on the map accompanying the tithe award of 1847, but is not depicted on the Local Board of Health town plan produced c. 1840 (published in 1850), which instead still labels the original building to the east of North Road as the 'station'. The latter was finally demolished in 1864. To the west, Kitching's Railway Foundry was established in the triangle of land between the main line and the coal depot branch by Alfred Kitching in 1831 and dedicated to railway work (Cookson 2003, 67). It features in the Board of Health plan, the tithe map and the 1<sup>st</sup> edition Ordnance Survey, where the various constituent buildings of the complex, such as the waggonwrights' and boiler-smiths' shops, are all labelled, and was eventually sold to the S&DR in 1859. The company's carriage works [4] was built somewhat later, in 1853, and first appear on the 1<sup>st</sup> edition Ordnance Survey.

To the north west, the beginnings of an industrial settlement were evident at Hope Town by the 1840s, with two rows of terraced houses, a railway hotel, a foundry and a sawmill, all visible on the earliest maps (the foundry and sawmill lay just over the boundary of Darlington township and hence do not figure on the tithe map or Board of Health town plan, but do appear on the Board of Health township plan). Between North Road and the River Skerne, immediately to the south of the old station, a gasworks and a worsted factory (McFell's) are shown on all but the Board of Health township plan (c.1830). However, all this development around the station was still only linked to the main urban area of Darlington by a scattered ribbon of villas and terraces along Northgate, the middle of the century (cf. Cookson 2003, 68).

On the north side of the railway line, much less development was apparent by the middle of the century. Opposite North Road station, a large structure shown on the tithe map and the 1<sup>st</sup> edition Ordnance Survey represents another goods depot, which was built for the Great North of England Railway (GNER) in 1840 and later removed to make space for more sidings and partly overlain by the S&DR Hopetown Goods Station. This is missing from the Board of Health township map, but figures on the somewhat later town plan (c.1840), and is subsequently shown in more detail on the tithe and 1<sup>st</sup> edition Ordnance Survey maps. Two cottages are shown to the east and north west on the tithe map, Board of Health plan and 1<sup>st</sup> edition Ordnance Survey. 'Railway Cottage' is shown standing in walled grounds with gardens and outbuildings on the west side of North Road. The quaintly named Alpine Cottage also had access from North Road and stood within its own enclosed garden. A further

building beyond might represent another, smaller, cottage. Further north, only fields are visible and even Whessoe Road had not yet been diverted on to its present course. The original course of 'Whessoe Lane' continued in a SSE direction, traversing the main S&DR line and coal depots branch by means of a gated level crossing (very clear on the 1<sup>st</sup> edition Ordnance Survey) near the junction of the two lines, passing along the west side of the carriage works and crossing back over the branch spur behind Westbrook gardens, again on the level, to join North Road just north of the coal depots. This road junction was the viewpoint for Dobbin's famous painting of the opening of the Stockton and Darlington Railway (both Whessoe and Durham can be discerned on the signpost shown at the junction – see Illustration 2).

The subsequent complex development of this area can be charted in successive editions of the Ordnance Survey maps. By the time the second edition was published, in 1898, the area north of the railway line, which had still mostly been fields in 1855/6, was almost entirely built up. In the area to the north of North Road Station itself was enlarged with long wings to east and west. On the opposite side of the railway line, the earlier NER goods station was replaced by the Stockton and Darlington Railway's Hopetown Goods Station [21] shortly after 1857 when the NER relinquished the site in favour of its new goods shed at Bank Top station. A large expanse of marshalling sidings was laid out between the passenger and goods stations and immediately to the north west. The goods station was a stone-built, single-storey building, wide enough to take a single railway track and platform. It was doubled in width to accommodate another track and platform on the north side in 1870, when a small office was also added at the east end (this was given a second storey in 1872). The building is shown in this form on the 2<sup>nd</sup> edition Ordnance Survey in 1898. The station was subsequently extended westwards by a succession of timber-built sheds during the first half of the 20<sup>th</sup> century (cf. 3<sup>rd</sup> OS edition, 1915; 4<sup>th</sup> OS edition, 1939).

The garden of Railway Cottage is still figures on the west side of North Road on the 2<sup>nd</sup> edition, but the cottage itself appears to have been demolished and replaced by another building on a slightly different spot. The railway is now shown crossing North Road by the present viaduct, the road having been lowered to enable it to pass under the line in 1856-7, following the passage of an Act authorising the work in 1855 (Fawcett 2001, 17-8; Hoole 1965, 124). The ashlar wall with piers along the west side of North Road [20] must be associated with this remodelling as must the surviving steps up to the original level of Railway Cottage garden (shown on the 2<sup>nd</sup> edition Ordnance Survey, but not the 1<sup>st</sup> edition). By the end of the 19<sup>th</sup> century tramlines had been laid along North Road.

Whessoe Lane was diverted on to its present course in 1858, to avoid the obstacles posed by the railway lines and presumably to take advantage of the remodelling of North Road (Cookson 2003, 77-8). Its former course was renamed Hopetown Lane, which was connected to the new Whessoe Road by means of a subway tunnel under the railway lines. On the north side of Whessoe Road (then called Whessoe Street), the Stockton and Darlington Railway constructed the North Road locomotive works which were completed in 1862. One line was laid across Whessoe Road to provide a connection from Hopetown goods yard to the new works and this remained in place into the 20<sup>th</sup> century. Alpine Cottage and its more westerly neighbour, which had both figured on the earlier maps, remained in use and now stood on the south side of Whessoe Road, as a result of the latter's diversion. Further buildings were added on the eastern side of Alpine Cottage, but closer to North Road there were only more sidings and cattle pens associated with the goods yard. This pattern changed little until the mid-20<sup>th</sup> century, although Alpine Cottage had been demolished by the time of the 4<sup>th</sup> edition Ordnance Survey (1939) appeared and a few buildings were erected between 1915 and 1939 in the southern half of the field on the corner of Whessoe Road and North Road (occupied by the present B & Q store), which hitherto had not been built over.



Like Whessoe Road, Albert Road had not yet been laid out when the 1<sup>st</sup> edition Ordnance Survey appeared. However, the development of a complex of four iron and steel works at Albert Hill, over on the other side of River Skerne, which had already begun in 1854, created the need for access from North Road (Cookson 2003, 75-6). The adjacent terraced streets, to the north and south of Albert Road, were erected in the late 1860s and 1870s (Cookson 2003, 78) and by the time the 2<sup>nd</sup> edition Ordnance Survey was published in 1898 the street pattern was essentially complete, with schools on either side of the road and a Methodist church alongside. The early 20<sup>th</sup> century saw only limited infilling by industrial workshops between Albert Road and the railway line.

### **6.6 The Later 20<sup>th</sup> century – De-industrialisation**

Although there were many detailed alterations, the pattern described above essentially persisted until the middle decades of the 20<sup>th</sup> century. The second half of the century, however, saw changes almost as radical as those in the preceding century. The rundown in Darlington's railways and their associated infrastructure saw the closure of the North Road locomotive works in 1966. A supermarket and shopping centre now stands on part of the site. Only the Railway Institute, on the corner of Whessoe Road and North Road, survives as a substantial reminder of the massive railway complex on the north side of Whessoe Road. Hopetown marshalling yard and goods depot was closed in the 1970s and subsequently demolished. No extant railway features were evident during site inspection. The north-east corner of the site is now occupied by a 'B & Q' DIY store.

More survives of the complex of railway buildings on the south side of the railway line, which remains open for services to Bishop Auckland. North Road remains in use as an unstaffed halt but the bulk of the station now forms part of the Railway Centre and Museum. The original goods station to the ESE remains as does the carriage works opposite the station and buildings on McNay Street.

On the east side of North Road, Albert Road Boys School has also been closed and demolished along with all but one of the buildings (the funeral parlour) built in the second half of the 19<sup>th</sup> century along the south side of the road. New housing was built on the opposite side of Albert Road in 1982.

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## 6. CONCLUSIONS

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The assessment reveals that the area of the proposed improvement lay well to the north of the built-up area of the early medieval, medieval and early modern settlement and borough of Darlington, which did not expand northward to envelop the assessment site until the 19<sup>th</sup> century. The discovery of an Anglian cemetery in Greenbank suggests the 6<sup>th</sup>-7<sup>th</sup> century settlement may have lain a little further north than the medieval and later borough, but this still lay over 800m south of the junction improvement. No pre-19<sup>th</sup> century sites or monuments have been identified in the immediate vicinity of the proposed scheme, apart from the North Road itself and no pre-modern deposits have been revealed in any recent archaeological evaluations undertaken in the area between the historic town centre and the proposed junction improvement.

The principal cultural heritage remains in the vicinity comprise sites and monuments associated with the Stockton and Darlington Railway and its successors, the North Eastern Railway, LNER, BR etc. These are of great significance in the history of the early development of public railways, but the main surviving complex of buildings and associated features, including North Road passenger and goods stations lies to the south of the existing railway line [2-5] or to the north of Whessoe Road [19]. The proposed site of the realigned road between Whessoe Road, North Road and the railway line was formerly occupied by Hopetown goods depot and yard [21], initially built to serve the Great North of England Railway and its successor the North Eastern Railway. The area of the yard is still visible, however no surviving buildings remain and the site partially impinged upon by a modern DIY store. The area of the proposed improvement, including the area on the east side of North Road, was not fully built over until the second half of the 19<sup>th</sup> century.

North Road [22] was formerly part of the Great North Road, one of the main national highways from south to north during medieval and later periods. However, the road level was clearly lowered to pass under the S&D main line in 1856-7, which will probably have removed any trace of deposits associated with earlier phases of the road. The railway viaduct [6] which passes over North Road at this point was built at the same time and was not therefore part of the original layout of the Stockton and Darlington Railway.

### 6.1 Preservation of Cultural Features and Deposits

In conclusion, there is nothing in the assessment findings to indicate that the area of the proposed junction improvement contains archaeological remains of sufficient significance to warrant mitigation by avoidance and preservation *in situ*.

### 6.2 Impacts

1. Only two identified sites will be directly impacted by the A167 North Road/Whessoe Road/Albert Road improvements. The work will require at least partial removal of the retaining wall, steps and piers along west side of North Road [20]. The site of Hopetown Goods Station and yard [21] lies in the path of the realigned Whessoe Road. This will result in the former yard's extent and topography no longer being apparent and the loss of any associated subsurface features which may not be evident upon visual examination.

2. The visual impact on the surviving railway monuments is relatively minor. The buildings associated with the Stockton and Darlington Railway on the south side of the railway line are mostly screened by the level of the existing line. The visual unity of North Road station and the site of Hopetown goods depot has already been largely obscured by fencing and shrub growth along the northern edge of the railway line. The visual setting of the Railway Institute has already been substantially altered by the construction of the B & Q store opposite and the shopping centre and supermarket to the north.
3. The improvement to the junction should result in some reduction in traffic on the Whessoe Road carriageway immediately adjacent to the Railway Institute [19].

## 7. RECOMMENDATIONS

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The following archaeological work is required to further evaluate and mitigate the cultural heritage impact of the proposed A167 North Road/Whessoe Road/Albert Road scheme. These recommendations remain subject to consideration by the County Archaeologist.

1. Consideration should be given, in consultation with the County Archaeologist, to a strategy of evaluation or archaeological monitoring to identify any surviving traces of earlier railway activity within the site of Hopetown goods yard [21]. Survey along a 6 km stretch of disused Stockton and Darlington Railway trackbed further east, between Albert Hill and Oak Tree Junction did reveal surviving railway features – e.g. sleepers, culverts, walls and other structures – of varying dates, including some belonging to the original Stockton and Darlington phase of the line (Green 2000, 3-5). However visual examination did not reveal such traces in the former goods yard, apart from a few relatively recent concrete sleepers.
2. A photographic record of the retaining wall and its associated piers and steps [20] should be completed before the initiation of construction works. As far as practicable, the wall and piers should be retained or re-erected and incorporated in the finished layout.

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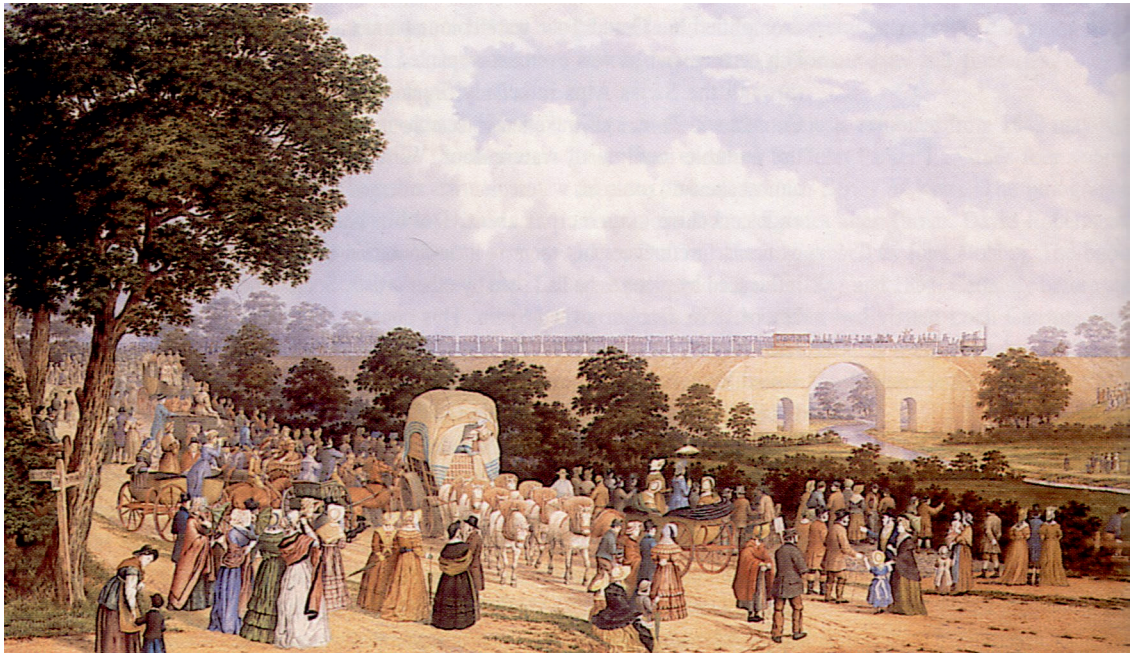
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**Illustration 1:** Plan of the proposed A167 North Road/Whessoe Road/Albert Road Junction Scheme.





*Illustration 2: Painting by John Dobbin in 1871, showing the opening of the Stockton & Darlington Railway, September 27th 1825 (from Suddes 1996)*



*Illustration 3: Engraving showing the opening of the Stockton & Darlington Railway (DL L297) Skerne Bridge is in the centre; the assessment site shown as an open area*





*Illustration 4: Plan of the Township of Darlington, 1830 (published in the Report to the General Board of Health on Darlington, 1850)*





*Illustration 5: Plan of the Town of Darlington, c. 1840 (published in the Report to the General Board of Health on Darlington, 1850)*



*Illustration 6: Extract from the Tithe Plan for the Township of Darlington, 1847*





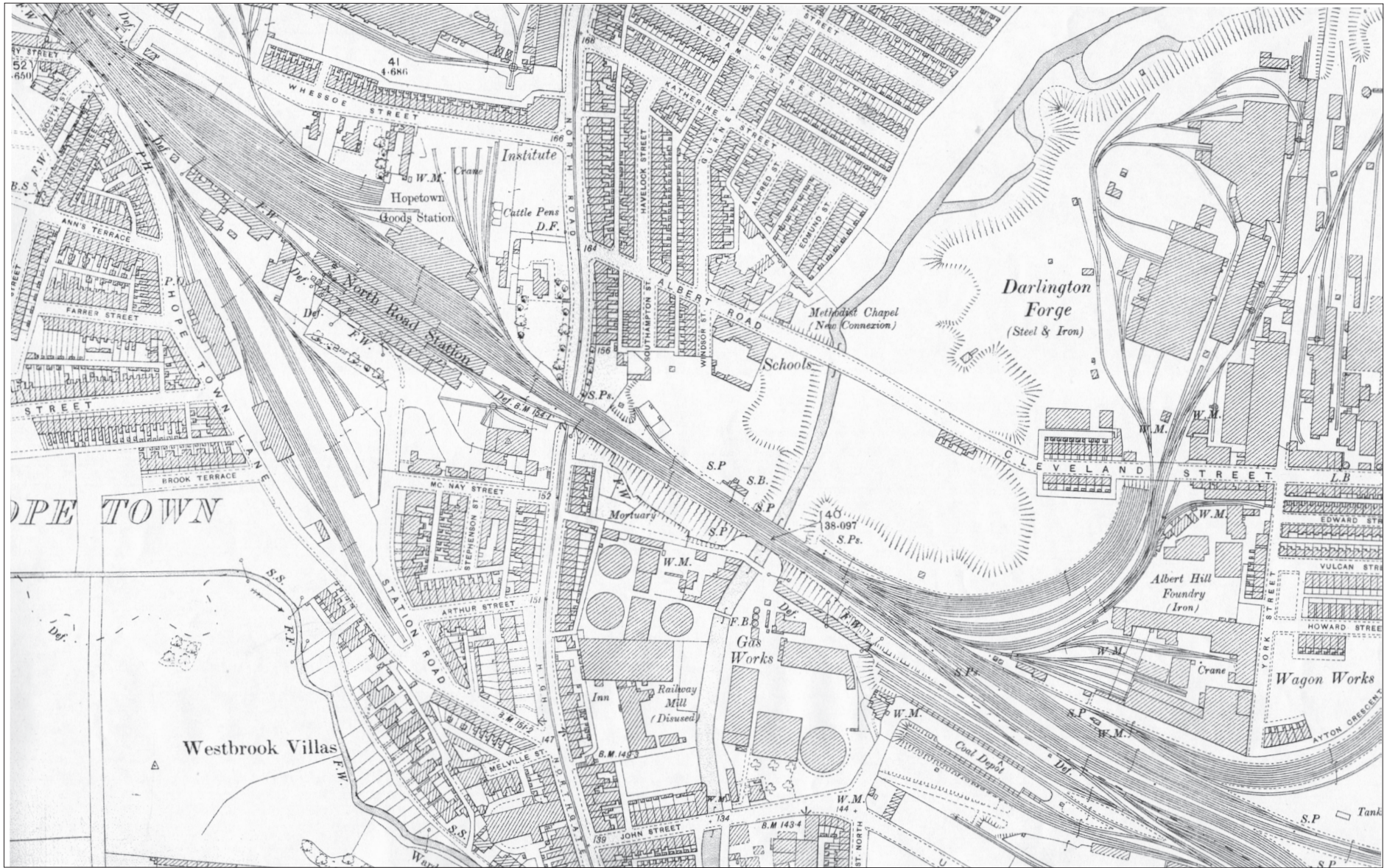
*Illustration 7: First Edition 6" Ordnance Survey, c.1856*





**Illustration 8:** First Edition Ordnance Survey, County Durham sheet LV.6, surveyed at 1:2500, c.1855





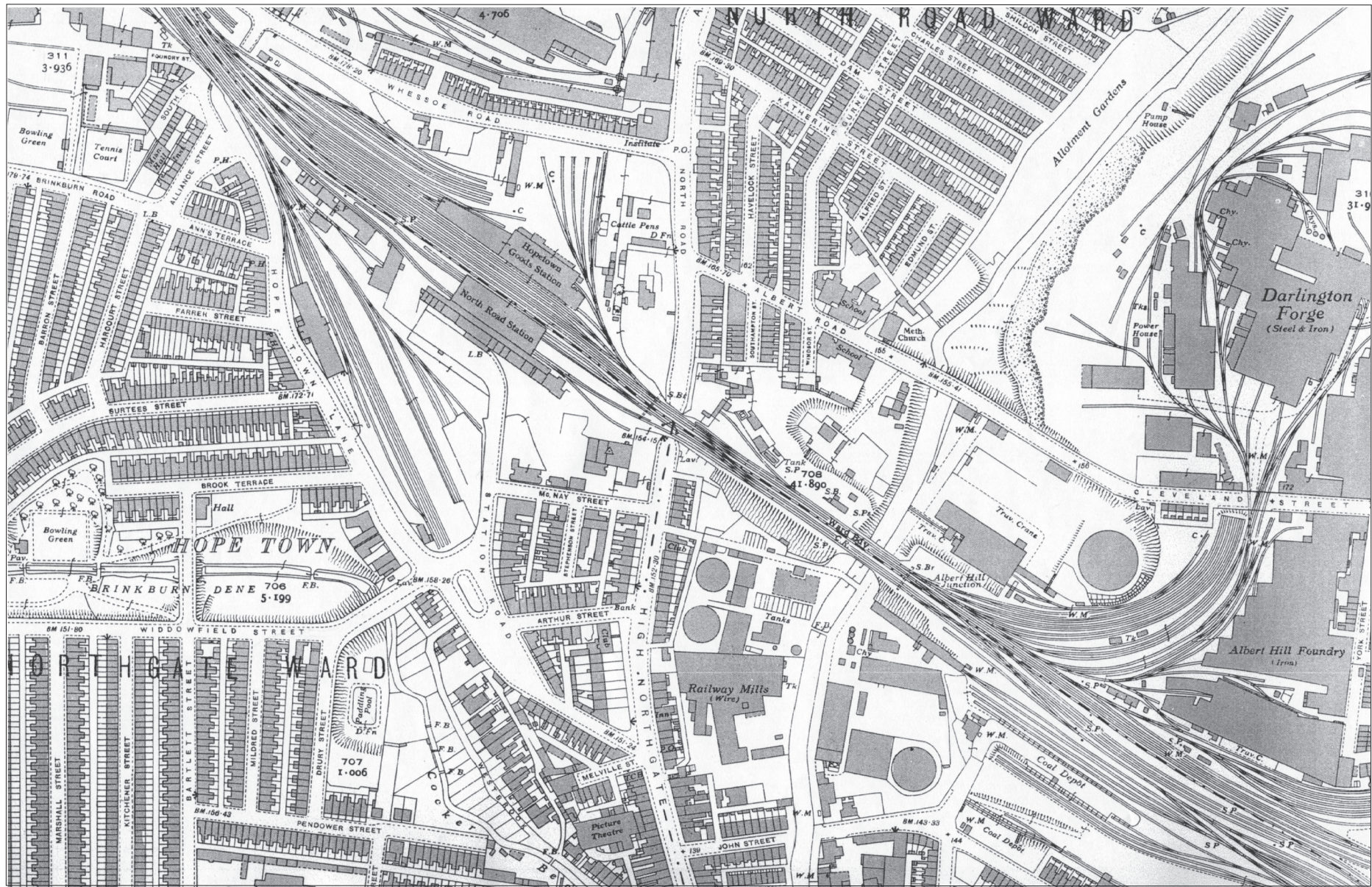
*Illustration 9: Second Edition Ordnance Survey, 1:2500 County Durham Sheet LV.6, revised to 1898*





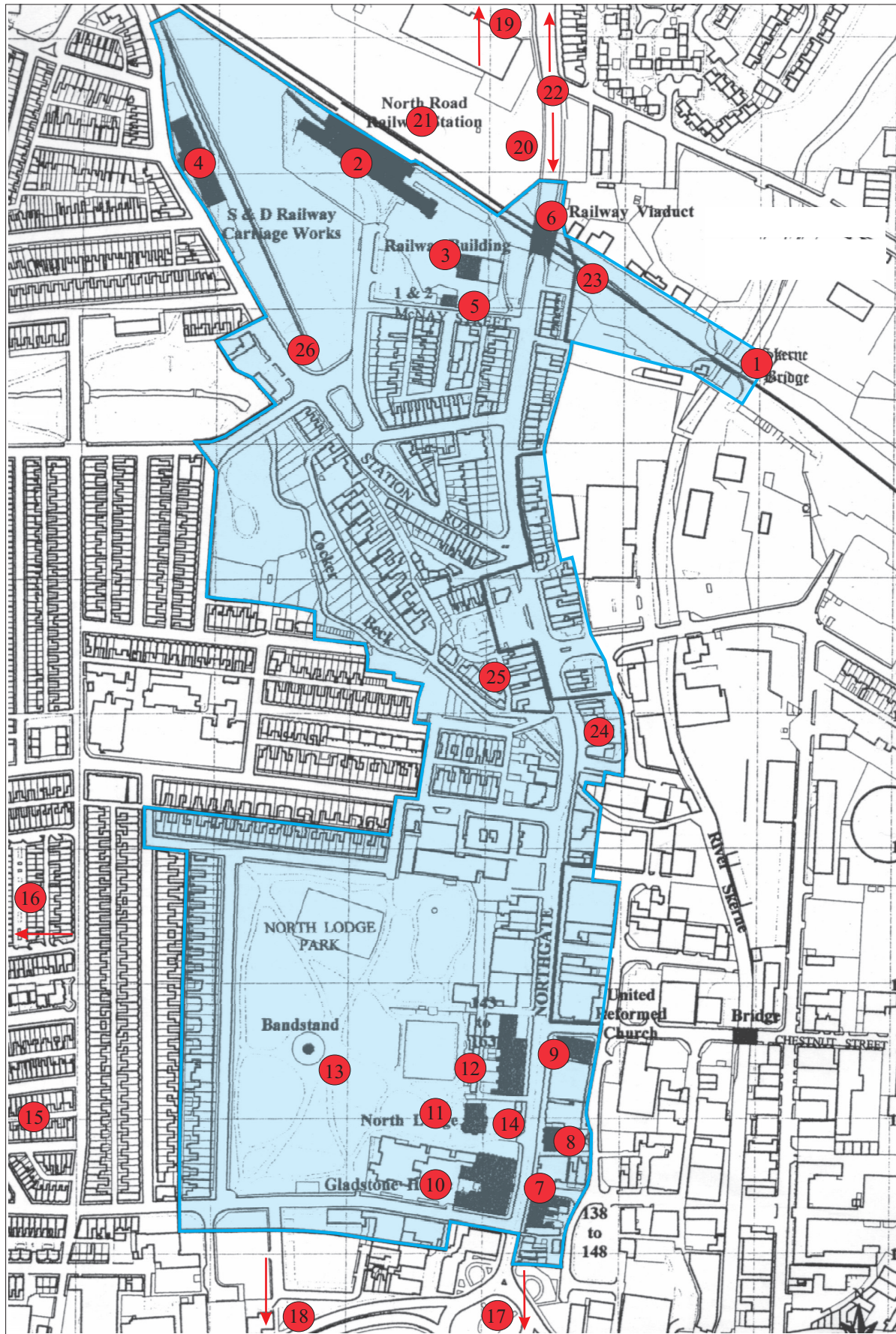
*Illustration 10: Third Edition Ordnance Survey, 1:2500 County Durham sheet LV.6, revised to 1915*



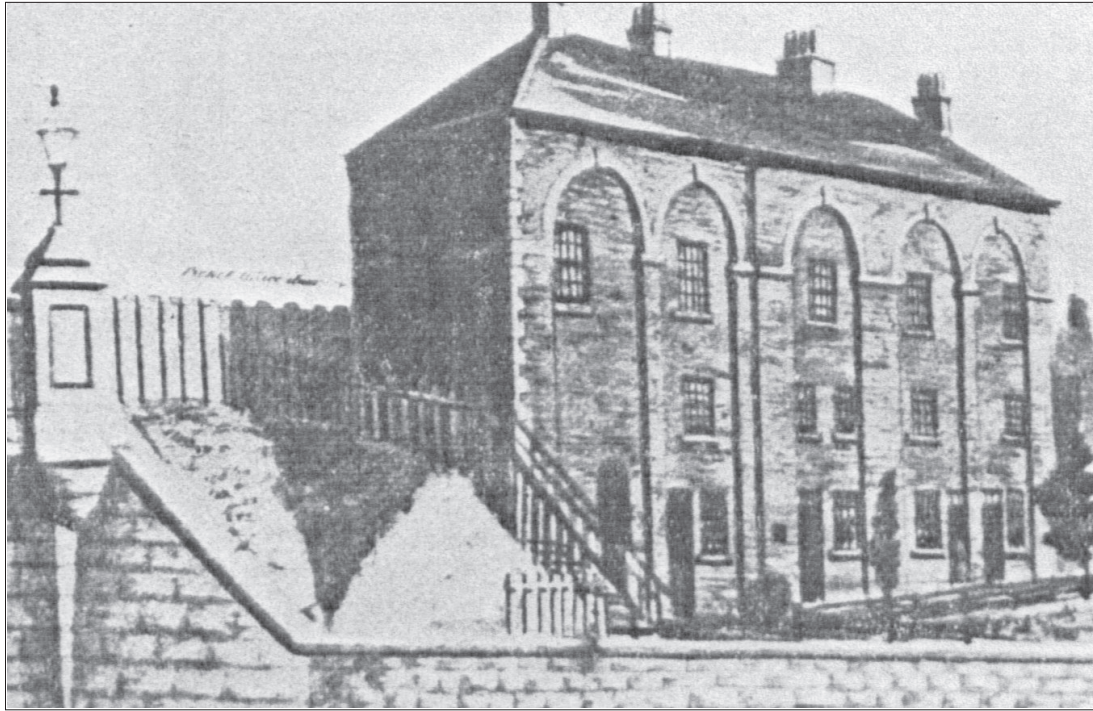


*Illustration 11: Fourth Edition Ordnance Survey, 1:2500 County Durham sheet LV.6, revised to 1939*





*Illustration 12: Location of known sites of cultural heritage significance in and around the Northgate Conservation Area (highlighted blue)*



*Illustration 13: The original S & D station on the east side of North Road at the time of its demolition in 1864.*





*Illustration 14: Stockton & Darlington Railway Hopetown Goods Station c. 1971  
(from Fawcett 2003)*



*Illustration 15: Albert Road, 1983 (from the west)*



*Illustration 16: The assessment site looking north-west from North Road Station platform*



*Illustration 17: The site viewed from the West*



*Illustration 18: The site viewed from the east*





*Illustration 19: North Road Station frontage*



*Illustration 20: The Railway Institute building on the corner of Whessoe Road and North Road*



*Illustration 21: View of the retaining wall along the west side of North Road*



*Illustration 22: View of the steps in the retaining wall showing difference between the original and later levels of North Road*



*Illustration 23: View down the steps towards the funeral parlour building on the east side of North Road.*





*Illustration 24: Albert Road funeral parlour from the east*



*Illustration 25: Albert Road funeral parlour from the north*