

Historic Darlington: Cherish or Change?

A Conservation Management Plan for Darlington Town Centre Fringe


Volume II

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The Management Plan

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Conservation Management Plan for Darlington's Town Centre Fringe

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'The historic environment can also be a positive force for change. Some of the most successful regeneration schemes have used the historic environment as a key inspiration for the delivery of dramatic physical and economic transformation.' Department for Communities and Local Government (2010) Planning Practice Guide PPS5 Para 7

Introduction

This Conservation Management Plan is part of a suite of background reports which will inform a number of forthcoming planning policy documents being prepared by Darlington Borough Council. Of particular relevance is the Town Centre Fringe Area Action Plan which will ensure that development and regeneration in the area takes place in a way that maximises its contribution to the prosperity and quality of life of the Borough. This will cover issues such as land use, designations, local distinctiveness and design all of which are covered in this report. It will also cover the promotion and enhancement of the tourism and cultural heritage sector and what new and existing sites should be retained for culture and tourism.

The recommendations in this management plan fall out of the first two parts of the Conservation Management Plan, namely the Understanding the Town Centre Fringe section and the Statement of Significance, both in volume I. This management section looks at Management Issues, Conservation Policies and cascades general town centre fringe wide advice down to individual character areas. These policies and recommendations have been devised as part of a programme of consultation and the views of consultees are flagged up throughout the report.

Arising out of this report and the consultation process is a vision for the town centre fringe which the Borough Council may wish to adopt:

The Vision

By 2025, two hundred years after the birth of the railway, Darlington's Town Centre Fringe will be transformed into a vibrant urban area with well-maintained historic buildings, exciting small scale modern development, a thriving tourism industry based on the railway heritage and a healthy accessible river cherished by the local community.

In order to achieve this, the Borough Council in partnership with local residents and businesses, will revitalise the Town Centre Fringe through sustainable imaginative regeneration which recognises the historical value and embodied energy of existing pre 1919 building stock.

The Council will also recognise the international importance of the Town Centre Fringe's railway heritage through conservation, restoration and celebration of its role in the birth of the railways.

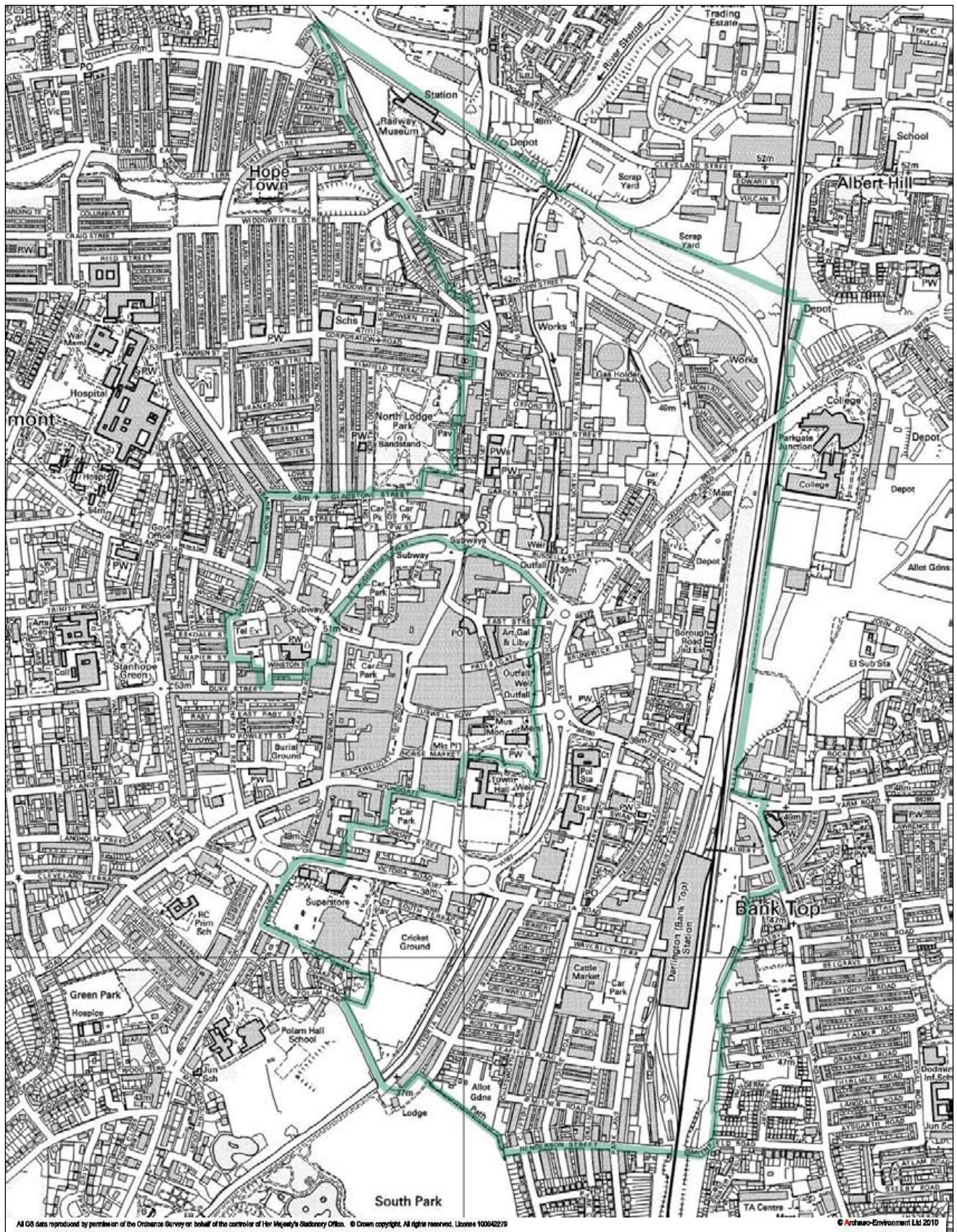


Figure 1. Darlington's Town Centre Fringe outlined in green



Issues

The following issues were identified in the process of carrying out research into the development of the town centre fringe, the Statement of Significance and the public consultation. These issues are addressed below as policies which will guide future decision making in the town centre fringe and in a series of management recommendations either for the whole area or for specific character areas. The following table summarises the issues identified and cross references the related policy and management recommendation(s).

Issue (in no particular order)	TCF Policy	TCF Management Recommendation
Loss of river		HE1 a-h
Townscape dominated by cars, safety railings and security fencing	HE2b	HE2 a-c
Car Parking		HE3 a-c
Loss of key views	HE4 a-b	HE4 a-b
Multiple occupancy as indicator of decline and anti social behaviour		HE5 a-f
Inappropriate maintenance techniques on historic buildings	HE6 a 1	HE6 a 1 and b-e
Re-use of historic building stock and their adaptability for change	HE7 a-e	HE 7a-f
The design of modern buildings and new development		HE 8 a-b
Protecting historic buildings	HE9 b and d	HE 9 a-e
The railway heritage – an under appreciated heritage asset		HE10 a-p
Lack of (inexpensive) facilities for younger		HE 11

people		See HE 10.10 and HE7
Local production of materials	HE 12a	HE 12 a

Issues and Management Recommendations (whole area)

The following issues which could be addressed through future regeneration works have been raised as a result of historic research carried out in preparation for this Plan. However, most importantly, they have also been raised through public consultation. Management recommendations follow on from each issue. In some instances these recommendations are in the form of a change or clarification of policy and where this occurs it has been shaded in grey in the tables.

Issue HE 1. Loss of river



Plate 1. Floods at Haughton Road in 1963

The river has been through many guises in the town and each period has brought its own advantages and disadvantages. The 'Peaceful Valley' between Pease's house and East Mount with its rustic bridge and orchards has long gone, to be replaced by Edwardian warehouses, empty car showrooms, unattractive modern buildings and ruler straight roads laid out in 1900; only a few islands of architectural sanity remain along the banks of the Skerne. The river has been entirely culverted

below the ring road at Feethams and Victoria Road and is canalised along St Cuthbert's Way where it is overshadowed by massive modern sheds housing shops and multi-storey car parks.

When Daniel Defoe passed through in 1727 he recorded that Darlington had 'a high stone bridge over little or no water'. At this time it was a broad shallow stream with a tendency to rise rapidly after heavy rain. The river and its mill races required regular scouring, a responsibility much avoided, but part of the tenancy agreements of the bond holders of Bondgate (Cookson 2003, 48) and this suggests that even in the 17th and 18th centuries it was not very fast flowing. Yet in 1810 along its 13 miles of banks through Darlington it provided enough energy for 12 mills. It has also been a source of reeds which were used in local cottage industries to provide resources for basket weaving and presumably also thatching.

The river was prone to bursting its banks and flooding low lying homes. In the 19th century this flooding could even extend to the town centre and Haughton Road was particularly badly affected. In 1872 works to the river started to address this problem and additional embankment works have eliminated the flooding problem entirely. However in the course of taming the river, the river has been lost from its central position in the town centre fringe and an important wildlife habitat and amenity has been removed in the process.

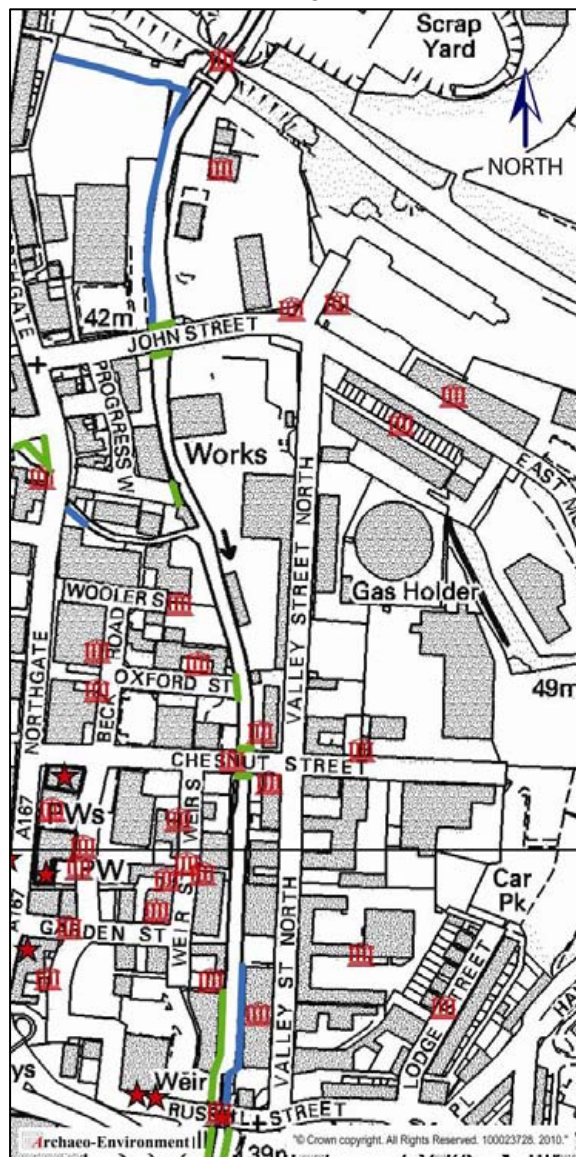
'The Skerne is a fertile source of disease, improved though it may be....when at the town what small descent it had has been for centuries nullified by the damming requisite for ancient mills, no wonder if in summer its surface should be green and its smell offensive.' Longstaffe 1909, 332 quoting Mr Ranger reporting to the General Board of Health in 1849

The implications of climate change are not yet well understood but it is likely to increase the risk of flooding and with one in six homes in England at risk (Environment Agency), the removal of the defences which have tamed the Skerne should not be undertaken lightly. However there may be a better balance which combines the potential amenity value of the river, its natural energy resource and its value as a wildlife habitat, but which still protects the area from flooding?

There are two particular problems. One is the lack of water feeding into the Cocker Beck. This needs to be remedied by the Environment Agency who control the water flow from the Baydale Beck. Some additional flow will help to scour the banks and oxygenate the river which will help to keep it clean and improve its wildlife value. This is particularly important for the water vole population along the Cocker Beck (I.Dougill pers comm. 12.7.10).

The second problem is the lack of access to the river resulting in its loss as an amenity and a subsequent tendency for it to be used to dump rubbish from the lanes off Chesnut Street and from Northgate into the Cocker Beck.

Loss of River - Management Recommendation HE 1



The approach to returning the river back to the inhabitants of Darlington will be a piecemeal one. Access already exists at a number of places and these are marked on figure 2 in green.

Figure 2. Red temples indicate features, buildings or streets which enhance or have the potential to enhance historic character and should therefore be retained with new uses identified where appropriate. Green paths indicate where existing access to the Skerne can be obtained and blue lines are where access could be negotiated in the short term.

a) Access from Northgate to the Cocker Beck was provided in Victorian times by a small gate (opposite the Bridge Inn and next to the monument sculpturer's) and this still exists, but is overgrown and

neglected. The beck is now overlooked by an RSJ supported garden which partially covers the beck and reduces the flow. While this arrangement of building over part of the beck may have been legitimate, there is scope to reopen the gateway and bring this access back into use, without impinging on the garden. This small stretch of beck leads upstream to another gate and on to Westbrook where the river has a greater role to play in the amenity of local residents, flowing as it does through what was once Henry's Folly or Westbrook Gardens. The gateway requires some repair work and the beck bank promoted as an attractive place to sit away from the traffic.



Plate 2. A forgotten gate into the Cocker Beck from Northgate

b) Opposite this gate is the Bridge Inn on Northgate. This has a small beer garden on its north side. Beyond the high wooden fence which forms the boundary of the beer garden is the Cocker Beck, enclosed between the beer garden and the adjacent historic building which is much neglected. If the beer garden fence was replaced with iron railings at a lower height it would bring the beck into the beer garden and create a more attractive area than the one which exists at present. There is a risk that some drinkers might throw rubbish into the beck, but as part of the package the pub tenants would need to agree to collect any rubbish from their stretch.



Figure 3. Deeds map of c1895 showing a public footpath running between Russell Street and Chesnut Street before the area was developed c1900. Only a small section of this survives but the potential exists to create a near-riverside walk along Weir Street's back lanes as part of the area's regeneration (map courtesy of Chris Fish). The buildings shown just above the word 'footpath' still exists, probably the oldest building in this part of the TCF.

c) Buildings which front on to Valley Street also back on to the Skerne. Originally these buildings left a strip of land about 3-5m wide between the property boundaries and the river/weir. This has been encroached upon by sheds, probably without planning permission (it may not have been required for such small structures). With the agreement of the landowners, this strip could be restored in order to improve access to the river bank on the east side between Valley Street and Chesnut Street.

d) Additional access will have to be long term based on opportunity. As buildings are vacated or planning permission applied for, an access path needs to be part of any enabling development. Some can and should be negotiated quickly, for example access to the river and the Skerne Bridge along the side of Magnet off John Street. While the roadway is used for lorries loading, there is sufficient room for a pavement which, if agreed by the owners, would link up to the footpath which currently runs to the Skerne Bridge from the north side. The pavement may require some railings for health and safety reasons in order to protect users from reversing lorries. This bridge is a nationally important scheduled ancient monument and of international significance and deserves better than the current distant views of it from behind razor wire at Magnets showroom. Further this particular access will provide an alternative quieter route towards North Road station and the

Head of Steam museum and so provides the impetus for a railway heritage walk within the town. This would require an additional linking path across what is currently waste ground between the Skerne Bridge and Northgate. This exists as a permissive path at the moment but is not signed and there is nothing to encourage walkers to use it.

Once riverside areas are accessible and *well –used*, the opportunities for anti-social behaviour will hopefully diminish in time.

'We are pleased to see that the document contains proposals for restoring the river and improving access to it - healthy rivers can increase property values, boost recreational opportunities, attract tourists, reduce water pollution, and protect people and property from flooding.'

'Culverts, dams, and other man-made structures disrupt the natural functions of rivers, leaving many of them lifeless or cut off from their communities. We therefore welcome the proposals in the document, which show others how quickly a river can heal and how local businesses and property owners, as well as fish and wildlife, thrive when rivers are restored.'

Sophie Evans, Planning Officer, Environment Agency. 9.7.10

e) Maps dating to c.1895 (figure 3) show that there was a public footpath running along roughly what is now Weir Street before that area was developed. The path is in fact the old course of the Skerne before it was canalised (I. Dougill pers comm. 12.7.10). There is an existing riverside access along the Skerne from Russell Street to Weir Street, but as the area is hopefully developed (see HE7 and the 'Left Bank' section) creating an attractive near riverside environment should be part of the overall vision for the 'Left Bank'.

f) The riverbank between Russell Street and the ring road is under used, with steep banks which discourage access while making any use of the banks hazardous because of the steep slope downwards. The placing of the storage

and waste area of the former MFI store and the existing Halfords, means that youths have access to rubbish which they acquire and throw into the river. This stretch of riverbank needs to be linked through better landscaping with the rest of the riverbank with matching crossings on the ring road. When the MFI site is redeveloped, consideration should be given to acquiring more land as a riverside walkway. The capping stone from one of the piers of the listed bridge made by Pease and Fry in 1881 has been toppled off. It was visible for some time in the river (I. Dougill pers comm.) but has since disappeared. A new one needs to be made or the original found downstream and refitted.



Plate 3. The 19th century Pease and Fry bridge and the river are not shown at their best being encased in vandalised concrete with safety barriers necessitated by the angle of slope. Additional land acquired from MFI (possibly as part of enabling development?) could improve riverside access here.

g) The river has been culverted below the ring road and Victoria Road and makes a reappearance along Victoria Embankment. As part of a wider scheme to reduce the visual impact of the ring road, consideration needs to be given to returning the river to the surface as a townscape feature and an amenity asset.

h) The listed bridge near South Park on Victoria Embankment is suffering from vandalism and has temporary boarding up to protect it. It needs repair work as part of a package to improve pedestrian and cycle links between Victoria Embankment, South Park and Feethams (see HE9 and Bank Top character area and Zone 5 management recommendation, all below).

Summary of management recommendations HE1 – loss of river	Timetable
a) Restore Cocker Beck access from Northgate to Westbrook	1-3 years ¹
b) negotiate visual access to beck and its management (litter collection) from the Bridge Inn beer garden	1-3 years
c) Move sheds back 3-5m from the east bank of the Skerne between Russell Street and Chesnut Street	gradual over 10 years
d) Negotiate access from the side of Magnets on John Street to the Skerne Bridge then improve path facilities from the bridge to Northgate with signage to the museum	1-3 years
e) Recreate attractive footpath walks along Weir Street as part of a wider redevelopment package which will link existing riverside access beside the printing Works and Edward Pease's House.	1-15 years and as opportunities arise through the planning process
f) Ensure redevelopment of MFI site improves and enhances access to the river bank.	1-5 years
Redesign road crossing to link the river across the road.	1-15 years
Repair missing cap from listed bridge pier.	1-3 years
g) Bring the river back to the surface in the vicinity of St Cuthbert's Way and Victoria Road as part of wider landscaping scheme to reduce the visual impact of the ring road	within 15 years
h) Enhance the scoria block back lane between Victoria Embankment and Feethams through the redevelopment of Feethams to create a safer walking/cycling environment and as part of this scheme,	within 7 years

¹ Subsequent consultation has suggested that local residents would like to see this actioned sooner

repair the listed bridge across the Skerne.	
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Issue HE 2. Streets dominated by cars

Plans were discussed for a Darlington ring road soon after WW2 and were approved in 1952. The development, completed a stage at a time, involved a huge amount of demolition, and the new road scythed through houses, offices, shops and pubs as it swept around Victoria Road, Bondgate, Northgate and Valley Street. The final section which would have completed the circle around the historic town centre, involved demolition of properties in Larchfield Street and in 1990 the decision was made not to go ahead. There are a few lonely survivors stranded by the roadside such as the Cricketers pub, St Hilda's Church and the Britannia pub.

'Darlington may be considered an ideal cycling centre either for the lover of nature or the maker of road records; as the scenes to which it gives ready access are of more than ordinary variety and interest, and the roads are generally of good condition.'

Darlington Half Holiday Guide 1899, 233

The arguments for building the ring road seemed sound. The traffic through the town was busy and noisy and by getting the traffic moving and providing car parks close to the town centre, local business would thrive as access to the shops improved. But there were other consequences and other factors have created a different set of priorities today.

Since then the outer ring road has been built and this has taken some of the pressure off Darlington as through traffic can now use the A1 or the A66. The inner ring road is therefore serving Darlington residents helping them get from A to B within Darlington and beyond. The stretch between Northgate and Bondgate has become less essential as the road only leads to Bondgate where the traffic has to slow down in order to travel along conventional town centre roads.

Then and Now...



Plate 4. Parkgate roundabout before the ring road



Plate 5. It is no longer possible to obtain the same view due to demolition and the presence of safety fencing which restricts access to pedestrians along the dual carriageway

Further research has since been carried out which suggests that building new roads only creates additional traffic, although this argument was first aired in a report as far back as 1963. Critics of the approach of adding capacity have compared it to "fighting obesity by letting out your belt" (inducing demand that

did not exist before).² Whether the ring road achieved what it set out to achieve is beyond the remit of this report, but what it did do was create a physical and psychological barrier between the town centre and the town centre fringe and it resulted in the demolition of many historic buildings with a resulting loss of historic character.

Before the ring road, shoppers had been able to walk along Northgate and continue onwards to what has since become the town centre fringe and the eye was drawn onwards to the shops below Edward Pease's house, the technical college and the United Reform Church spire. The ring road has divided Northgate into one half with a successful shopping environment and (presumably) high rateable values and a second half of less accessible shops with (presumably) low rateable values and a collection of shops dominated by take aways and empty buildings.

Cars are given the priority over pedestrians. Pedestrians are forced under ground into subways while cars can speed ahead to the next roundabout and a bottle neck. The adjacent car parks should be well used by shoppers, but they are not especially busy on Kendrew, Garden and Gladstone Streets where shoppers have to use subways to get back to the main shopping area. Meanwhile illegal car parking on yellow lines around Garden Street and other lanes is not tackled and the landscaping in the car parks is poor, enforcing a sense of decay and neglect.

The physical nature of the ring road barriers has been exacerbated by permitting the development of very large unattractive buildings around its perimeter which as well as destroying historic character also block views to historic roof lines, spires and towers in the town centre. This wall of monotony also encourages careless driving. There is no sense that this is a road through a community. Instead the dual carriageway, central barriers, restricted pedestrian use and buildings which stare blankly into nothingness, create the

² http://en.wikipedia.org/wiki/Traffic_congestion#Supply_and_demand [accessed 16.5.10]

impression of a traffic corridor, no matter how many flowers are planted on the roundabout.

Streets dominated by cars - Management Recommendations HE2

a) After so much investment is it realistic to revisit the role of the ring road? Some difficult questions should be asked. For example, do we really need St Augustine's Way to be a dual carriageway? The expanse of the ring road needs to be reduced, if not physically, then visually. This can be done by creating road fronted development of a different design standard than has been allowed in the past half century. The existing development alongside St Cuthbert's Way and St Augustine's Way lacks design detail and looks no better than huge empty boxes. By introducing road fronted development which has interesting design features facing the ring road and Parkgate, we create the feeling of a narrower corridor more sympathetic to the original street patterns of the town. New development needs to create varied roof lines, and designed gaps affording views to the town centre and St Cuthbert's in particular. By doing this we can convey to passing traffic that this is a vibrant town where pedestrians and cyclists can be expected to have equal or greater access to the streets than cars.

b) The presence of the subway which cuts Northgate in two and channels many shoppers away from Northgate puts pedestrians underground while giving cars the right of way. It has bisected the historic north road of the town creating an area where large retailers are prepared to invest in the south side, but the north side displays evidence of decline. It is beyond the remit of this report to come up with solutions to this problem and solutions have been sought in other historic cities to put right similar townscape mistakes of the 60s and 70s, but they are prohibitively expensive. However, it should be a policy decision within the town centre fringe that traffic management should give pedestrians and cyclists priority and that subways and dual carriageways are detrimental to historic character and are therefore not appropriate in the town centre fringe.

c) The consultation process flagged up a desire for a park and ride scheme which would reduce the traffic in the town and along the ring road.

Summary of Management Recommendations HE2 – Streets dominated by cars	Timetable
a) Create design briefs for the ring road area to encourage street fronted development with varied roof lines and detailed designed elevations facing the ring road and Parkgate (where appropriate), with gaps to create vistas towards the town centre and St. Cuthbert's spire in particular. There are plots currently available for redevelopment plus proposals to move the fire station and police station away from the ring road and so this policy should be implemented immediately.	Immediate
b) Traffic management should give priority to pedestrians and cyclists and prevent the construction of further subways or dual carriageways within the town centre fringe.	Immediate
c) the Council to explore a park and ride scheme	

Issue HE 3. Car parking

There is a curious, if sometimes coincidental, link between the growth of car parks and the loss of historic assets. The Bishop's Palace (demolished 1870) is under the Town Hall car park; Beaumont Street and Houndgate sit atop the site of part of medieval Darlington; Pease's garden and Weavers Cottages are under Garden Street car park; old properties were demolished to make way for Kendrew Street and some of the earliest development in the town centre fringe was demolished to make way for the Commercial Street car parks. These car parks lack landscaping and make a negative contribution towards townscape, but many lie empty, presumably because they are too expensive, in the wrong place or illegal parking elsewhere is not being enforced. A strategic review of car parking is now underway which needs to consider the following:

Car Parking – HE3 Management Recommendations

a) Beaumont Street, Houndgate and Feethams car parks sit within the medieval townscape but are currently historic character vacuums. They would

be better filled with high density mixed use development, street fronted with varied roof lines, yards and alleys as streetscape. Design briefs should reflect this and look for buildings of no more than three storeys, with a preponderance of brick with below eaves detailing and the use of further detailing, windows and doors to create interesting facades. As with all new development, vistas should be affording glimpses towards skyline features such as the market hall clock tower and St Cuthbert's, but also views into the medieval street pattern of the town centre and the back of Central Hall and such open spaces could still accommodate some car parking behind the new properties. The use of hanging shop signs and design details reflecting the town's railway heritage can also contribute towards historic character.

b) Garden Street car park is under-used and access to it is along narrow back lanes. It is the former site of Edward Pease's gardens which extended down to the river and is therefore the setting of Pease's house, a listed building. The last remaining weaver's cottage behind Pease's house has also been included in this report as a recommendation for inclusion in the local list of historic buildings. The area of the car park could be put to better use more in keeping with the historic importance of the area. This report has made a number of recommendations regarding the railway heritage (see HE10) and the redevelopment of this car park should be part of this process. The wider Weir Street area, extending from Russell Street to John Street should be the focus of mixed use development with an emphasis on residential development consisting of existing Victorian housing stock and conversions of warehouses. The car park itself presents a number of options and a design brief would help point potential developers in the right direction:

1. the simplest and easiest is to restore the Weavers Yard from the remaining Weavers cottage down through the centre of the car park, down the side of the world war air raid shelter (where original sandstone and scoriae block surfacing survives) and terminating at a T-junction in front of the Skerne Printing Works conversions. This would then

release land on either side of it for mixed use development, or a mixture of car parking and developments.

2. The car park could be partly developed (restoring the Weavers Yard) and a garden or allotment area created for residents of the area as it is developed. This would be in keeping with its former use as a garden.

c) The car parks at Kendrew Street and King Street provide parking for town centre users, but they are open windy expanses devoid of character. A combination of landscaping and some limited street fronted development would reduce their negative impact.

The loss of these car parks in full or in part may be keenly felt by current users and so alternative car parking needs to be found. Sainsbury's make a significant contribution with free parking for two hours within walking distance of the town centre. This should be recognised for the contribution it makes towards the economy of Sainsbury's and the town. The site of MFI, now closed, also offers some unofficial car parking and this could be formalised in any new development of the site. New residential developments should also be encouraged to consider below ground parking as has already happened on Victoria Road adjacent to Sainsbury's, although the archaeological implications of this will need to be tested before any plans are drawn up in detail. Finally, future street fronted development along the ring road should include small areas of car parking within the development suitable for people wishing to use the town centre shops. As part of this car parking strategy, the maintenance of the car parks needs to be agreed. Garden Street has had broken walls and barriers for some time and this adds to the air of neglect surrounding the car parks.

Summary of Management Recommendations HE3 – Car parking	Timetable
Car parking strategy to consider the following:	
a) Beaumont Street, Houndgate and Feethams to be redeveloped as	Production of design brief immediate

mixed use development with a design brief to reflect varied roof lines, vistas to town centre and historic skyline features, yards and alleys	
b) Garden Street to be redeveloped with mixed use, restore Weavers Yard, re-instate 'Edward Pease's garden' in part or allotment element – design brief required	Production of design brief immediate
c) Kendrew Street and King Street car parks reduced through landscaping and possibly street fronted development	up to 10 years

Issue HE 4. Loss of key views to historic skyline buildings

The Statement of Significance (figure 5 volume I) has shown the importance of views towards historic skyline features as a contributor to historic character. The most important skyline features are Bank Top Station clock tower, St Cuthbert's spire, the Northgate United Reform Church, St John's Church and the Market Hall clock tower.

Loss of historic skyline features – HE4 management recommendation

a) Before granting planning permission for new development the impact on these views needs to be considered and developers are to be encouraged to incorporate vistas towards any of these features, or other historic skyline features, in their development.

Summary of Management Recommendations HE4 – Skyline features (New policy is shaded)	Timetable
a) New developments should seek to incorporate views towards historic skyline features	
proposal against skyline features.	

Issue HE 5. Multiple occupancy and anti-social behaviour as an indicator of decline

When Victorian houses were built, over 90% of them were rented (Yorke 2007, 15) with the remaining few owned as freehold. This figure has altered in favour of home ownership, but some areas such as Northgate have a high multiple occupancy rate consisting of bedsits and older properties sub-divided into many flats. These have been identified as being associated with anti-social behaviour and badly maintained historic buildings by residents and the local police. The division of a historic property into bedsits is not the best management regime for large houses as they become over-divided leading to a loss of understanding regarding how space was originally used and many traditional features are removed and sold on in the process of conversion.

Multiple Occupancy and anti-social behaviour HE5 Management Recommendation.

a) The Borough Council have recognised the spiral of decline associated with multiple occupancy and no more planning permissions will be granted for such accommodation in the town centre fringe. For those properties already in multiple occupancy or with absentee landlords who do not adequately maintain their properties, provision already exists to enforce higher standards of care under the under Section 215 of the Town and Country Planning Act 1990 (as amended by the Planning and Compensation Act 1991) and has been used to some effect in Hastings³ where visible improvements have been made in areas with high absentee landlord ownership. However this requires investment in enforcement action and this is an area that the consultation process has suggested that Darlington Borough Council could improve (see HE 5b below).

b) The consultation process has suggested that residents would like to see more enforcement of planning regulations, even where it is the council who

³ Judith Warren pers comm. (1.6.2010), Conservation & Design Team, Hastings Borough Council

are the developers; a higher standard of enforcement is sought for breached planning regulations which result in a loss of historic character.

'So many of our historic buildings have been lost, ignored or destroyed that if this [enforcement] policy does not change we will lose our unique appeal as a Quaker & railway town and any advantage in aid of a boost to tourism. As I undertake guided historical walks on a regular basis feedback from the public suggests that they want to know the history of the town and are proud of it'. Jean Kirkland B.A. Local historian.

c) A better response rate from the council to complaints outside normal office hours is required (although there were some very complimentary comments on existing response rates from some council departments). The ability of the council to respond to complaints (and whether they are the right people to complain to) needs to be reviewed.

d) There were mixed comments on the council's and police's response to complaints regarding dog fouling and fly-tipping and suggestions that the response was not fast enough to catch anti-social dog owners. Fly-tipping is a particular problem, but when local residents ask the council to remove illegally dumped objects, they are told that they will have to pay to have it removed. A better policy for removing fly-tipping is required that does not penalise the residents who care about their environment.



Plate 6. Litter gathers at the end of Pensbury Street

e) Litter was also identified as being 'one of the most negative aspects of the area' and suggestions that wardens and notices of fines and community

vigilance would help. There are already a number of local heroes who collect litter, bottles and spent syringes from the area, but a more formal wardening service to support these people with additional local voluntary support, could in time, help to prevent further littering. A model for a wardening service already exists in Middlesbrough and offers a service 365 days a year from about 10.20am until 11.30pm. These wardens collect rubbish but also tackle anti-social behaviour on the ground, such as fly tipping and dog fouling.

Other suggestions include creating 'Street Champions' to report environmental problems to the council. However such unofficial champions already exist and they complain that the council's opening hours and response times are not fit for purpose. The council, in addition to considering if they can better respond to complaints regarding littering, fly-tipping and dog fouling, might also want to consider naming and shaming offenders.

f) The back lanes tend to be a focus for illegal dumping, but surprisingly this was not raised in the consultation process.⁴ Other local authorities have carried out 'back lane blitzes' where back lanes are cleaned up and residents have notices put through their doors reminding them that it is illegal to dump rubbish in the lanes. However this can alienate the upstanding citizens and has to be followed up by public prosecutions and fines of repeat offenders under the Environmental Protection Act. If offenders are in rented accommodation, then the landlord has to carry some responsibility for the tenant's behaviour. The extent of dumping along back lanes was not especially bad in Darlington, with the worse areas being in the back lanes of Roslyn Street.

⁴ However when the draft report was circulated publicly for comment, there was some agreement that this was an issue and that back lanes could be perceived to be threatening places.



Plate 7. Some limited dumping in the back lane behind Roslyn Street



Plate 8. A back lane make-over in North Ormesby.

The back lanes tend to be perceived as being the focus of anti-social behaviour, because the activities within them cannot be monitored from the houses due to the high back walls. There have been attempts to renovate back lanes in other terraced housing areas of the north east. These 'make-overs' consist of gating the back lanes and residents are encouraged to create planters and hanging baskets. Household rubbish is also collected in larger bins which are shared rather than a wheelie bin for every house. The result has been a reduction in arson incidents and fly-tipping, the creation of a healthier environment for residents and a greater sense of community. A similar scheme could be trialled in parts of the TCF, but the back lanes would have to be carefully chosen. Many have had garage doors inserted of different sizes and shapes which detract from the original lines of red brick walls, with two small wooden openings. The design of the gates would need to be carefully chosen to reflect the Victorian style of housing, to be robust enough to deter damage and have some transparency to allow light into the lane. They should not add to the sense of fear already created by wall tops with sherds of glass or razor wire. Areas for consideration could include Borough Road, Russell Street, Haughton Road, Sun Street, Gladstone Street or Pensbury Street.

In the end, it will be the fact that people are living and are being active in the area that will prevent littering and fly-tipping and so the reuse of empty buildings and high density housing in currently derelict areas will all help to make litter dropping less possible without being caught.

Summary management recommendations: Multiple Occupancy as indicator of decline	Timetable
a) The council has already decided to put a moratorium on multiple occupancy planning permissions and so no action is required	underway
b) Enforcement needs to be improved where loss of historic character is threatened	Immediate
c) The Council need to consider how best to respond to resident's	Immediate

complaints regarding anti-social behaviour of its own tenants or breaches of local bye-laws	
d) The police and the council need to consider if dog fouling and fly-tipping can be targeted for a rapid response when complaints are made and the council needs to reconsider charging honest residents for the acts of dishonest ones.	Immediate
e) The council and local communities to join together to create a wardening service collecting litter until such time as the area regenerates and litter dropping becomes more difficult	Immediate
f) Consult with the local community to see if there is a demand to trial gated and landscaped back lanes.	1-5 years

Issue 6. Inappropriate maintenance techniques on historic buildings

The techniques used to build and maintain buildings in Victorian times and indeed until as recently as the 1950s were different to those used today. This has created problems in the health of the housing stock because modern materials such as concrete, plastic air tight windows and damp proofing can be damaging to pre 1919 buildings. The use of replacement windows and doors, usually in plastic and usually of all different shapes and sizes has resulted in a loss of design detail such as the harmonious facades created by the terraced house when they were first built. There are also issues of sustainability with plastic windows which use considerable non-renewable resources in their production, which fail to degrade once in landfill and which cannot last as long as a well-maintained timber window.

Repointing, pebbledash, render and cladding

Most houses in the town centre fringe were built before 1919 and the walls were held together by lime mortar cement. Increasingly from the middle of the 19th century Portland cement came into use which was harder. When carrying out repairs it is important to use the same materials as those *originally* used. The finished pointing was in all cases either flush with the

brickwork or slightly recessed. Lime mortar is porous so when the brickwork becomes wet, the rainwater drains through the porous pointing and allows the brick to dry out. Modern cements are impervious and so do not allow the water to drain out through the pointing. It has to find a way out through the brickwork or stone and this causes the bricks to flake away. It is therefore important that when brickwork is re-pointed that careful consideration is given to the appropriate mortar which should be recessed back from the brick's face. Changing the mortar mix from lime mortar to a modern cement can alter the way the building breathes and lead to damp and condensation.

Lime mortar is self-healing. This means that slight movement caused by subsidence or settling and thermal movement can generally be accommodated. Cement mortars do not have any of these healing properties and will fracture and fail and encourage moisture to enter the walls. Over time this will accelerate the decay of the brickwork. Similarly spray or paint on sealants should not be used on brick without considerable thought.

Some residents have however chosen to dispense with repointing altogether and have opted for a range of claddings ranging from hard cement render to stone effect cladding. These create similar problems for the house as using hard cement in repointing, but the problem is exacerbated because there is no escape route for moisture and so it collects behind the cement barrier. This leads to damp problems, the fracturing of the brick and any soluble salts in the water (from road gritting) form powdery deposits on the wall face causing more damage. Cement is applied densely is also inflexible. Buildings move slightly with temperature and moisture levels, but a cement coating will not be able to move with the building and cracks will appear. Water can be trapped in those cracks and exacerbates them and the masonry behind the render starts to deteriorate rapidly. This leads to a build up of moisture in the walls and damp (Historic Scotland 2001, 8).

However external render can be made of a lime based mortar in which case the visual effect is the same, but the building can still breathe and the render

is flexible enough to accommodate slight movement. The lime has the added benefit of being a mild fungicide which if maintained, prevents moss from growing on the walls. In general terms however, no render should be applied to brick buildings which were designed to retain their brick facades because these facades normally contain design details which are lost when coatings are applied.

The same principle of care applies as choosing repointing techniques; if the house was built with a lime wash, continue to use a lime wash. If it was not rendered, do not add render to it as you will upset the house's long established natural balance. Similarly, if it was originally rendered, removing the render and exposing stonework or brickwork to the elements for the first time, will alter the building's established breathability with unpredictable consequences.

A combination of lime based renders and stone can be found in the town centre fringe (North Road Station), but it is not predominant.



Plate 9. Cement renders damage the brickwork beneath, reduce thermal performance, cause condensation and damp and create a negative visual impact.

The lack of breathability of cement renders and pointing also affects the thermal performance of a building (Historic Scotland 2007). The process of moisture movement in a building with lime mortar allows a degree of control over condensation within a building. This creates a better thermal performance than a building which is repaired with cement mortar or renders, as these walls are likely to remain damp. In direct contrast, the use of cement mixes for pointing repairs and the application of hard cement renders

dramatically reduces the passage of moisture, slowing the drying out times considerably and increasing the risk of condensation problems.

As a response to damp problems, owners are inclined (and are indeed required, if they want a mortgage) to have a damp proof course inserted. This will not cure the damp if it is being caused by using hard cements. Indeed there is considerable research showing that damp proofing old properties is of no use whatsoever and can in fact cause damp.

Old properties need to breathe. The insertion of a damp proof course, cement renders, cement repointing and cladding will all restrict the building's ability to breathe. Other causes of damp in old properties can be as simple as using rubber backed carpets, which again restrict breathability. The blocking off of air movement in older properties (and indeed in new ones) can also cause woodbeetle infestation, dry rot and wet rot as a result of increased moisture levels (Historic Scotland 2007).

Windows

Most windows in the town centre fringe were originally wooden sashes of several small panes (pre mid 19th century) or wooden sashes of four panes (post mid 19th century). Such windows have a life span of about 100 years if maintained and can in fact last much longer. Very early examples of Yorkshire



Plate 10. Two window types in the town centre fringe. On the left is a multi-pane sash window as seen in properties pre-dating the mid 19th century. On the right is a four pane sash which would have been in most terraced houses.

sliding sashes, or casement windows are no longer extant. One shop in High Northgate has a mid 19th century example of a bowed window with lead dome above.

Nearly all examples of these windows have been lost and replaced with more recent windows which are mostly made of uPVC. But research by English Heritage has shown that it is much cheaper to repair old windows than it is to install plastic substitutes (English Heritage 1994). These modern windows can be made to look and open like sash windows, but in most cases, no attempt has been made to copy the original design. The use of plastic instead of a sustainable resource such as wood is questionable in any case, but it also restricts the breathability of the house and can lead to damp. Victorian houses were also originally built with fireplaces which changed the air throughout the house, but many of these chimneys have been blocked up creating an environment where air does not move throughout the house and this can lead to the creation of mould and an increase in allergens (Centre for Research on Indoor Climate and Health 2007 and Historic Scotland 2007). To compensate for this, new wooden windows are required to have trickle vents inserted, but in fact this is wholly unnecessary if the building is managed in a traditional way with lime mortar, wooden windows and open chimneys fitted with a ventilated chimney cap where it is no longer in use (ibid).



Plate 11. Local variations on traditional sash windows can be found throughout the town centre fringe. These local differences create distinctive character areas and should be retained. Starting from the left: three pane sash windows can be found on Borough Road towards Haughton Road, but towards Parkgate and on Middleton Street these distinctive arched sashes can be found. The houses on Greenbank road were designed with these bay windows to the main ground floor reception room and the main bedroom above. It was thought that using small panes of glass on the top would restrict light and protect furnishings. Arched stairlight windows can be found to the rear of some properties especially along McNay Street/ Station Road, although the survival of stained glass as seen here is very rare in the town centre fringe



Plate 12. These two terraced houses on Middleton Street were built to look the same. No. 10 on the left has retained its traditional sash windows and four panelled door. It has also avoided cladding and so the brick detailing can be seen. The house next door has been pebble- dashed and has had mid to late 20th century windows and door inserted and now does a good impersonation of a house built in the 1970s. The pebble dashed exterior will be damaging the brickwork beneath.

Windows are perceived to be a source of heat loss and in times when energy efficiency has become important, the childhood recollections of rattling sash windows have driven people towards uPVC double glazing. However there are alternatives. In listed buildings traditional sash windows have to be used if that is what was originally used, but for any sash window draught stripping can be fitted cheaply and unobtrusively to a timber sash and case windows. However for other older properties, there are real alternatives to uPVC in addition to draught stripping. Wooden sashes can be made with double glazing if new windows are required. Secondary double glazing can be installed to existing sash windows. Sash windows which rattle or where the wood has rotted can be repaired indefinitely providing that they are cared for. They will outlive plastic windows and once removed the glass can be recycled and the timber burnt or reused. They need never appear in landfill. The energy efficiency of an existing 19th century sash window can be made to equate to a double glazed unit simply through the addition of heavy curtains, blinds and/or shutters (Baker 2008). If shutters and blinds are added to well maintained windows, they will reduce heat loss by 58% - this is what our ancestors did and we need to relearn from the past how to make our homes not just energy efficient, but healthy.

Doors

Traditional doors in the town centre fringe have gone the same way as windows with many fine ornamented doorways being ruined by the insertion

of a narrow plastic door from a do-it-yourself chain. The issue of breathability, the lack of a sustainable resource and the inability of the product to biodegrade once it has been consigned to landfill, is the same as for windows. They create additional problems in that it is difficult to attach door bells or house numbers to plastic doors and so these features gradually disappear from use. Traditionally doors were made of wood and often had a door light above. Most door lights in the town centre fringe would have been rectangular possibly with the house name painted in gold and some Edwardian examples will have made use of stained glass which would have cast colourful patterns into the hallway. These door lights allowed light into the entrance hall and made door lights unnecessary. Victorian doors were mostly four panelled doors, but the earliest properties of the early 19th century probably had 6 panelled doors. There were however local variations. On Greenbank Road and Victoria Embankment houses were built with three panelled doors and a circular design detail that is still used on a number of houses, creating an individual Greenbank/Embankment style. Poorer houses, outbuildings and entrances to yards used simple batten and ledged doors. Generally, doors are responsible for 10% of the heat loss from a home (as opposed to 35% from the walls and 25% from the roof). Traditionally, insulation would be provided by a heavy curtain behind the door and this continues to be an effective and cheap way to reduce heat loss. Victorian door furniture also favoured unassertive styles, usually in black or the same colour as the door, but never in shiny brass. Fittings would be attached to the structural members of the door, never into the panels.



Plate 13. Traditional door styles from the town centre fringe. Starting from the left: the Greenbank/Victoria Embankment doors, then six panelled doors favoured in the Georgian period, a batten and ledged door for a side entrance into a school near Winston Street.

Inappropriate maintenance techniques on historic buildings – HE 6 management recommendations

a) Stopping the decline

Home owners can change their windows and doors without planning permission. It is a requirement to conform to building regulations, but these regulations have been drawn up for modern properties and are not appropriate for houses built pre 1919. With no requirement for planning permission it is difficult to control what replacement windows should be used.

There are a number of options:

1. Shop windows do require planning permission and so it should only be granted where traditional designs and preferably materials are to be used in pre 1919 buildings.
2. Conservation Areas can have permitted development rights withdrawn so that permission must be obtained to replace windows, doors, boundary details or roofing materials. This has already been done for Northgate Conservation Area and should be extended to Victoria Embankment. The proposed Parkgate Conservation Area should also have permitted development rights withdrawn when it is designated and a further conservation area (with permitted development rights withdrawn) should be created along Victoria Road and Hargreave Terrace. This will create three key zones with a good geographical spread within the town centre fringe where the process of decline will

be halted and gradually reversed. In time, the quality of the buildings in the Conservation Areas will infect the maintenance decisions in other areas of the town centre fringe.

Policy HE4 of the Planning Policy Statement on the Historic Environment (PPS5) against which all planning decisions must be assessed reads as follows:

'Local planning authorities should consider whether the exercise of permitted development rights would undermine the aims for the historic environment. If it would, local planning authorities should consider the use of an article 4 direction to ensure any development is given due consideration.'

3. The consultation process has raised the concern that the Borough Council has a poor track record for enforcement action relating to historic buildings. Enforcement of Article 4 directions, listed building consents and planning conditions are key to the regeneration of the area and are a core function of the council. It should not be selective. The council's needs to revisit its enforcement procedure.
4. Buildings regulations officers for Darlington Borough should attend courses run by the Traditional Skills Initiative in order to learn about how older properties function and so feel more confident about relaxing the regulations for historic buildings (this facility to relax building regulations already exists, but officers are reluctant to use it). This is in line with government advice in their Planning Practice Guide on implementing PPS5 which encourages local planning authorities to keep abreast of up-to-date information on the efficiency and sustainability of historic buildings and the best means of improving their performance (DCLG 2010, Para 23)
5. In order to help home owners make informed decisions regarding their home maintenance the council should make a series of leaflets and/or DVDs freely available covering everyday maintenance, energy efficiency in older buildings, windows, doors, roofing, domestic chimneys and flues, damp, cast iron rainwater goods, painting and

repointing. Funding may be available for this through the Heritage Lottery Fund which has the revival of traditional skills as a funding priority. This is in line with government advice outlined in their practice guide for PPS5 (DCLG 2010, Para 24.1)

6. The local enterprise agency can help home and shop owners source craftspeople with traditional skills (such as working with lime, making railings, stone masonry and joinery) by creating a traditional skills web site for local and regional businesses. This may also be eligible for funding through HLF and could be part of a wider package to include item 4.
7. Townscape Heritage Initiative funding should be applied for covering all conservation areas, so that additional grant aid can be brought into the area and council funds better targeted towards conservation led regeneration. This will benefit local business such as the iron works on East Mount Road which can produce replacement railings (and finials) to templates which already exist on East Mount, Lodge Street, Portland Place, Victoria Embankment and Northgate.

Townscape Heritage Initiative funding

There are a number of criteria for being awarded this funding. The highest priority is given to areas of social and economic deprivation where investment in historic buildings could prompt the beginnings of urban revival and in this respect the town centre fringe should have no difficulty in qualifying. There are other considerations too:

- 1) Priority is given to bringing back life into derelict and under-used buildings (this could include the railway carriage works, the lime cells, empty buildings on Weir Street, empty terraces and shops on Northgate and around Bank Top)
- 2) Priority is given to projects which will raise the standards of repair and set a precedent to encourage good practice amongst property owners (identify key buildings and infrastructure where impact will be greatest, such as corner properties, skyline features, elevated properties)

- 3) Continued viability of projects has to be shown (ensure where there is change of use in target areas that it is sustainable, for example greater residential use around Weir Street and along the Skerne)
- 4) Priority is given to projects which show a good overall regeneration strategy and not a focus on individual buildings (the council's town centre fringe regeneration scheme already exists and so this criterion has been met.
- 5) Priority is given to projects with good community involvement, education benefits and long term community enhancement (this can be shown through the existing Talking About.... series, and through the existing provision for educational visits by the Head of Steam Museum.

The Conservation Areas

Northgate

Much of Northgate is already a conservation area and has benefitted from a Historic Environment Regeneration Scheme and the withdrawal of permitted development rights. This has made inroads into the decline by providing new shop fronts and the restoration of traditional features to a number of early 19th century terraced houses on High Northgate, although the enforcement of the article 4 direction has been poor. Additional work could prioritise the enhancement of the mixed street fronted property boundaries to no.s 69-81 High Northgate with a uniform design and the targeted enhancement of corner properties which currently form negative features.

Victoria Embankment

Another conservation area exists at Victoria Embankment. This has not had any grant supported scheme, nor have permitted development rights been withdrawn. This means that many houses have inappropriate windows and some houses have had their brickwork cladded over. South Terrace on the other side of the river has a similar leafy character and the conservation area could be extended to include this street. Tree management here (and throughout the town) is patchy with views spoiled by a lack of pruning at pedestrian level (see plates 14 and 15). If the canopy of trees, whether self

seeded or not, is restricted to above head height, it also ensures that trees do not become cover for anti-social behaviour.

Then and Now...



Plate 14. Victoria Embankment in the 1890s



Plate 15. Victoria Embankment in 2010. From South Park, the street is bearing up quite well, but some tree management along the river bank might better expose views of the river and of St Cuthbert's in the distance.

Parkgate

A further conservation area has already been proposed by the Borough Council at Parkgate. The Parkgate area has a distinctive character with predominantly very early 20th century architecture which introduced glazed decorative tiles and stained glass windows. The work carried out as part of this Conservation Management Plan would support the proposal to make Parkgate a conservation area, however the quality of architecture along the east side of Hargreave Terrace and the good survival of railings and some sash windows could be recognised in its inclusion in the proposed Parkgate conservation area. This would also link with the proposed conservation area centred on Victoria Road and so create a corridor of well-managed historic houses.

Victoria Road

The research carried out in the production of the Conservation Management Plan would suggest that there would be considerable benefit to the historic environment and therefore to the local economy in creating an additional conservation area based around Victoria Road.



Plate 16. The top of Victoria Road in 1909. The house with three gables on the left and the two storey house beyond it are both boarded up now. These buildings with Bank Top formed

a coherent group, all being in red brick with stone detailing. The use of railings on stone dwarf walls also helped to bring them together behind a harmonious façade.

Victoria Road as the name suggests is a product of Victorian times, although much of the housing in adjacent streets was built soon after the queen's death in 1901. The now listed Bank Top Station (1887) was the trigger for the growth of this area, although it replaced an earlier set of 'mean sheds' built in the 1840s. The Victorians took some pride in their stations, although in Darlington it took a while for the railway company to invest in one and a sharp comment from Queen Victoria that the old station which preceded Bank Top was not worthy of the town where trains were born, seems to have fallen on deaf ears for a while.

Throughout the land, landscaping was carried out near stations in order to provide an appropriate entrance to each town or village newly blessed with the arrival of the railway. In rural areas and in towns, roadsides were planted with trees forming avenues between station and attractions creating a positive first impression for visitors arriving by rail. Not only was the station at Bank Top of superb quality and visible throughout the town, but quality buildings were constructed near the top of the hill. A fine hotel with 26 bedrooms was built in the 1880s, quality red brick buildings with stone detailing, cascaded down the hill, and the Methodist New Connexion Church built in 1884 adding to the quality skyline.



Plate 17. How not to treat an historic building....

Despite buildings towards the top of Bank Top being boarded up they remain fine townscape features, but as the hill declines down towards the roundabout, the poor quality shop fronts take

over and create a shabby impression. Many of these terraces were built in the local Pease's brick, but some have had rather cruel 1970s treatment. In

amongst these poorly maintained buildings are some eye catching attractive ones. Rachel Coads School of Dance incongruously placed next door to a sex shop has fine brown glazed tiles, stone dentiled cornicing, a hanging shop sign, all suggesting a turn of the century date. But it also has a rather unattractive shop front, made even less so by the shuttering and a few inappropriate chunky plastic windows in the dormers.

The bottom of Victoria Road links with an existing conservation area at Victoria Embankment. Then there is a rather difficult urban roundabout which is to all intents and purposes is an historic character black hole. Left somewhat stranded are a row of terraced houses which once represented the continuation of Victoria Road, but which sit isolated on the north side of a dual carriageway. This is unfortunate, because here we have some of the finest intact examples of Victorian middle class niceties, with beautiful moulded door surrounds, sash windows, original railings and a splash of neo-Gothic.

Conservation Area status for Victoria Road could achieve a number of aims:

1. Return a sense of civic pride to the area and create a positive first impression to visitors arriving by train (this is especially important if we are to look at celebrating the bicentenary of train travel in 2025).
2. Help the quality architecture and shop fronts around Bank Top return to its intended potential
3. It will create another zone of quality architecture which will infect properties in the surrounding streets; collectively there will therefore be three zones of historic building management which spread across the town centre fringe, offering exemplary designs and standards for others to follow.

Then and Now...



Plate 18. Victoria Road in 1905



Plate 19. Victoria Road in 2010 – loss of character has resulted from the safety railings, highways signs, poor quality shop fronts and facades and the loss of the top of the New Connexions Methodist Church.



Figure 4. Left: The purple shaded areas are existing Conservation Areas. The darker area around Parkgate is an area already proposed as a Conservation Area by the Borough Council. Right: map showing additional areas worthy of conservation area status in green – this in fact will link up existing conservation areas (town centre and Parkgate) and could create one larger conservation area

The creation of this conservation area may be best achieved by enlarging the existing Victoria Embankment Conservation Area. Victoria Embankment is a distinctive character area, but it is quite normal for conservation areas to have a number of different character areas. It is desirable to include the terraced houses opposite Sainsbury's, but this would mean including negative features such as the roundabout and some less well cared for terraces. However Conservation Areas status would allow these zones to be included in any future THI application and bring in much needed resources which could help to reverse some of the past management decisions. It is also quite normal for conservation areas to include negative areas, but the planning process need only concern itself with the impact on positive areas and the desirability of

enhancing negative areas. If alterations are made to the landscaping around the roundabout as are recommended in HE1, then in time, this area will complement, not detract from the proposed conservation area. An alternative would be to include this particular row in the Town Centre Conservation Area which is very nearby and exclude the roundabout from both conservation areas.

Summary management recommendations HE6: Inappropriate maintenance of historic buildings (new Policy is shaded)	Timetable
6a.1 Planning permission to replace shop windows on properties pre-dating 1919 should only be granted for traditional window types in consultation with the Conservation Officer	
6a.2 Permitted development rights should be withdrawn in Victoria Embankment Conservation Area (they are already withdrawn in Northgate Conservation Area) and should be withdrawn in any future Conservation Areas that are created.	1-5 years
6a.3 The council needs to improve its enforcement procedure for Article 4 directions, listed building consents and planning conditions relating to historic buildings	Immediate
6a.4 Building regulation staff should attend a course run by Heritage Skills Initiative on the breathability of pre-1919 houses so that they can make informed decisions regarding the application of the regulations on historic buildings	1-3 years
6a.5 The council should provide free written or oral advice on home maintenance as leaflets, web pages or DVDs covering everyday maintenance, energy efficiency in older buildings, windows, doors, roofing, domestic chimneys and flues, damp, cast iron rainwater goods, painting and repointing.	1-5 years
6a.6 Create a traditional skills web site, possibly in partnership with Durham County Council and Tees Valley for home owners to source the skills necessary to properly maintain their historic buildings	1-5 years
6a.7 The council should apply for Townscape Heritage Initiative Funding for all conservation areas (once Parkgate and any others have been designated)	1-5 years
6b The council should formally create a conservation area based on Parkgate and possibly include the east side of Hargreave Terrace. A conservation area appraisal and management plan will then be required in consultation with the residents	1-5 years
c) The council should create a conservation area based on Victoria Road, to be followed by a conservation area appraisals and management plan	1-7 years
d) The town centre conservation area should be extended to include Victoria Road west of South Arden Street (and possibly with a little less justification land east of South Arden Street).	

e) The Victoria Embankment conservation area could be extended to include South Terrace	
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Issue 7. Reuse of historic building stock

The consultation process has highlighted people's desire to see historic buildings reused rather than demolished. This is in line with government policy which is quoted below in full from the Planning Practice Guide which accompanies Planning Policy Statement 5 on the Historic Environment (Para 22):

'By taking a narrow and rigid view of what makes a building or development sustainable, opportunities may well be missed to adapt and enhance what is already there. In considering development proposals, local authorities will find it useful to take into account the embodied energy within existing buildings and the whole-life costs of any new scheme or proposed alterations. The creative adaptation of heritage assets can dramatically reduce the whole-life energy costs and waste impacts that would result from demolition and replacement, even where the proposed development would in itself be of an acceptable standard in terms of energy performance. The adaptation of heritage assets need not be more expensive or difficult than replacement. It is quite possible that the recycling of existing buildings at a site may cut the overall financial cost of development and even save time.'

Throughout the TCF there are gaps where demolition of historic properties has taken place but nothing of value has yet been constructed in its place. Some have planning permission and await a better economic climate, but others have no permissions at all. Such gaps create a townscape reminiscent of post war Britain. They encourage anti-social behaviour such as fly-tipping and so they are surrounded by security fencing which is all too predominant in the TCF. There is also a risk that buildings are deliberately allowed to decay so that planning permission might be more easily obtained for their demolition. This is contrary to government policy which reads:

'Where there is evidence of deliberate neglect or of damage to a heritage asset in the hope of obtaining consent, the resultant deteriorated state of the heritage asset should not be a factor taken into account in any decision'

HE7.6 of Planning Policy Statement 5 on the Historic Environment

Empty buildings add to the air of neglect, but the consultation process has also raised that empty buildings and wasteland are used for alcohol and drug abuse, but have the potential to provide facilities and houses which reduce the 'dark corners' of the area and create much needed facilities for younger people (see issue HE11). There are also houses which have been condemned because of their poor condition and are now awaiting demolition. However it is not clear why the properties were allowed to fall into such a state of neglect over such a long time, that demolition was the only practical outcome. In the meantime streets such as Borough Road are blighted by the regular appearance of houses with boarded up windows.

The Weir Street area and the lanes which lead off it has a number of under-used or empty buildings which are worth cherishing and which can lead the way in terms of use and design for the future. For the most part these are early 20th century buildings of red brick, often with below the eaves detailing. They represent a variety of uses (or no use), but could be adapted to other uses, in particular residential use, small scale offices, craft, art and independent shops, small workshops, bars and cafes – all activities suggested in the consultation process. 'Viable uses will fund future maintenance' (DCLG 2010, PPG for PPS5 Para 89)



Plate 20. Existing housing stock is becoming run down and warehouses await conversion around Weir Street and Garden Street

The river bank is not best served by large scale development such as that which

appears alongside St Cuthbert's Way and many of these businesses such as carpet and furniture showrooms have now moved out of the area. This is an opportunity to reinvent the character of the area and find a more appropriate use for a riverbank area close to the town centre. The regeneration of the Weir Street area should concentrate on the conversion of existing building stock into housing or mixed use development, retain or create new scoria block pathways and riverside walkways or views, create physical and visual links with the town centre, reuse old boundaries and pathways (the Weavers Yards) and the gradual demolition of large unattractive buildings such as Philips in the middle of the area that once consisted of Pease's gardens.

Positive signs of change have already taken place, but there has been insufficient encouragement from the Borough Council planning department to build on these successes. The conversion of the Skerne Printing Works and Hanratty's scarp yard into quality studio apartments has retained the qualities of the buildings constructed in 1900 and reintroduced residential uses which places caring residents into an area otherwise neglected. The conversion of a warehouse into an apartment along Weir Street won national awards including Winner of the Best Conversion in Build It magazine in 2004, and a short list for the Daily Telegraphs Home Building and Renovation magazine in 2003. It has featured in several magazines and in TV's Location, Location, Location (N. Massie pers comm. 12.7.10).

It is important that even TCF areas designated as being of commercial or employment use in strategic development plans, that this use is mixed with residential development. The residential development brings in greater capacity for profit which funds conversions and also places people in the town centre fringe after opening hours where they police the area and ensure that it does not fall victim to anti-social behaviour after hours.

Then and Now...



Plate 21. The Skerne Printing Works derelict and partially used as a scrap yard in 1992



Plate 22. The Skerne Printing Works redeveloped as housing by 2010 and a source of inspiration for future conversions of historic buildings in the area

Empty properties also exist above shops on Northgate and some attempt has been made in the recent Historic Environment Scheme to bring these spaces above the shop into active use. The current Urban Capacity Study tends to see these as difficult places to house people because of the practical

problems of storing wheelie bins. However we cannot allow the recent use of wheelie bins to condemn buildings which have existed for over a hundred years and it is clear that most urban areas have managed to cope with flats over shops and waste collection.

Reuse of historic buildings stock – HE7 Management Recommendations

With so many empty historic properties the message from the public consultation was clear. That no new housing estates should be developed until existing historic building stock is used and brown field sites have been filled with appropriate high density development in keeping with the historic character of the town centre fringe.

a) In order to prevent further decline of historic character, no planning permission or conservation area consent should be granted for the demolition of any property in the TCF unless it is accompanied by a full planning application for its replacement, or where health and safety issues over-ride all other considerations.

b) There should be a presumption against the demolition of any pre 1919 buildings because of the positive contribution they make towards the distinctive character of the TCF.

c) The planning policy in the local development framework should actively encourage the reuse of historic buildings, although a statement of significance should be carried out first by the developer identifying those features which should be retained in any conversion or recorded during construction works.

d) Areas preparing for redevelopment should have a design brief prepared (many already have them) and developers should submit a design statement with their proposals to include the following:

- Explain the design principles and design concept.
- Explain how the design relates to its wider context (through a full context appraisal where appropriate).

- The written design statement should be illustrated, as appropriate, by:
- Plans and elevations.
- Photographs of the site and its surroundings.
- Other illustrations, such as perspectives.
- Other supporting material
- For example, retail, environmental or transport assessments.

There should also be a presumption in favour of mixed use development so that there is a residential component in all areas and no places are vacated entirely outside office hours.

e) There should be a presumption against the covering over or removal of scoria block paving, but where this does happen, the blocks should be retained in a depot by the council and used for repair or the reconstruction of new lanes.

f) Some areas are crying out for redevelopment and being relatively close to the town centre offer superb facilities within walking distance. In particular the 'Left Bank' of the Skerne offers an exciting quarter with a good mix of old buildings and empty spaces for innovative new design that could create an exciting mixed use area. The east side of Valley Street has a different character based around light industry and car sales, however it is an area of change and also offers mixed use opportunities, such as small scale craft industries that complement the needs for heritage skills, a more attractive link with housing in East Mount and Haughton College and better riverside access.

g) The level of decline around Borough Road is also considerable, and the terraced house format here and possibly along Pensbury Street, could inspire a 21st century equivalent of the terraced house or a remodelling of existing housing stock, along the lines of the innovative schemes in Salford by Urban Splash.



Plate 23. Redesigned terraced houses in Salford by Urban Splash keep the terraced house format, but remodels the layout and use of the back lanes to better reflect the needs of modern society – similar schemes could be devised for some of the more run down areas of terraced housing around parts of Borough Road and Pensbury Street

h) The Council also need to exert their repair and compulsory powers more quickly before buildings can only be demolished, or a poorer design solution is forced upon the council.

Vast areas of open wasteland between John's Street and the Skerne Bridge are also creating a negative contribution to townscape, but have the potential to create a safer more attractive setting to the scheduled Skerne Bridge. It is also of some archaeological potential as some early works associated with the railway may have been located here.

Development opportunities may arise on the site of the Cattle Market on Park Road in the future. This will take the form of new development, presumably residential, but there is also scope to retain the round auction mart building and incorporate it into the development.

Summary management recommendations HE7: Reuse of historic buildings stock (new Policy is shaded)	Timetable
a) No new large scale development should take place outside the town until existing historic buildings are used and brownfield sites are developed within the TCF	
b) No demolition of properties should be agreed without a full planning application showing what will replace it	
c) There should be a presumption against planning permission for the demolition of any property built before 1919	
d) The local development framework should actively encourage the reuse of historic buildings and the need for a Statement of Significance to guide conversions.	

The council should favour mixed use development so that there is a residential element to all areas providing the necessary profits in redevelopment and ensuring that the area does not empty outside office hours	
e) The Council also need to exert their repair and compulsory powers quickly before decline in buildings is too advanced	immediate
f) Design briefs should be prepared for the following TCF areas (where they have not already been carried out): 'Left Bank' of the Skerne between Russell Street and John Street Borough Road Waste ground in front of Skerne Bridge Land between Valley Street and East Mount up to Haughton College Cattle Market	Immediate Immediate TBC 1-5 years TBC

Issue HE 8. The design of modern buildings and new development

Development within the TCF from the mid 20th century detracted from the historic environment and was responsible for some particularly unattractive buildings which have now been identified as negative features within the townscape. This has left many residents short on confidence in new build. There is ample guidance on new build within historic areas published by English Heritage and CABI and potential developers need to be encouraged towards such publications if we are not to repeat the mistakes of the 20th century.⁵ The conservation of the historic environment does not need to stifle modern development but should inform it.

Management Recommendation HE8 the design of modern buildings and new development

Much of the building stock which is pre 1919 is of a high standard with attention to detail creating interesting facades. It is high density development based on grid patterns and is predominantly of red brick. New development needs to conform to some principles if it is to fit in with, or enhance, the existing historic character of the TCF and in that respect, it is expected that much of it will be street fronted and high density. However the influence of past design does not mean that new build should create poor pastiches. New development needs to consider the existing street pattern and how the new

⁵ Building in Context: new Development in Historic Areas (2001); Guidance on Tall Buildings (2007) and the Building in Context Toolkit (2006)

development will work with this. New build does not have to use traditional building materials, but it does need to consider whether the materials used will compare or contrast with existing materials in the wider area. New build does not have to be two storeys; it can be higher, but how will that affect views of skyline features and will it contribute towards an interesting skyline, or obscure views of significant features? In essence new build needs to be of a high quality and show thoughtfulness in design and meet its needs and uses in an elegant way. The Building in Context Toolkit can help with this process.⁶

This approach was supported in the consultation process with suggestions such as 'no more new build unless it's exciting and really innovative in design (e.g. like the Sage in Gateshead)'

a) Developers should be discouraged from creating pastiches of old build, but instead use historic buildings to inform exciting new designs of high quality. Developers will be expected to outline how their build will fit into the historic environment in their design statement which must accompany their planning application.	immediate
b) Where a development does not conform to council prepared design briefs, the developer will be encouraged to discuss their designs with the conservation officer at an early stage in the application process	immediate

Issue HE 9. Protecting historic buildings

A message often repeated in the consultation process was the need to protect historic buildings, although there was less agreement about how to do this, varying from converting them and reusing them so that their viability will fund their upkeep, to the preparation of a local list. The government is encouraging local authorities to prepare local lists, but there are also a number of buildings in the TCF which are worthy of listing, namely the Railway Tavern on Northgate and 1-5 Victoria Road.

'In addition to national and statutory designations, local authorities may

⁶ Available from http://www.building-in-context.org/_documents/sheets.pdf [accessed 27.5.10]

formally identify heritage assets that are important to the area, for example through local listing as part of the plan-making process... Though lacking the statutory protection of other designations, formal identification by the local authority through these processes is material in planning decisions.'

(PPG for PPS5 Para 15)

What is a local list?

This is a list of buildings, structures, parks and gardens (including cemeteries and open spaces) that have special local architectural or historic interest and which local communities feel are an important part of their local heritage. They are different from, and do not include, legally protected Listed Buildings and Registered Parks and Gardens, which are already recognised as being of importance and have protection. Buildings and parks on the Local List may not be as important as those on the national list, but they are special to the town centre fringe

Why have a Local List?

The Conservation Management Plan has identified a number of buildings and types of buildings which are distinctive and deserve care and attention for their contribution to the unique qualities of the area. These include buildings reflecting the area's industrial heritage in the birth of the railways and the growth of the town as well as the social legacy seen in institutes, chapels, memorials and housing, and the little things often overlooked until they have gone such as old fashioned street signs and railings.

What does being on the Local List Mean?

Unlike Listed Buildings or Registered Parks and Gardens, being included on the Local List will not provide any additional planning controls or costs to owners. It will however recognise the importance of any identified buildings and value to local communities and encourage future care and consideration. It can be a material consideration in the planning process if it is adopted by the Borough Council.

Management Recommendation HE 9. Protecting historic buildings.

The Local List

A recommended local list was put out for community consultation and this now forms appendix F. No additional buildings were added by consultees, although some were not convinced by the proposed inclusion of the Nissen Huts on Borough Road nor the shop at 112 High Northgate which they thought was ugly. The shop does have an unattractive appearance because of the shutters, but it may be that these very shutters are also the reason that the shop front has survived. The storage of white goods outside the shop also hides the attractive windows. Nissan Huts are perhaps not the most beautiful historic buildings but they are increasingly rare and for that reason were included.

Other buildings on the list vary in condition. Some are fine buildings marred by poor quality shop fronts; others offer a terminus to views which make a positive contribution to the townscape. The inclusion on the list does not mean that they are in excellent condition, but that they are of particular value.

Terraced houses which retain their traditional features

The Statement of Significance would suggest that all pre 1919 buildings make a positive contribution to the townscape and historic character and so should also be protected. Indeed there is a case for including at least those terraces which still retain their traditional sash windows and doors, however the inclusion of every example from every street in a local list is beyond the remit of this report and could be carried out at a later date.

It is therefore recommended that each example of a terraced house which retains its traditional sash windows and doors be added to the local list and that the local list be adopted and becomes a material consideration in the planning process.

Identifying significance

Historic buildings and places, whether listed or not, are best protected by understanding what is significant about them before making decisions regarding their future use and management. This is recognised in Planning Policy Statement 5 on the Historic Environment which requires local authorities to base their planning decisions on significance. A key tool in doing this successfully is to ensure that heritage assets each have a Statement of Significance. This need not be long and complex, but does need to lay out what is significant about an asset (it might be its townscape value, position within a view, traditional railings, ornate plasterwork, staircase etc) and then seek to incorporate those elements in any development proposal. The level of detail of a Statement of Significance will depend on the asset's importance. For example a listed building will require a more detailed Statement than an unlisted dwelling. The Borough Council should therefore ensure that it has a Statement of Significance for each asset in its ownership, and that planning applications or listed building consent applications include a Statement of Significance as part of the application procedure. It is important that these are provided pre-determination as they are key in ensuring that informed decisions are made. If they are required as part of a planning condition, the information they may flag up will be too late to inform the process.

The process of creating a general Statement of Significance for this Conservation Management Plan has suggested that the Railway Tavern on Northgate and 1-5 Victoria Road are worthy of listing.

Summary Management Recommendations HE9 – the protection of historic buildings	Timetable
a) Include terrace houses with traditional windows and doors in the local list	1-2 years
b) Have the local list adopted as a material consideration in the planning process	1-2 years
c) The Borough Council should ensure that they have a Statement of Significance for each heritage asset in their care	1-7 years
d) Each planning application or listed building consent application should be accompanied by a Statement of Significance	ongoing
e) Submit the Railway Tavern and 1-5 Victoria Road for	

Issue HE 10. The railway heritage – an under appreciated heritage asset

One of the loudest and strongest outcomes of the Conservation Management Plan is the international importance of the railway heritage and its apparent neglect by the council, owners and the tourist industry. Where other towns struggle to find something unique that will draw visitors to the area, Darlington has the sort of unique selling point that could draw visitors in from around the world. With the notable and proud exception of the Head of Steam Museum, the condition of the buildings and spaces associated with the railway heritage and its lack of care in the planning process is shocking. To selectively recap on the TCF's importance to the railway heritage:

- The Skerne Bridge is the oldest surviving railway bridge still in use in the world and was designed by the world's first railway architect
- The Railway Tavern is the oldest railway associated pub in the world
- 138-148 Northgate is where Pease and Stephenson discussed and agreed to use locomotives instead of horse power and iron rails instead of tram lines (shortly before Stephenson and his friend Nicholas Wood, the colliery manager from Killingworth, put on clean shoes at the Bulmer Stone) and in doing so changed the face of the world;
- The remains of the world's first railway station stand unprotected just off High Northgate
- The use of the Hopetown carriage works by railway preservation trusts is the oldest such association in the world;
- The Hopetown carriage works are the oldest purpose built railway carriage manufactory to survive in the British Isles, and perhaps the second oldest in the world;

- The Goods Agent's Office on McNay Street is one of a very few from the early years of the railway age;
- The Goods Station was probably the first in the world to be built with the single-level arrangement that became, and remained, the norm for railway goods handling until the move to containers in the 20th century;
- The North Road Station (Head of Steam Museum) is probably the most intact station building of its kind from the early days of the railway
- The lime cells represent a once common but now rare building type associated with the growth of Darlington post railway;
- The viaduct was built in 1856 for the Stockton and Darlington Railway and is a listed building and of national importance
- The engine shed on Haughton Road was built c.1841 and is the oldest engine shed in the country;
- The listed Bank Top railway station is largely unaltered since its construction and was designed, along with the North Eastern Hotel, to create a positive first impression to visitors coming to the place where railways were born.
- The importance of the railway heritage can also be discerned in street names and in artistic views.
-

"The railway heritage is seminal to the rebranding of the town"

Richard Wimbury, Friends of the Head of Steam Railway Museum.

Management Recommendations HE 10. The Railway Heritage – an under appreciated asset

The consultation event drew opinions from railway enthusiasts from as far afield as San Francisco and Toronto and the overwhelming view was that people would cross continents to see this heritage but that it was currently in a shabby state and is a source of some embarrassment. In addition to improving the physical appearance of the structures such as the carriage

works and Pease's house, there were demands for the setting of the Skerne Bridge to be improved, and for railway walks to be created along parts of the S&DR route and around the TCF where railway heritage can be seen. Recommendations which have arisen from the Statement of Significance and the community consultation are as follows:

a) The tourism potential of the town needs to be realised in the local development framework and the railway heritage recognised in the AAP and Accommodation Growth DPD as part of the Vibrant Cultural and Tourism Offer.

'Stop thinking England and start thinking the world!'

Sally Taylor, San Francisco

b) Create a railway heritage walk through the town linking the museum, carriage works, lime cells, McNay Street, the remains of the first station, Skerne bridge, the Railway Tavern, Pease's House and the Bulmer Stone;

c) Work with Durham County Council to link the local rail walk with the proposed South West Durham Heritage Corridor which in due course may include circular walks which take in Gaunless, Brusselton, Etherley and the National Rail Museum at Shildon, which all had a role to play in the opening of the S&DR. This then works towards Darlington being part of a regional railway tourism offer.

d) the consultation process flagged up that people were interested in walks along the S&DR route (where it is safe to do so) and parts of this could be opened up gradually as resources and safety permit;

e) Work with East Coast trains to create a welcoming display or sign in Bank Top Station which proclaims Darlington as the birth of the railways;

- f) East Coast mainline to consider the longer term removal of ticket barriers at Bank Top which prevent people visiting who are not travelling;

"There are huge long-term benefits to preserving these abandoned railway lines to become hiking/biking trails. Communities along the way eventually discover there is an influx of new customers for local businesses such as b&b's, restaurants, pubs, bike shops, etc. SDR has an exceptional attraction as the first passenger railway in the world and this will give area tourism a huge marketing advantage in world marketing, especially with railfans. Our country has virtually exploded with new rail trails and corporations as well as local, provincial and federal governments have all responded favourably to funding requests (a bit of a slowdown during this recession, but it will pick as the it recedes). All provinces now have rail trails and there are links to the Trans Canada Trail (TCT) which is one of the longest hiking/biking trail in the world. Quebec is one of the leaders in establishing rail trails with over 4,000 km of trails throughout the province. One of the major ones is the ex-CPR rail trail which runs from Mont-Laurier in the Laurentians to St-Jerome, just north of Montreal for a distance of 180 km. The top half of the trail is stone-dust surface and the bottom half is paved."

Iain McNab, Toronto, Canada

g) Nominate Darlington's town centre fringe and additional outlying buildings for World Heritage Site Status, initially by inclusion on the Tentative List. This should be based on Darlington's role in changing the face of the world through the establishment of a rail network – the town where the railways were born. The relevant criteria for nomination are as follows, with those in bold considered to be most pertinent to Darlington. At least **one** of these criteria must be met (Darlington meets three):

- i. **to represent a masterpiece of human creative genius;**
- ii. to exhibit an important interchange of human values, over a span of time or within a cultural area of the world, on developments in

- architecture or technology, monumental arts, town-planning or landscape design;
- iii. to bear a unique or at least exceptional testimony to a cultural tradition or to a civilization which is living or which has disappeared;
 - iv. **to be an outstanding example of a type of building, architectural or technological ensemble or landscape which illustrates (a) significant stage(s) in human history;**
 - v. **to be an outstanding example of a traditional human settlement, land-use, or sea-use which is representative of a culture (or cultures), or human interaction with the environment especially when it has become vulnerable under the impact of irreversible change;**
 - vi. to be directly or tangibly associated with events or living traditions, with ideas, or with beliefs, with artistic and literary works of outstanding universal significance. (The Committee considers that this criterion should preferably be used in conjunction with other criteria);

The protection, management, authenticity and integrity of properties are also important considerations. It is therefore important that the process of bringing the railway heritage of the area into better management starts immediately so that the process of nomination is seen as part of a long term strategy of appreciating and cherishing the town's internationally important heritage assets.

There is now some urgency to this recommendation. Manchester has submitted a bid for World Heritage Site Status on the basis of being the Birthplace of the Railway Age. Darlington and some of the surrounding areas such as Shildon and Stockton must have a greater claim to this title than Manchester, but the lack of progress in this area could result in a missed opportunity. The Department of Culture Media and Sport need to take a more pro-active role in ensuring that multiple claims do not arise from different towns all claiming to be the birthplace of the railway – some co-ordination is required.

'People worldwide would be interested in what this town has to offer. Railway heritage is our unique selling point. No-one will come to Darlington to see a new department store or a revamped town centre, but they will come from thousands of miles to see our railway heritage.'

Richard Wimbury, Friends of the Head of Steam Railway Museum

h) The scheduling for the S&DR is confusing and inconsistent. It should be revisited by English Heritage and should consider the remnant remains of the first railway station and additional lengths of rail track. The Railway Tavern should be listed.

i) The carriage works are in poor condition and give the wider area a neglected feel. There is no indication of their international importance from the outside. If the council cannot afford to look after their own listed buildings it is difficult for them to enforce listed building regulations on private owners. Funding has to be found to carry out works to this building. It can be difficult for local authorities to obtain HLF support for maintenance, but the local rail preservation trusts with the Friends of the Head of Steam and the support of the Council, may be able to attract funding, especially if it was part of a larger package covering the railway heritage. This would require all the separate groups to work together for the greater good. If they are unable to do this, then the condition of the buildings will in due course prevent their use. This could also be a target for THI funding (see HE 6.7)

j) The Engine Shed on Haughton Road is close to Haughton College. It is derelict but its open spaces, high ceiling, good distance from housing and easy access to a main road mean that it is adaptable for possible new uses. The consultation process flagged up a number of possible uses for this building:

- Haughton College might like to acquire it and use it for student parties, discos etc;
- It would make a good centre for extreme sports such as rock climbing for beginners, ice skating, racket sports

- It is sufficiently adaptable to do all of the above

Funding to help with such a conversion could perhaps come from Sport England and the HLF with additional support from local charities such as Northern Rock. The building is listed and would require careful design and consent.

k) The Head of Steam Museum has recently been refurbished and is looking fresh, bright and exciting. Having only recently had an investment of funds, it is not likely to be a high priority for the council for additional capital works, but there are a few areas which need to be considered longer term. Much of the site is simply under-used and brings in little income. The Goods Station is not accessible to the public without special arrangements and it sits within a large yard which is not accessible and is surrounded by security fencing. There is no access to the café without paying the entrance fee to the museum, but it surely has more chance of success if people can use the café on its own? As a comparison, last year the Bowes Museum in Barnard Castle which allows café use without paying museum access, had 15,000 non paying visitors to the café (as compared to 90,000 visitors who had paid for museum entry) with an average spend of £4.50 per head, however no figures have been collated to show how many people translated this into a later museum visit. Anecdotally, staff at the museum know that people do hear about the café and come, and then decide to convert to paying visitors.⁷

Longer term plans should be devised to make at least the exterior of the Goods Station accessible to museum visitors (this does not preclude the current railway preservation group from using it, although other uses could be considered) and the removal of the security fencing between the museum and the goods station. This could also be a target for THI funding (see HE 6.7)

⁷ Matt Leng, Head of Business & Operations, Bowes Museum pers comm

l) North Road station also needs improved landscaping and better visual links with the museum so that it better reflects the importance of the site. This might include at least, the replacement of the security fencing with iron rails more in keeping with the Victorian architecture and the provision of a new platform shelter which is designed to celebrate the town where railways were born. If the rooms are reorganised in the museum to allow café access without museum access, then a lockable gate between the museum and North Road station would allow passengers direct access to the museum or café having arrived by train and provide a refreshments facility for rail users. This would be a key attraction for visitors to the area especially given that this train service links Bishop Auckland and Shildon to Darlington, all of which have important rail attractions. This could also be a target for THI funding (see HE 6.7) and could link in with projects being developed by Durham County Council along the South West Durham Heritage Corridor and Heritage Lottery Funding.

m) Identify a suitable gateway site at one end of Northgate (either near North Road Station, possibly the junction with Albert Road or near Pease's House) which signals the start of the railway heritage area. This should proclaim visually in some way, the start of an area of international importance. Ideas to consider range from the traditional – a bronze statue of Edward Pease, for example (he himself was not keen on this idea however), or a sculpture based on the chimney of locomotion with its distinctive shape, or turn the glass office block next to the former technical college on Northgate from a negative to a positive asset by adding a tint to the windows creating a glass engraving of locomotion across one elevation.

n) With the owner's permission and any necessary consents, add a small ceramic plaque possibly modelled on the original S&DR plaque to each building associated with the early days of the railway. This will complement any walk routes that are devised in the meantime and gradually instill a sense of pride in the heritage of the town. Such plaques could be designed by

elements of the local community and funds are available to do this as part of a wider heritage awareness project eligible for HLF support.

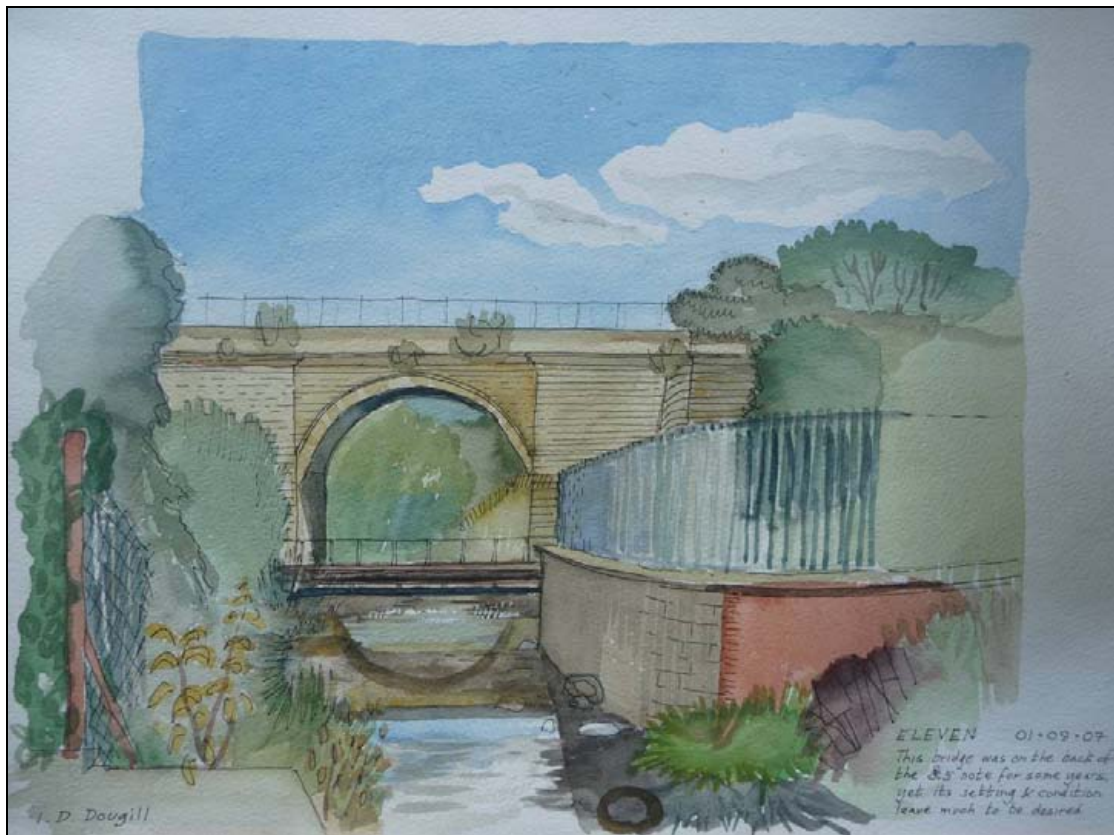


Plate 24. Watercolour of Skerne Bridge by local resident Ian Dougill. The caption reads 'This bridge was on the back of the £5 note for some years, yet its setting & condition leave much to be desired'.

o) The setting of Skerne Bridge is in very poor condition and access restricted. The Borough Council have recently opened up an existing footpath on its north side, but it currently peters out in rather threatening wasteland. This wasteland affords a link to Northgate along a permissive path, which in turn links to the museum and other S&DR buildings. There is also potential to link the path down the side of Magnet so that it can create a link towards the town centre and Edward Pease's house and the river. The creation of such footpaths and the pulling down of security fencing and razor wires will do much to enhance the setting of the bridge. The bridge is also encumbered with a number of gas pipes – longer term, the gas board should seek to find an alternative way of crossing the Skerne that does not deface the monument. As part of establishing new footpath links across the TCF, a study of desire

lines created by the presence of students at the new Haughton Road campus wanting to reach the town centre, might suggest additional routes which could also take in railway related features. 'This is a new and frequent movement of people which almost certainly needs consideration beyond the provision of the new [proposed] bridge.' (I. Dougill pers comm. 12.7.10)

p) 2025 will mark the 200th anniversary of the opening of the S&DR. This is a target date for considerable achievement in the TCF. By this date the appreciation of the railway heritage should be transformed and Darlington will be ready to welcome visitors from around the world and have a year of festivals, parties and conferences to celebrate the bicentenary. It will create considerable economic input into the area and opportunities for local businesses.

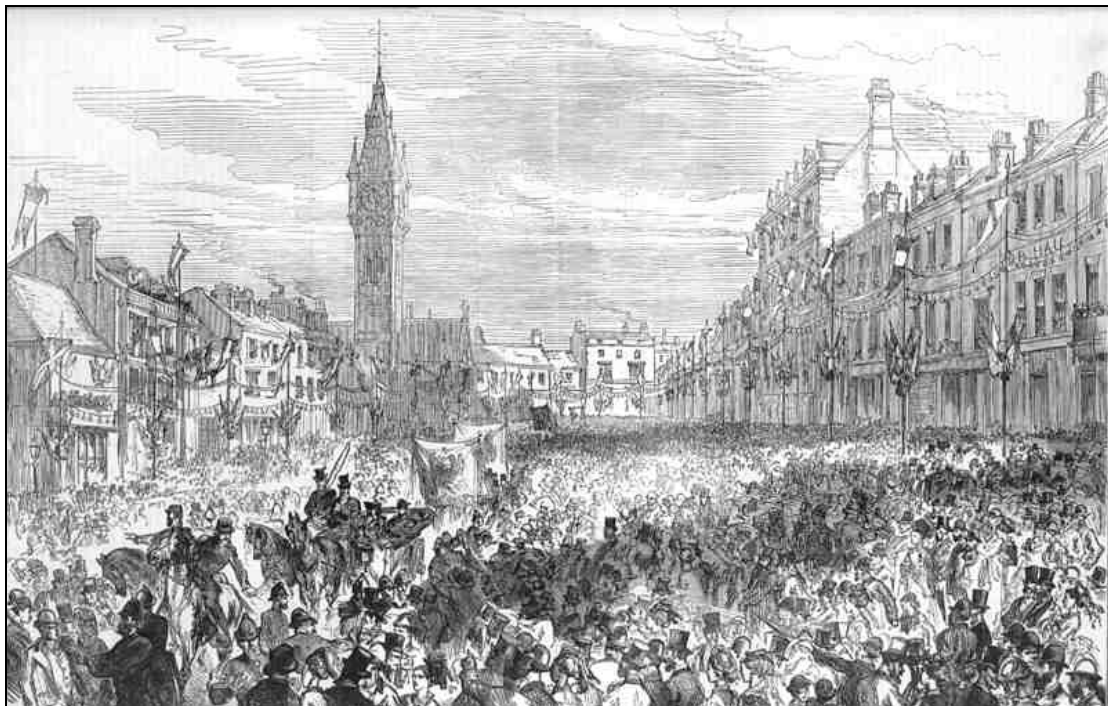


Plate 25. Celebrating the railway heritage in 1875 –can we prepare for the same in 2025?

The railway heritage – HE10 Management Recommendations	Timetable
a) The tourism potential of the railway heritage needs to be realised in the local development framework and TCF AAP	immediate
b) Create a heritage walk through the TCF (see also 10.3, 10.4, 10.14 and 10.15)	1-5 years
c) Work with DCC to link any rail walks with the TCF S&DR area	by 2025
d) Open up stretches of the original S&DR route as recreational trails	by 2025
e) Create welcoming display at Bank Top station – the towns where trains were born	by 2025
f) Seek the removal of ticket barriers at Bank Top or the return of free platform passes for visitors	1-5 years
g) Nominate Darlington's Town Centre Fringe and additional outlying buildings for World Heritage Site Status, initially by inclusion on the Tentative List. There is some increasing urgency to this as other towns seek the title of the 'birth of the railways'	1-10 years (WHS status by 2025)
h) Conduct a review of scheduling of the S&DR line and associated features in Co. Durham	1-5 years
i) The railway preservation groups, the Friends of the Head of Steam and the Borough Council to work together to seek HLF support in finding sustainable uses and conservation works at the carriage works and goods station. This may be better achieved as part of implementing HE 10.7 and HE 10.10	1-3 years
j) Actively seek partners such as Haughton College to take over Engine Shed no.2 to be used for recreational purposes for college students or for sports facilities.	1-3 years
k) Explore ways of making the Goods Station part of the museum experience (this may be achieved through HE10.9 above), the removal of security fencing from between the museum and the goods station and permitting access to the café without paying an entrance fee.	by 2025
l) North Road station requires better landscaping and design to reflect its importance. It should aim to remove the security fencing between the museum and the station and replace with gated iron railings which better reflect Victorian styles and where the gate can be unlocked for targeted train services. A new platform shelter could better reflect the heritage of the site.	by 2025
m) One end of Northgate would benefit from some sort of gateway feature to mark the start of the railway heritage area	by 2025
n) Attach small S&DR type plaques to buildings marking them as railway heritage features	1-5 years
o) Improve the setting of Skerne bridge and access to it preferably as part of a heritage trail and riverside walk – instigate a study of desire lines from Haughton Road college to town centre in order to inform location of additional footpaths	1-5 years
p) Aim to have the railway heritage in a much improved more accessible condition by 2025 and prepare to celebrate	by 2025

Issue HE 11. Lack of (inexpensive) facilities for younger people

This was raised as part of the community consultation event. The area does have a cinema, the museum a gym and a boxing academy and easy access to the town centre, however young people often just need somewhere to hang out or kick a ball. North Lodge Park (just outside the study area) fulfils this function during the day, but at night they move towards better lit areas such as car parks (a recent bid for £7,000 to pay for night time lighting in the park failed). Once in the car parks, the noise of children tends to annoy the residents. Borough Road has an excellent conversion of an old Victorian School which is now the Forum where younger people can meet, drink, socialise and rehearse to be rock stars.



Plate 26. The Brunswick Board School of 1881 is now the Forum - a place for young people to hang out and conduct band practice. While not advocating breeze blocks as a suitable means of blocking windows, this is a good example of an historic buildings being adapted to meet modern needs

It was also raised in the consultation that young people and adults would like access to sports facilities cheaper than Bannatynes and wider ranging than that offered by the Dolphin Centre. Some empty buildings near Weir Street are being unofficially used as a boxing academy for children, but there are no facilities, consequently children are to be found using the surrounding area as a toilet. Another former warehouse next to the river is being used as a gym, but the building is in poor condition and planning permission was recently refused to convert it into housing. Anecdotal evidence presented at the consultation event would suggest that there is a demand for sports related facilities for children in the area.

Lack of (inexpensive) facilities for younger people HE 11. Management Recommendations

This issue can be resolved by finding alternative uses for Engine Shed no.2 off Haughton Road and by encouraging applications for conversions of buildings around Weir Street for sports facilities and housing (see HE 10.10).

Facilities for younger people – HE11. Summary Management Recommendations	Timetable
See HE 10.10 and HE 7	

Issue HE 12. Local production of materials

In the past Darlington has made its own bricks for building, gathered its own reeds for thatching, was a centre of woollen manufacture, and made its own tiles for roofing. Before an area of town was developed, it was first emptied of any resource, so clay pits were excavated, the clay removed to make bricks and the area subsequently developed for housing. In the 19th and first half of the 20th century, Darlington provided the world with trains and carriages. The blue marbled bricks of the back lanes and streets was manufactured from a local waste product with its offices in Darlington. In the 1930s if you bought a new fashionable set of metal windows in the UK, they probably came from Darlington.

Management Recommendations HE 12 Local production of materials

Realistically manufacturing is not going to return to Darlington to any greater extent, and like much of Britain, the economy will be based on services and tourism. However the consultation event flagged up that the town centre fringe is an ideal place, not for large industry, but for smaller scale light industry that can sit cheek by jowl with housing. In particular people are hoping that it can be a place of culture, crafts and arts and also a place for green technology. In addition suggestions have been made to incorporate the use of the Engine Shed No.2 by students at Haughton College into a course on engineering to help restore the lost skills once so prevalent in this railway town. Further it was suggested that Darlington could run apprenticeships into the restoration of steam engines and railways which is needed to maintain historical railway

lines (J. Kirkland pers comm. 5.7.10). They hope that the expansion of the University of Teesside into Darlington might generate more science based or green industries or research establishments into the town and this might mean the gradual creation of some small enterprises which could be housed in older buildings, or innovative new buildings in the TCF. Is it possible with the expansion of research facilities that Darlington might lead the way in new forms of travel, or making older homes more energy efficient without a loss of character.

Summary Management Recommendations HE 12 Local production of materials	Timetable
a) Encourage through strategic planning the housing of small scale science or green based TCF	Immediate policy creation- implementation opportunity driven

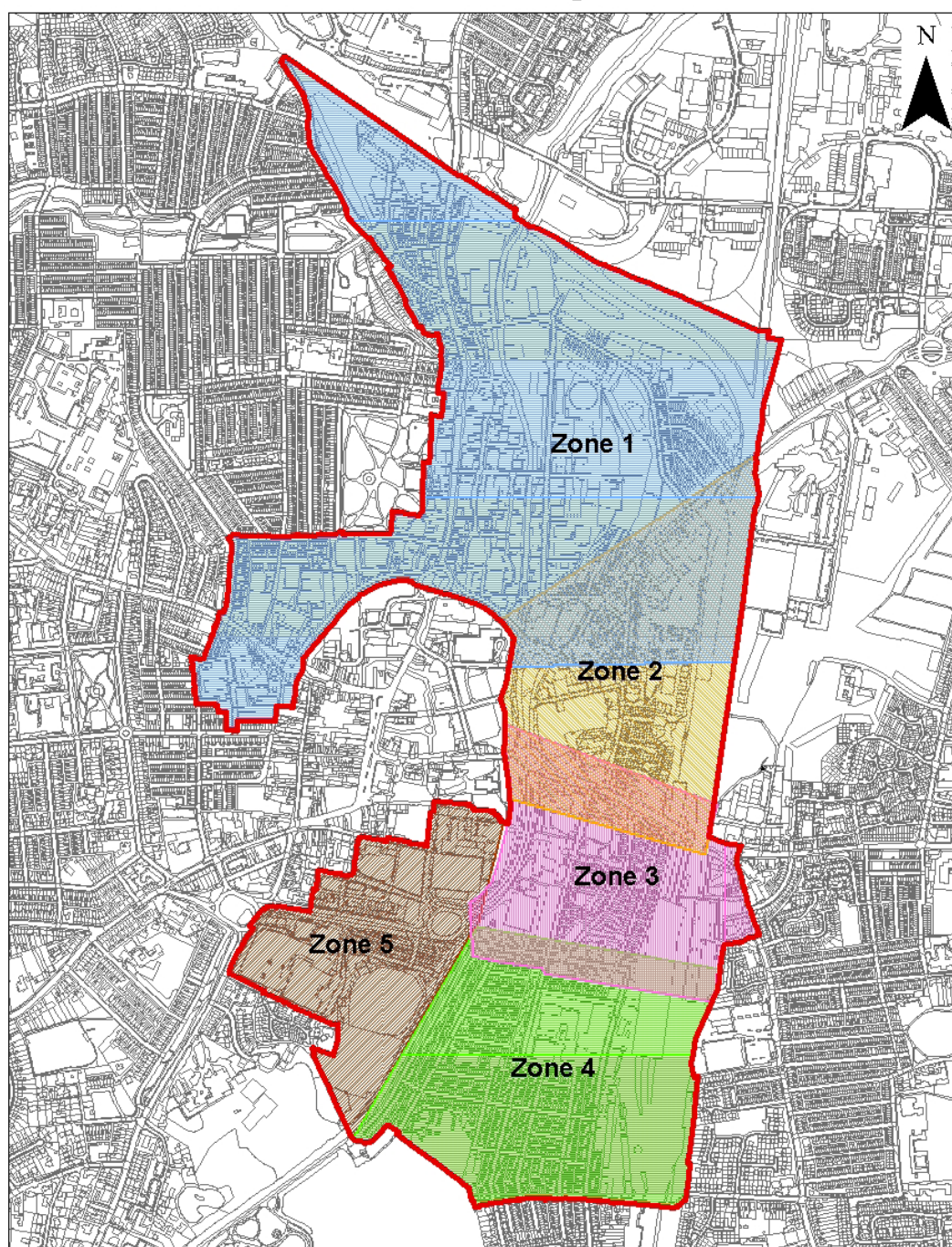


The Character Areas

As part of the wider town centre fringe consultation process, the area has been divided into smaller zones; these zones are depicted on figure 4 and in themselves have no particular meaning. In some instances, the significance of a particular area within a zone or its local character is sufficiently different for it to be a character area within a zone and in these instances the management of that character area may be different to the rest of the zone. Such character areas have been defined on the basis of the character mainly of the built form, but also contemporary land use and open spaces.

Thus far, management recommendations have covered the whole town centre fringe area, but the approach to long term management will vary between areas of different character. Therefore a brief exploration of the significance of each character area follows along with management recommendations.

Town Centre Fringe Zones



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Figure 5. The Town Centre Fringe split into management zones. Where appropriate these have been further divided into character areas.

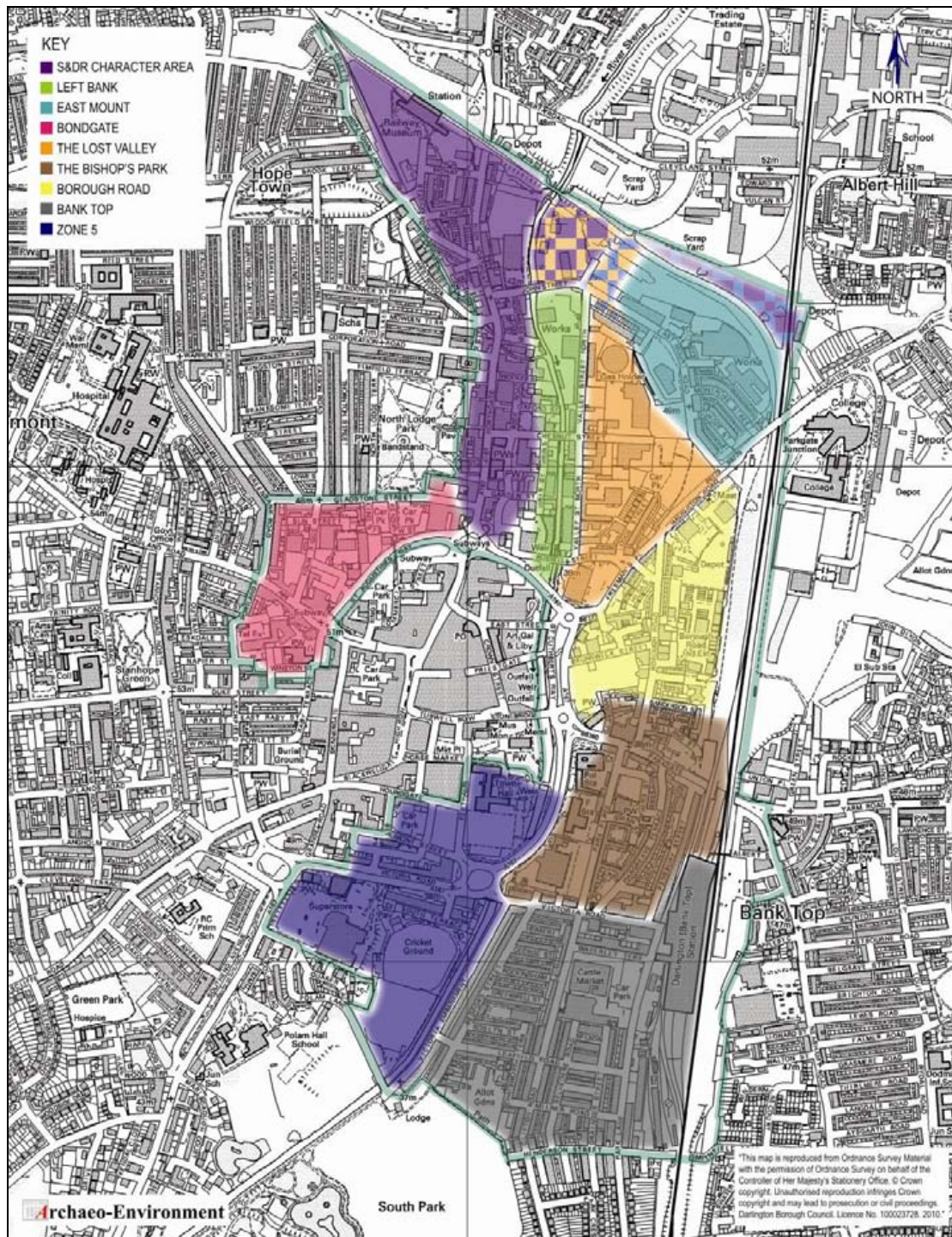


Figure 6. Town Centre Fringe Character Areas. There is some overlap between areas as character gradually shifts from one area to another

ZONE ONE

This covers North Road Station, High Northgate, Northgate extending east to Haughton Road and west to Bondgate. There are five character areas within this zone.

The S&DR Character Area

This character area is significant for its railway related heritage such as the Head of Steam Museum, the goods sheds, carriage works, coal drops and lime cells and some of the earliest railway housing in nearby streets. A number of the streets take their names from railway pioneers (Stephenson Street) or relate to the railway (Station Street). It includes the only architect designed bridge on the Stockton Darlington Railway and it also has the world's first railway associated inn. Northgate is also the location of Edward Peases house where he met with George Stephenson to discuss the formation of a railway and coal drops associated with the early railway. To the east is an early engine shed opposite Haughton College. A large part of the character area extending much of the length of Northgate is a Conservation Area and could form the heart of a World Heritage Site.



Plate 27. Hidden assets

The S&DR character area hides its heritage assets well. A drive through is dominated by a few quality landmark buildings, such as the United Reformed Church and the Technical College, but the poor quality shop fronts tend to catch the eye, as they were intended to, and the attractive terraced houses are easily passed un-noticed. Yet the terraced houses can have beautifully ornate doorways, elegant railings, and pretty brickwork detailing, but in order to make an impact, large groups of them need to be restored. Many properties

are empty and these enhance an air of neglect. Even landmark buildings such as the Coco Rooms are empty, and their otherwise prominent position is dwarfed by the petrol station. The Skerne Bridge, also known as the Five Pound Note Bridge, can only be viewed from within the town centre fringe area through razor wire, dumped rubbish and security fencing. However recent clearance works on the north side of the bridge had restored a delightful footpath to the bridge, even if it is currently terminates in threatening waste ground. Edward Pease's house has become shabby and its façade divided up into unattractive little shops advertising kebabs and pizzas. The plaques which bear his name are barely noticeable to shoppers or drivers. Pease's garden, once renowned for its fruit trees, has long gone. An under used car park and a modern building devoid of any architectural merits takes its place. Its condition is an international embarrassment.



Plate 28. A Borrowdale sculpture

Yet there is much of interest, such as Borrowdale's house at no.1 Leadenhall Street, or a tiny shop with bowed windows at 112 High Northgate. Even those terraces which appear to have been 'improved' beyond recognition, still carry inscriptions or fragments of the past for anyone who cares to take the time to look. For example the empty property on High Northgate which once housed Clacher's the Plumbers bears an inscription below the window sill; barely legible and much weathered – '1857 FAITH HOUSE' and even a sash window, but its overall appearance is a house that has been so modified it has lost its historic character. There is no hint that this land close to the world's first railway station, was once given to the Darlington Christian Workmen's Mutual Improvement Society in 1857 to build a reading room by John Pease and that the building went on to be a mortuary caretaker's cottage. Recent Conservation Area work has also started to reverse the trend of decline. Some of the earliest terraced houses built in the 1820s have had their railings, windows and doors restored; shops have had new traditional frontages to help

combat economic decline and even Edward Pease's house has had a little tender loving care, although much more is needed.

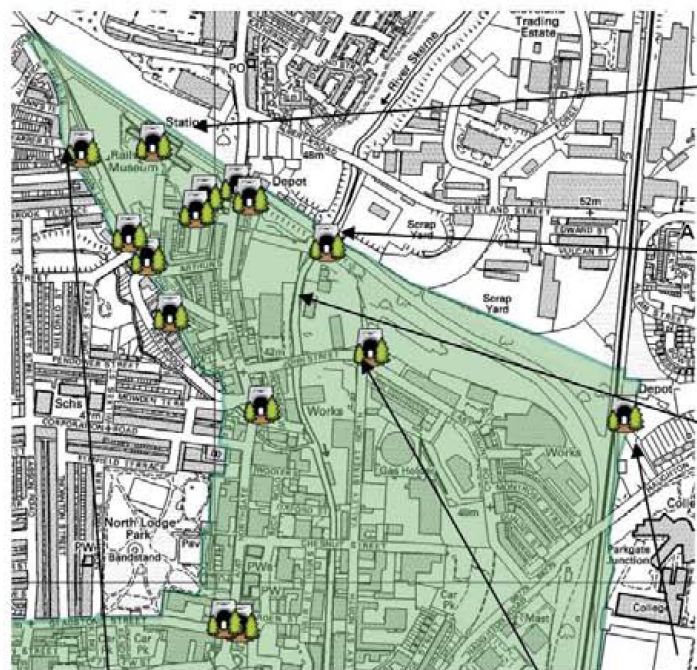
MANAGEMENT BOARD:

The STOCKTON & DARLINGTON RAILWAY CHARACTER AREA



DBC to explore the nomination of the area on the tentative list for World Heritage Status in partnership with the Friends of Steam Museum and possibly Stockton Borough Council

Planners to ensure that any buildings associated with the railway heritage should have a Statement of Significance to accompany planning applications or to inform future management



The present day North Road station is underwhelming – if this is the birth place of the railways it should be apparent to travellers using the station through landscaping and information.

Ensure any development surrounding the Skerne Bridge is appropriate to its setting and improves views of it from the TCF area

Improve pedestrian access to river Skerne alongside Magnet to the Skerne Bridge with additional access from Skerne bridge to Northgate – this will form part of a railway walk from the town centre, through the TCF and finishing at the museum

Haughton College or DBC to consider acquiring the engine shed for student use or for sports use with grant aid to be sought from the HLF to restore and convert (possibly as part of a wider package)

The coal drops at John St and Westbrook should be recorded archaeologically

The various railway groups who currently rent the carriage works are operating in unsafe buildings and providing low rents. The goods station also provides low rental income, but is under performing as a heritage asset. The tenants should work with the museum and the Friends to apply for HLF funding to ensure their long term use for local groups – otherwise the buildings are at risk and may not be available for future use

Pease's house is in private ownership and has already received some grant aid to improve part of its facade. As part of a wider package it needs to be further improved to reflect its international importance. In the short term its setting should be improved with the removal of Garden Street car park and the regeneration of the land on the west bank of the Skerne to create vibrant urban living, with an element to reflect the Quaker gardening tradition. Research by McNab should be converted into a Statement of Significance



The first railway inn in the world? Why doesn't it say so!

The 'Left Bank' Character Area



Plate 29. Red brick warehouse style buildings predominate in this area

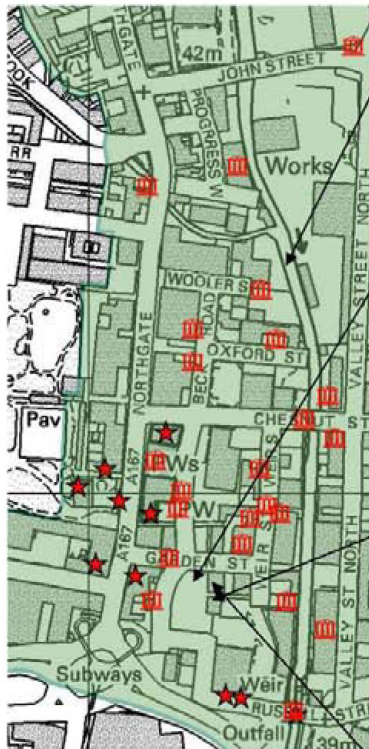
Sandwiched between the town centre and Northgate this riverside patchwork of buildings, old and new, some empty, some converted and some just waiting, ought to be an area of vibrant urban living with riverside access. It has a long way to go. It has a good stock of under-used buildings waiting to find a new purpose and when they do, the area will come alive again. The area is significant for its riverside location with the potential for improved access and its warehouse buildings; their utility did not prevent their original builders from adding detail such

as patterned window lintels. The network of scoria blocked lanes are particularly distinctive and offer the potential of gentle walking away from the traffic of Northgate and in due course, they should offer a potential route to the river. It has historic significance as having been the location of Edward Pease's renowned garden of orchards and vineries and there is considerable historic documentation relating to Pease's time there in the Local Studies Library. It is also significant for having the last remaining Weaver's Cottage, tucked in behind Pease's house.

The public consultation sees this as an area of mixed use with old buildings adapted for modern uses and new buildings conforming to innovative exciting designs. In the 'Left Bank' of the future there will be no room for some of the less attractive buildings in the area and its high density urban lifestyle will have little use for a large, poorly maintained car park. However an element of garden or allotment on the site of the car park would remind visitors and residents of the fine gardens that once ran from Pease's house to the river before crossing a rustic bridge towards East Mount.

Conservation Management Plan for Darlington's Town Centre Fringe

The Left Bank Management Board



Improve access to river to create walks and residential/café conversions overlooking the Skerne

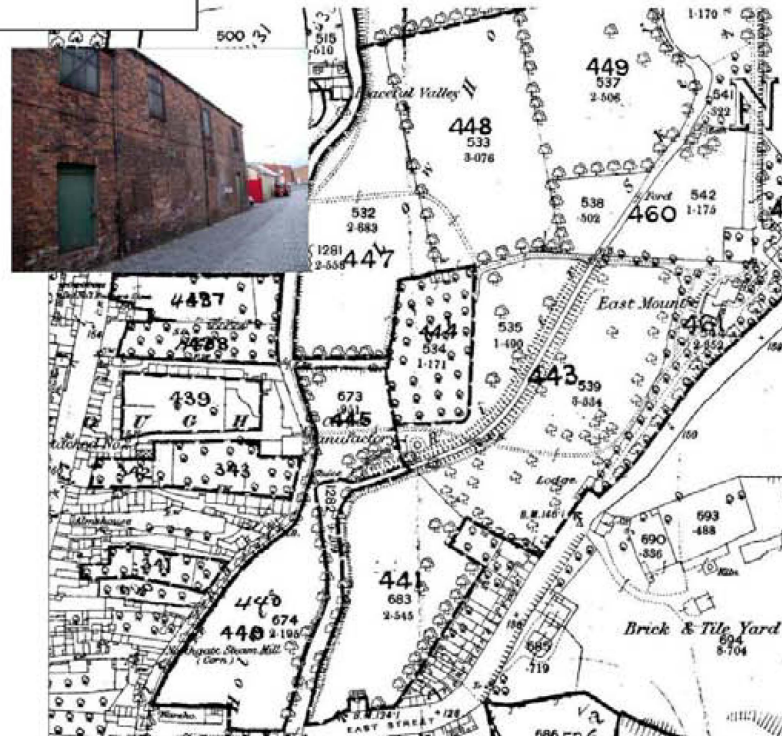
Remove Garden Street car park and replace with mixed use development, restore weavers way path to Weir Street and retain a garden or allotment element named after Pease

Open up and record wartime bunker and prepare statement of significance to inform its future – a possible focus for a community project with oral history

As opportunity arises, remove negative features such as the Philips building

Use the planning process to encourage conversions of warehouses to mixed use

The lost Peaceful Valley



Red stars – listed buildings
Red temples – buildings to be cherished

Use traditional materials and designs mixed with the new to make new development fit in

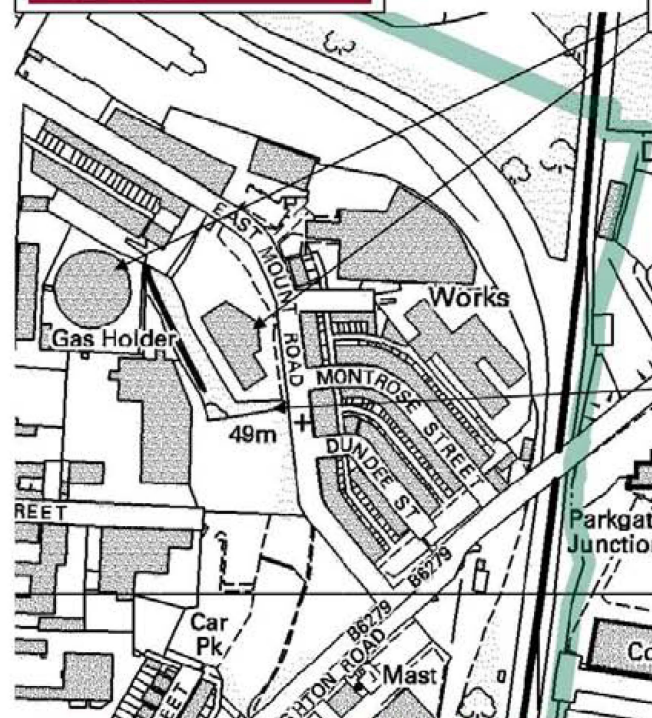


Eastmount Character Area

This character area is significant for its location on high ground (the East Mount) which was the location of John Pease's home in the 19th century. Edward Pease would walk across the valley to visit his family here. The land was sold off c.1895 and development started at the turn of the century. The front street, East Mount Road, was designed to have superb views across Darlington. Consequently the houses were set a little back from the street with low walls and railings. Steps up to the front door were another indication of prosperity and the doors had ornate surrounds. Bay windows flooded the main reception room with light and ensured a promising view from their elevated position. The streets behind, all with Scottish names, were of a lower social status. Here the houses opened straight on to the street, but nevertheless they still had some ornate detailing to doors and string courses picked out in alternatively coloured bricks. Below the eaves, bricks were set at angles to create another design detail. All of the terraces had back lanes, floored with scoria blocks, where the walls were pierced with two wooden doors, one for the coal and one for the night soil.

The area has the potential to be much 'sought after' with its high quality houses on East Mount Road but this is dependent on no additional thoughtless development such has already taken place on the west side of the road and tree management (mainly self-seeded sycamores) to return views from the mount over the town centre fringe. The consultation process has also flagged up that the area could also be better linked by improved landscaping of the open space along Haughton Road with an extension of its green space so that it provides a green linking corridor for pedestrians between Haughton College and the town centre. This should tie into the recommendation HE10.o above).

**MANAGEMENT BOARD:
EAST MOUNT**



Remove negative features

Restoration of railings to Victorian properties would create local business opportunities

Restore attractive views through landscaping, removal of security fencing, and better footpath access from East Mount direct to Northgate, seek to frame views of church spire, demolish empty modern building which blocks views; consider replacing with small scale high density residential development with views designed in



Gently curving terrace with the best housing on East Mount with views over the town centre fringe. This housing displays a sense of Victorian pride with ornate doorway decoration, stone carved name plaque, decorative features to window lintels and what was a spectacular view before 1900. Housing to rear crescents is plainer, but still with detailing through different materials, below eaves decorative patterns. Back lanes of scoria brick. Some relict railings survive between houses and a few sash windows which can act as templates for what should be there today.



Retain Victorian building stock, it adds historic character and the decorative styles create an interesting sense of place

Bondgate and Gladstone Character Area

This is a distinctive part of zone one having its origins in medieval times rather than in Victorian times. Bondgate is the site of a horse fair until 1914 and associated with the buying and selling of horses (True North Books, 1998, 76). Its significance is derived from its street pattern which is based on medieval burgrave plots facing a central wide market place or green, although much of this is outside the town centre fringe. The street pattern however continues westwards where it joins the town centre fringe area. The medieval street pattern at its heart is intimate in character and consequently places little reliance on views in or out of it. There are however some important views in the Victorian streets surrounding the older part of Bondgate including the view down Portland Street towards the telephone exchange which terminates the views with an attractive red brick neo-Gothic building. Views in Bondgate itself towards the town centre currently have the statue of Joseph Pease with the Kings Head as the terminus, however the broad street based on the medieval green allows the eye to drift rather than focusing it on the end view.



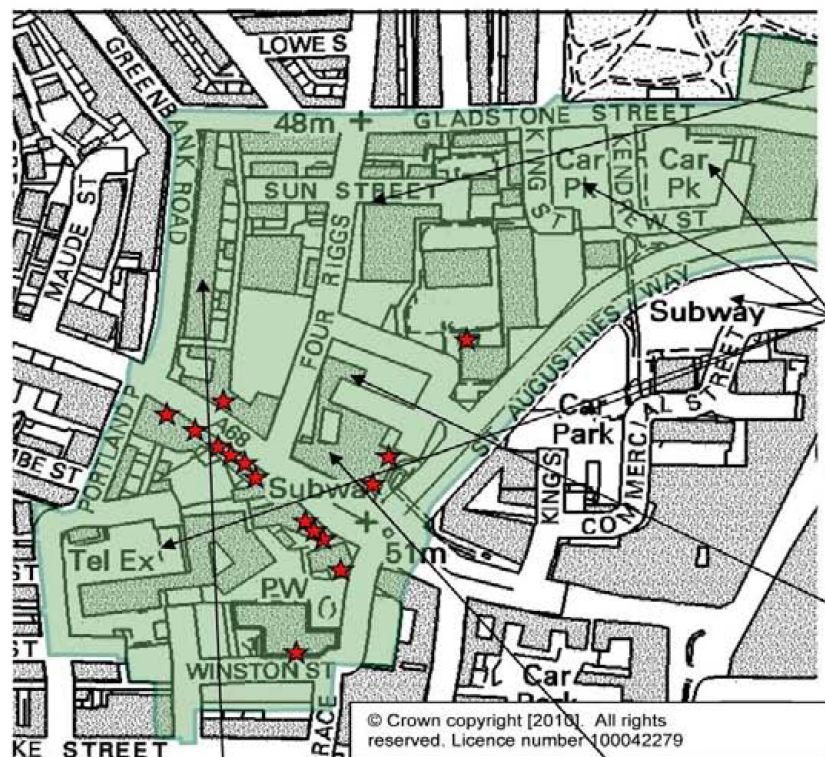
Plate 30. A mix of traditional shop fronts with plastic eyesores on Bondgate

The building stock in Bondgate is also significant for including a high density of listed buildings; many of the buildings are much earlier than in the Victorian areas with extant buildings looking 17-18th century in origin and with Victorian and later additions. As a result of the protected status of these buildings, they are in better condition than other buildings in the TCF, but amongst the attractive traditional shop fronts is a sprinkling of gawdy plastic ones and a loss of traditional windows to first floor levels. Just behind Bondgate where the streets are dominated by terraced housing, the quality of the buildings declines with boarded or plastic windows and pebble dashing all conspiring to hide the historic origins of the area. Sun Street seems to suffer from empty properties in particular. There are also a few negative features, such as the boxing academy on Portland Place and some ill considered attachments to buildings and back lane encroachment on Sun Street, Gladstone Street and four Riggs. This may therefore be an area which would benefit from innovative remodelling of terraced housing stock (see HE 7) or gated back lanes. There are also a large number of car parks in this character area which would benefit from some landscaping or street fronted development to reduce the prairieland effect. Greenbank (east side) however is significant for its relatively high survival of traditional features in the terraced houses. These houses, set back slightly from the road and with bay windows, display a particular series of features which draws them together as having been the product of one speculative builder. Front doors are of a distinctive type which was also used in Victoria Embankment and a good number survive.



Plate 31. Greenbank forms a small character area in its own right with distinctive doors and windows, terraces set back from the street, bay windows, dormers and some relic railings

BONDGATE Conservation Management Plan for Darlington's Town Centre Fringe
MANAGEMENT BOARD



Sun Street suffers from empty properties which were once fine buildings – general loss of historic character here, possibly consider back lane make-overs and remodelling of houses

Car parks are historic character vacuums; improved landscaping or some street fronted development along the edges might improve their appearance

Some older properties behind Bondgate show signs of incorporating evidence of earlier buildings in their fabric – this should be investigated before applications are considered to alter or demolish

Large scale office buildings along St Augustine's Way reinforce the ring road as a barrier. Development should be smaller in scale, with more design detail to create interesting facades



Fine doorway with large extractor pipe above



Terraced houses on Greenbank are of a high quality with a relatively good survival of traditional features; may be additional candidates for local lists

There are remnants of old property lines to the north of Bondgate which new developments should seek to preserve

Gladstone St. has quality buildings towards Northgate worthy of listing or inclusion on local list – they are in the CA



Red stars – listed buildings

The Lost Valley

This area is significant for its early use as gardens linking Edward Pease's house on Northgate with John Pease's house on East Mount. It also contains the original course of the Skerne, long since cut off and culverted in 1900 below Valley Street. Freeman's Place was developed first, sometime before 1826, but this has since been demolished and is now under the car park at MFI, then Russell Street in the 1850s-60s, terraced houses between John Street and East Mount were built in the 1870s. Around 1900 Valley Street was laid out as a ruler straight road with Chesnut Street (started in 1864) extended across east west – the name again possibly referring to the earlier gardens. Lodge Street, named after the lodge associated with East Mount House was not developed until after the 1900s. Additional infill was created along Lodge Street in the 1930s introducing semi-detached houses into the area for the first time.

The present day character could not be further removed from the Quaker gardens. The terraced and semi-detached houses of Lodge Street remain. The pretty terraced houses with hood moulding with floral stops have survived on Russell Street when so much around them has been demolished. The iron bridges built over the Skerne by Pease and Fry in 1881 also survive, but the cap is missing from a pier. There are one or two attractive early 20th century brick buildings which retain their below eaves detailing around Valley Street, but some very non-traditional colours have been used to paint them in bright blue or green. The terraced houses along East Mount Road towards John Street have suffered from a loss of historic character, although those on the north side retain their timber porches over their doors and windows. The coal drops on John Street sit within unsightly waste ground and a distinctive red brick stone wall with detailing is spoiled by large hand painted letters warning that the wasteland beyond is private.

A number of the larger businesses are moving out of this area. It is perhaps better that they relocate to the A66 where there is more space and better

communications, but there is still scope for smaller business to remain close to the population centre. This is an area where its character has faltered and it is ready to find a new character to suit Darlington's present day needs. New uses will wish to conserve the older properties (see figure 2), consider the views across this area from East Mount, consider that it is an area which can improve links between East Mount, Haughton and Northgate and the town centre and might also include improved access along the riverside.

Then and Now...

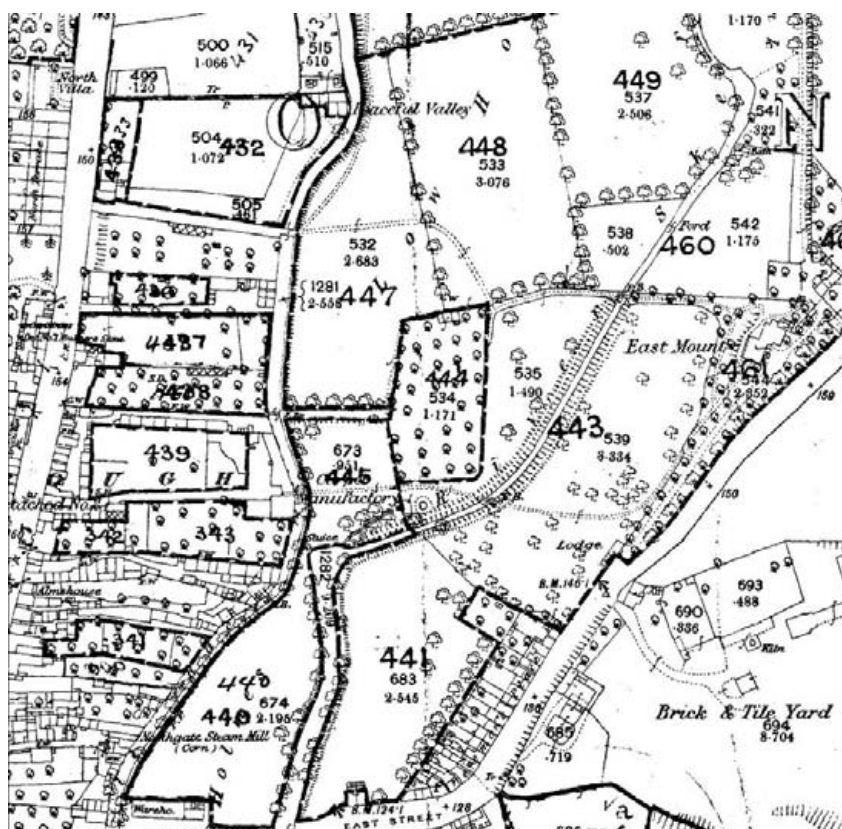
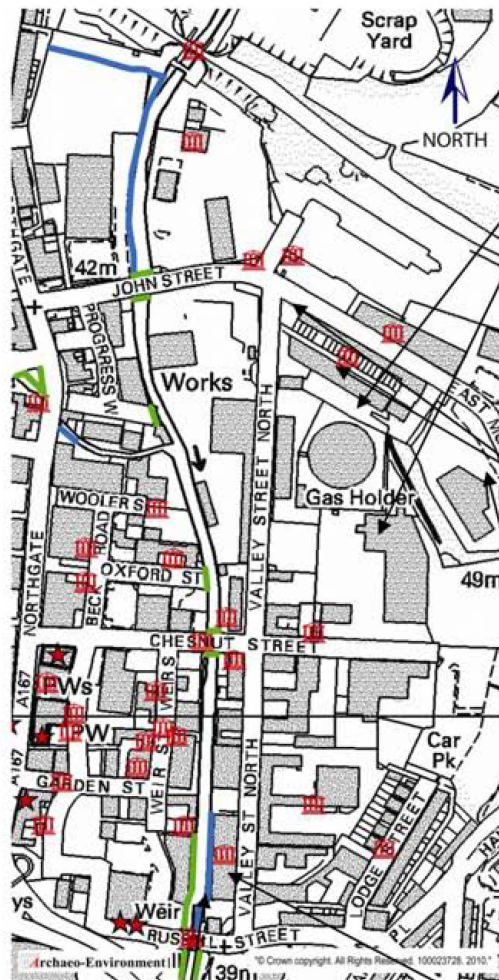


Plate 32. The Peaceful Valley in the 1850s (1st ed OS map)



Plate 33. Valley Street in 2010 (taken from Google Earth)

**MANAGEMENT BOARD:
THE LOST VALLEY**
Conservation Management Plan for



Work towards removing negative features including bill boards

Red temples – buildings/structures which contribute towards historic character

This group of terraced houses have lost much of their historic character and could be considered for a back lane make-over and better use of waste corner plot

New uses to consider the impact on views from East Mount, the need to enhance footpath and cycle links between Haughton Rd, East Mount and the town centre

Improve riverside access adj. to MFI and along old property boundary routes on east bank and repair listed bridge (see HE 1)

Retain early 20th century buildings, but remove modern paintwork and pebble dash if practical



An area ready to develop a new character for the 21st century

Coal drops require recording and statement of significance before further decline



The few residential properties do retain some ornate detailing on Russell Street and Lodge Street which adds to historic character – similar floral stops to East Mount



ZONE TWO and THREE

This zone has three main roads running through it. St Cuthbert's Way, the modern dual carriageway, runs into Haughton Road. Running parallel to it is Borough Road, predominantly residential with side streets off, but gradually becoming industrialised in the centre before joining the commercial and cultural area of Parkgate.

The Bishop's Park Character Area

This character area is significant for its early 20th century buildings stock. The Civic Theatre, built in 1907, sets the tone for Parkgate with its prominent corner position and modern extension, flamboyant façade and recently added torches and replacement iron canopy. This area must have been a hive of activity in the opening years of the 20th century with the opening of the theatre and the Greyhound Inn opposite. It is also significant for its survival of the tannery buildings already on maps by the 1850s. These are the remains of a once common industry usually placed on the edge of the town because of the anti-social smells which originated there. The buildings and the lane may be much older than the 1850s and excavation of such sites elsewhere has often uncovered tanning pits and leather offcuts from the 17th century. There are no bad smells there today, just an attractive lane with scoria blocks and sandstone slabs and smoke houses. Any re-use should be accompanied by a statement of significance first in order to inform what should be retained.

Landmark buildings which contribute to the historic skyline and provide high quality features at the edges of the character area are also significant. St Hilda's occupies an important prominent position in the area providing a terminus to Parkgate and a welcome from the busy ring road. It was built in 1887 and its height and long narrow windows were dictated by the wish of the architect, J.L. Pearson, for natural lighting and by the fact that it was hemmed in by tall buildings (Flynn 1983, pl116). However today the church is surrounded by vacant plots which have the potential to enhance or detract from the church's architecture and fine railings depending on what is built

there. St Cuthbert's also draws the eye down Parkgate and so the origins of this road as a main route into the historic town long before the town centre fringe was created, is apparent. At the other end of Parkgate, St John's on its elevated position overlooks the character area while the railway bridge brings the character area to an end.

The area has a wealth of glazed tiles and stained glass, from the rich red terracottas of the theatre and the Greyhound Inn, the Fire Station and St Hilda's clergy house to the deep greens of the Black Swan and the Cricketers. However their local distinctiveness to Darlington has not always been recognised with the loss of the Co-op premises with its superb glazed tiles (I.Dougill pers comm. 12.7.10). Damage has occurred to the glazed tiles of the Black Swan and repairs are urgently required. The Victorian Society have published guidance on repairing glazed tiles (1992).

'The Bishop's Park was on the east side of the Skerne; it is now divided into fields, chiefly held by lease under the see. Depressions have been filled up with bark and rubbish, and on this decaying substructure streets have been built, the perpetual abode of fever and disease.'

Longstaffe 1909, 339, but originally published in 1854

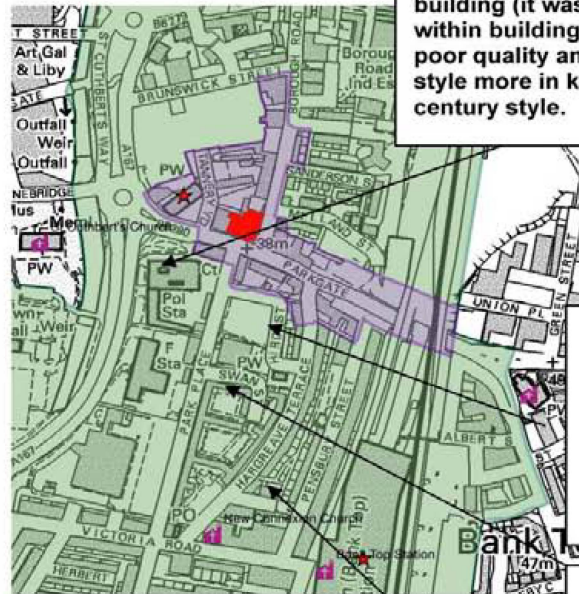
The views into Parkgate are also attractive from the vacant plot next to the Cricketers. Here the jumble of roof lines and the tannery buildings creates a view buzzing with historic character. The views along Park Lane are less attractive. Too much has been demolished here and the quality of the new build does little to enhance the area. When the police, fire and royal mail move or seek to redevelop, there will be an opportunity to restore the open spaces with some of the high density and high quality development that will create an environment more suited to living and working in and reduce the motorway – like feel of the ring road.

Hargreave Terrace offers other opportunities. Here the quality of housing, developed from the 1870s, is still high with rusticated stone detailing, some

sash windows and original railings. These houses being set back from the road a little with steps up to the front door and the potential in places for views across to the town centre, offer inspiration for future building stock in the area and an opportunity to extend the proposed Parkgate conservation area to include at least the east side of this street.

Modern local authority housing on Hargreave Terrace fails to live up to these standards. The properties turn their backs on to the main road and so the best elevations face a courtyard to the detriment of the townscape. Other new development next to the New Connexions church uses a mix of brick and stone and is street fronted and so manages to be in keeping with the styles in the street. It is able to get away with being tall because of its proximity to the church and its varied roofline.

MANAGEMENT BOARD:BISHOP'S PARK



The landscaping around the car park at St Hilda's needs improving (or developing) in order to enhance the setting of the listed building (it was originally designed to sit within buildings). Street furniture is of a poor quality and could be replaced with a style more in keeping with the turn of the century style.

Parkgate is especially distinctive for its early 20th century buildings, but some of the small shops are in poor condition. Townscape Heritage Initiative funding could help to bring in funds to help restore shop fronts and bring upper floors into residential use

Retain some car parking in small groups and replace mid 20th century development with mixed use street fronted development (with additional car parking) along Park Lane and the ring road

Purple shading – proposed conservation area
Red stars or red coloured buildings – listed buildings
Purple churches – historic skyline features – need to retain views of these in any future development



Hargreave Terrace (east side) represents high quality housing in a distinctive style which may be worth including in the Parkgate Conservation Area



Early 20th century shop fronts, Parkgate



Green glazed tiles from the Cricketers pub



Views into Park Lane are empty. Mass demolition, car parking and mid 20th century development have left it devoid of architectural interest. This area is ripe for reinvention.

Parkgate and Park Lane are named after the Bishop's Low Park which used to be here.

Railings from St. Hilda's



Borough Road Character Area

This area is significant for its terraced housing which dates to the late 19th and early 20th centuries. However much of it is suffering from a loss of historic character with a number of properties boarded up or derelict. The back lanes have high walls topped with broken glass and razor wire suggesting that anti-social behaviour is a problem here. However the condition of the properties on the side streets is better and there are a few quality civic buildings such as the former Brunswick School and the quality of architecture increases towards Parkgate. Too much demolition has left Brunswick Street devoid of historic interest (with the exception of the school) and the predominance of poor quality buildings and security fencing with open views to the ring road and some singularly unattractive modern buildings opposite has left this area looking neglected. Terraced houses on Haughton Road (east side) have highly ornate doorways, but even the simpler houses of Borough Road once had nicely turned window mullions and below eaves detailing. The spilling out of small scale industrial buildings from the industrial estate, the use of advertising bill boards on Haughton Road do little to enhance historic character.

Then and Now...



Plate 34. The loss of the cooling towers is not regrettable, but the loss of the terraced houses has also resulted in a loss of community



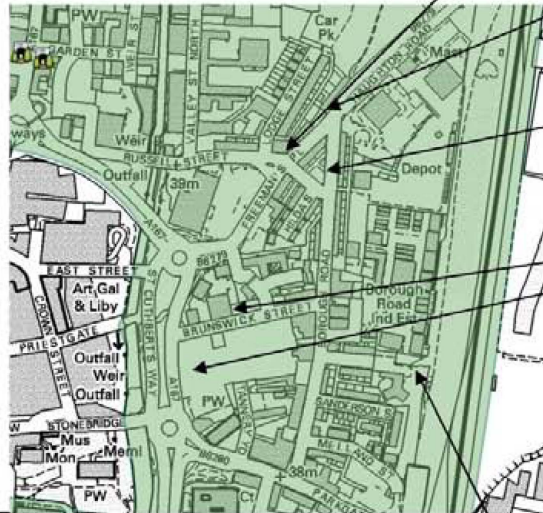
Plate 35. Where large scale demolition is proposed, it should be to make way for higher quality of development. Clearly that was not the case at Brunswick Street

Can the school garden be better maintained?
Adopted by residents?

Remove large scale advertising bill boards

Residents express concern regarding dog fouling on green spaces – can this be better enforced?

Ensure new development is smaller in scale than existing ring road development, that it respects the roof top views into Parkgate and reintroduces varied roof lines and architectural interest. Reintroduce street fronted development to Brunswick Street and design in views to St



Consider exciting adaptation of terraced houses to meet modern needs along with new landscaping (see below for an example)

Explore donating the back lane to residents on Borough Road in return for improved management or as part of any redevelopment of the houses



Terraced houses are generally suffering from loss of historic character on Borough Road with loss of traditional windows and doors and a fondness for render or cladding. A number of empty properties give the area a neglected feel.

The use of the railway embankment as a garden works well in Middleton St and offers an attractive terminus to views along the street. Would other residents be interested in doing this on adjacent side streets?

Pretty door detailing on doors on Houghton Rd. Worth cherishing.



Derelict properties sit next to those which have retained sash windows on Borough Rd. Reuse sash window design in any remodelling?



Nissen Huts were developed by Major Peter Norman Nissen of the 29th Company Royal Engineers in 1916 with additional help from Lieutenant Colonels Shelly, Sewell and McDonald, and General Liddell. They went on to be used in both World Wars and during the post war period. The semi-circular huts were designed to be economical and portable and one Nissen hut could be packed in a standard Army wagon and erected by six men in four hours. It has been suggested that these huts be included in the Local List because there are relatively few left

ZONE FOUR

Bank Top Character Area

The area is significant because of its fine listed railway station which is also an important skyline feature in the town. It is also significant as representing the largest group of late 19th and early 20th century terraced houses in the TCF area. It is possible, through subtle shifts in the detailing to identify which groups of housing belong to which phase of speculative build. While there is an overall loss of historic character in this area through the replacement of traditional windows and doors with plastic inserts and through the use of cladding and pebble dash which obscures the original design details, the area is generally in good condition with its street pattern intact. Bedford Street, Chatsworth Terrace and Victoria Embankment have views southwards to South Park and Leafield Road has views westward, down to the greenery of Victoria Embankment and the cricket ground beyond.

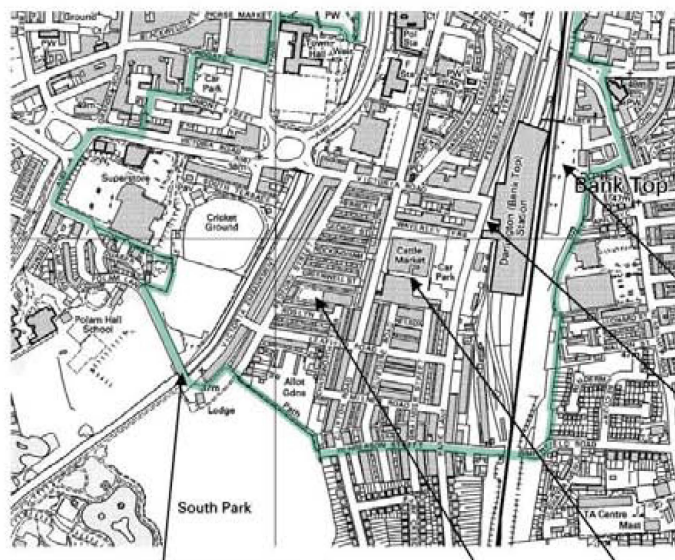
Victoria Embankment, now a conservation area, was designed in the 1870s as a leafy riverside approach to South Park. Trees were planted on both sides of the road, but those on the east side were subsequently removed when residents complained that they were blocking too much light. A lack of tree management on the remaining row of trees has blocked views towards St Cuthbert's and has reduced views of the river. The posts and chains which ran along the bank were acquired from High Row where they were installed to keep cattle off the pavement on market days. They were re-erected on the Embankment in the 1890s (Flynn 1983, pl 105).

The cattle market at Bank Top was opened by the council in May 1864, although horses continued to be bought and sold in Bondgate. This replaced the earlier tradition of selling beasts in the town centre (True North Books 1998, 124). If the site becomes available for development it should consider retaining the circular auction building and could model the street pattern on the high density grid patterns which form this area's distinctive character, but with a modern version of the terraced house.

The majority of the houses here were built to accommodate railway workers and although they were not built by the railway company they use the same below eaves decorative detailing that is to be found on the station buildings. Victoria Road has a number of quality Victorian and Edwardian buildings particularly near the station. These would have been designed to create a good first impression for visitors arriving by train. Although the predominant building material here is brick, Victoria Road has a number of properties built of Pease's brick, but many have been defaced by inappropriate shop fronts and cladding. Perhaps the most significant aspect of this character area is the view towards the station clock tower from the rest of Victoria Road. The tower for the New Connexions church was a significant skyline feature, but is now marred by the loss of its top.

**MANAGEMENT BOARD
VICTORIA ROAD AND BANKTOP**

Reduce the scale of the roundabout, expose more of the river, encourage street fronted development



Make Victoria Road a Conservation Area to improve shop fronts, skyline views, windows, doors and first impressions for visitors?

Any new development along the side of Bank Top station (east side) should ensure that views of the station are still retained – the car park should be treated as the setting of the listed building

Restore garden to front of station – long term secure parking could be provided in one of the other car parks

Retain the round auction building if the cattle market is developed – there are not many left in the region

Improve the condition of the footbridge and scoria blocked Polam Lane – ensure new development faces the lane to make users feel safer

Can this open space be better used by residents, e.g. an allotment?

The conservation area for Victoria Embankment should have an article 4 direction to prevent further loss of historic character



Find out from present owners what has happened to the church lantern? Can it be restored if the area is included in a THI scheme?

The footbridge across the line to Bank Top from Albert Street is opaque so that users cannot see the station through it. The covering should be transparent so that the architectural beauty of this listed building can be appreciated.



Shop fronts on Victoria Road are poor quality and give the area a shabby appearance – conservation area status could bring in additional resources to tackle this

ZONE FIVE

Feetham's Character Area

Feetham's Field was once thought to be the most picturesque part of Darlington and it features in a number of artistic depictions of the town. It has gone through many changes with its large open space being gradually reduced. Weekly sales were held on Feetham's Field and it was also where labour was sold or hired (True North Books 1998, 94). The market site for the markets, hirings and other public uses was built over for the bus station (Dean 1984, pl 6). Darlington Football Club and Darlington Cricket Club have for large parts of the 20th century occupied adjoining grounds beside the river Skerne on Feetham's Fields, but the football ground is due to be redeveloped. The area is significant today for its access to South Park and its potential to extend the green space into Darlington and thus create a wildlife corridor and amenity space.

The area is also significant for its Victorian buildings on the north side of Victoria Road. Here there is a mixture of 19th century styles with neo-Gothic windows and doors, ornate door surrounds and a good survival of railings and windows. Some of the terraces have been badly treated, especially towards the east end of the road – here entire facades have been built over or opened up as glass, however the reinvention of a row of these houses as a 1930s Art Deco style building does at least retain the scale of building, if not the detail.

The impact of Sainsbury's is relatively neutral. The car park and buildings are sunk into the ground and the car park planted with trees around the edges. The position of a prominent landmark building – the church on the corner, also hides the supermarket's modern indistinctive structure and another early 19th century building on the corner of Grange Road also gets Victoria Road off to a promising start.

Then and Now...



Plate 36. Victoria Road as it was designed to be with housing down both sides



Plate 37. Victoria Road in 2010. The road has been widened and the houses demolished on the right, but the views to Bank Top remain. The brick walls with stone capped piers also remain, but there is considerably more street clutter

A small group of terraced houses with ornate doorways towards the bottom of Victoria Road also provide historic character; but they are overwhelmed by the large bill boards and behind these South Terrace is an oasis of calm of

Victorian detailing and gardens beside the cricket ground. In terms of character it should be part of Victoria Embankment, but the ring road has divorced the two areas. It has good quality terraced houses with a reasonable number of traditional windows and doors. The streets terminate on the east in the leafy areas of the river Skerne and the houses have views over the Cricket Ground – there since the second half of the 19th century. The entrance into the cricket ground is particularly interesting and is said to be a miniature of the lost gates of Wembley Stadium (I.Dougill pers comm. 12.7.10) and consequently merit retention in any future development. For this reason they have also been included on the recommended Local List of buildings.

This area is also significant as a linking route with the town centre. South Arden Street takes pedestrians from Sainsbury's car park into town. Here they can enjoy the neo-Gothic pointed arches of the solicitors while waiting to cross the road and then the quiet streets toward Beaumont Street with an unfortunate view of Boyes – wholly lacking in charm. The decaying office block also mars views into town and starts the approach into the town centre with an air of neglect. It has no place in an historic town centre. The car parks look like they ought to be crowded with yards, and medieval burgage plots; indeed historic mapping shows that was exactly what was there before the car parks were built. Indeed high density development would suit this area while retaining the views towards Bank Top, St Cuthbert's and St John's. It could restore quality architecture to the site, creating an exciting place to walk through and help to reduce the impact of buildings such as Boyes on Houndgate.

The greatest loss of historic character in this area is the ring road and the large scale buildings alongside it, in particular the Town Hall and the Royal Mail. The construction of the ring road involved the demolition of attractive Victorian houses, but the key view towards Bank Top remains. The roundabout is large and open and lacks historic character. It introduces too much street clutter in the form of traffic signs and safety fencing. The scale of the Town Hall is unsympathetic to the town and to views from the ring road.

Its impact could be softened by development in Feethams and south of the Town Hall which introduces varied roof lines and design features which can be appreciated from the ring road as well as from the town centre.

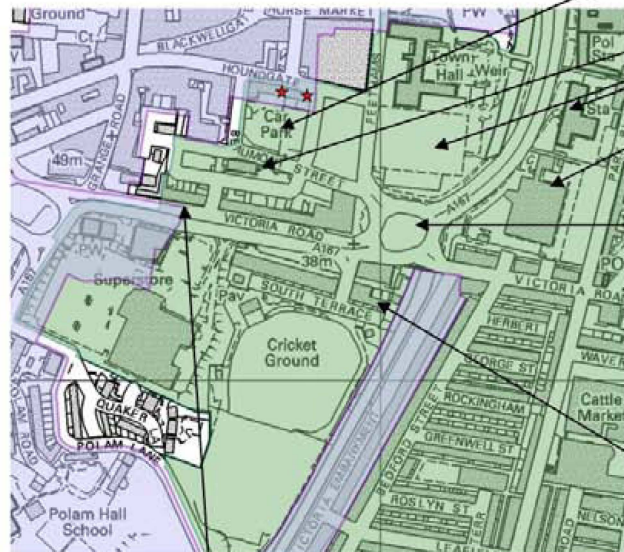
**MANAGEMENT BOARD:
ZONE FIVE**

Develop Beaumont Street car park with high density mixed use development, street fronted, introduce lanes and yards

As opportunities arise, remove negative features such as the office block on S. Arden St., the Royal Mail buildings, the fire station and advertising billboards. Develop s. side of the town hall with smaller scale buildings and varied roof lines to soften its impact



A 1970s/80s office block is out of scale with existing buildings and detracts from historic character



Reduce scale of roundabouts and increase prominence of the river in the townscape

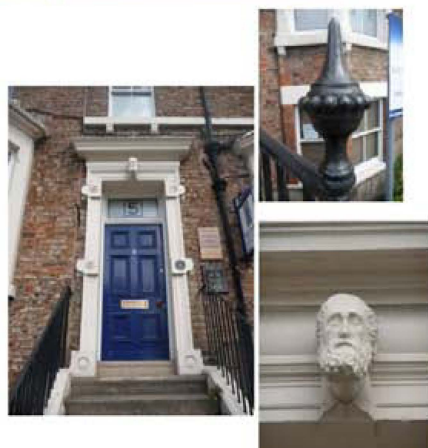
How not to treat a terraced house



Extend Victoria Embankment Conservation Area to include South Terrace?

Purple shading is a conservation area. Red stars are listed buildings

Extend town centre conservation area to the north side of Victoria Road west of South Arden Street to include the best Victorian buildings



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APPENDICES

Appendix A

Chronology of development for Darlington's Town Centre Fringe

1812	Union Street independent chapel	by James Ianson of London, enlarged 1924
1821-2	Queen Street Primitive Methodists chapel	
pre-1820s	King, Queen, Regent, Union and Commercial Streets exist, but not fully developed.	Directory 1820. Businesses grow there in conjunction with railway. Houses a mixture of sizes and styles from impressive town houses to modest cottages, badly planned drains and sewers
1825	stone viaduct at north end of study area built by George Stephenson and the architect Joseph Brown, widened in brick in 1854	
1825	The £5 note bridge built, designed by Ignatius Bonomi to carry the railway over the River Skerne.	A Scheduled Ancient Monument believed to have been the first – and certainly the only architect-designed – bridge on the Stockton and Darlington Railway. The bridge became known as the '£5 bridge' after being shown on the banknotes.
pre-1826	Park Street, Freemans Place	
1830s	Land between Park Street and the river	
pre 1837	Archer Street and Temperance Place	
1833	Allan Estate, north of Bondgate, fields around Northgate railway, Clay Row	Land sold for development and agricultural use
1850	Health improvements including relocation of water pumps, street repairs and paving	
1850	demolition of cottages in Bondgate	
1850s	Subway beneath the S&DR to connect Rise Carr to Hopetown	
1855 - 1871	Villas at Westbrook gardens	
1857-60	Russell Street	buildings added in 1864
1858	Whessoe Lane diverted and becomes Hopetown Lane	
1859	first suggestion that cattle market be moved outside the town	
1860s	additional development between town and northwards up Northgate and the new Whessoe Lane is developed	
1860s	Park Place, Model Place and Swan Street, land around Victoria Embankment, Neasham, Yarm Road	
1864	Chesnut Street	
1867	Victoria Road	
1861-4	Town Hall and market building – prominent skyline feature	
1864 onwards	Leadenhall street and additional buildings on Russell Street near Northgate	
1867	Victoria Road and Beaumont Street started and extended to Bank Top towards new station	

Conservation Management Plan for Darlington's Town Centre Fringe

	(1887)	
1868	Chesnut Street	(36 plots)
1870	Livingstone buildings on Northgate	
1870	bishop's palace demolished for terraced housing Luck street?	
1870s?	Hill House estate land sold sw of S&DR line and near Albert Hill to be developed with railway sidings and coal depots	
1870s	East Mount Estate started to be developed between upper John Street (now East Mount Road) and the railway	development complete by 1900
1870s	McNay and Stephenson Streets fitted into a confined site along with several other working class terraces	
1870s	Victoria Embankment built	
1871	Hargreave Terrace partially developed	
1872	McNay Street and Stephenson Street	
1874	Pensbury Street completed	
1875	Greenbank villa demolished and the area starts to be developed (Wycombe Street, north side of Dodds Street)	Lots sold in 1881 with land for a hospital.
1881	bridges on Russell Street and Chesnut Street built	Stone piers now eroded
1884	Edward Pease free library (Hoskins)	
1885	new streets between Russell Street and Chesnut Street	still some vacant plots by 1902
1887	New Bank Top Station	
1892	Land north of Corporation Road developed	
1894	the technical college (Hoskins)	
1895	St Cuthbert's Bridge	
1899	Northgate widened	
1899	Parkgate widened	
late 19 th c to early 20 th c	streets off Houghton Lane	
1900	Valley Street and Weir Street laid out for development and the Skerne undergrounded. Borough Road area, and land around the power station developed	
1912	Land acquired by the Council for allotments in the Cocker beck valley	
1937	Old people's homes in Hilda Street	

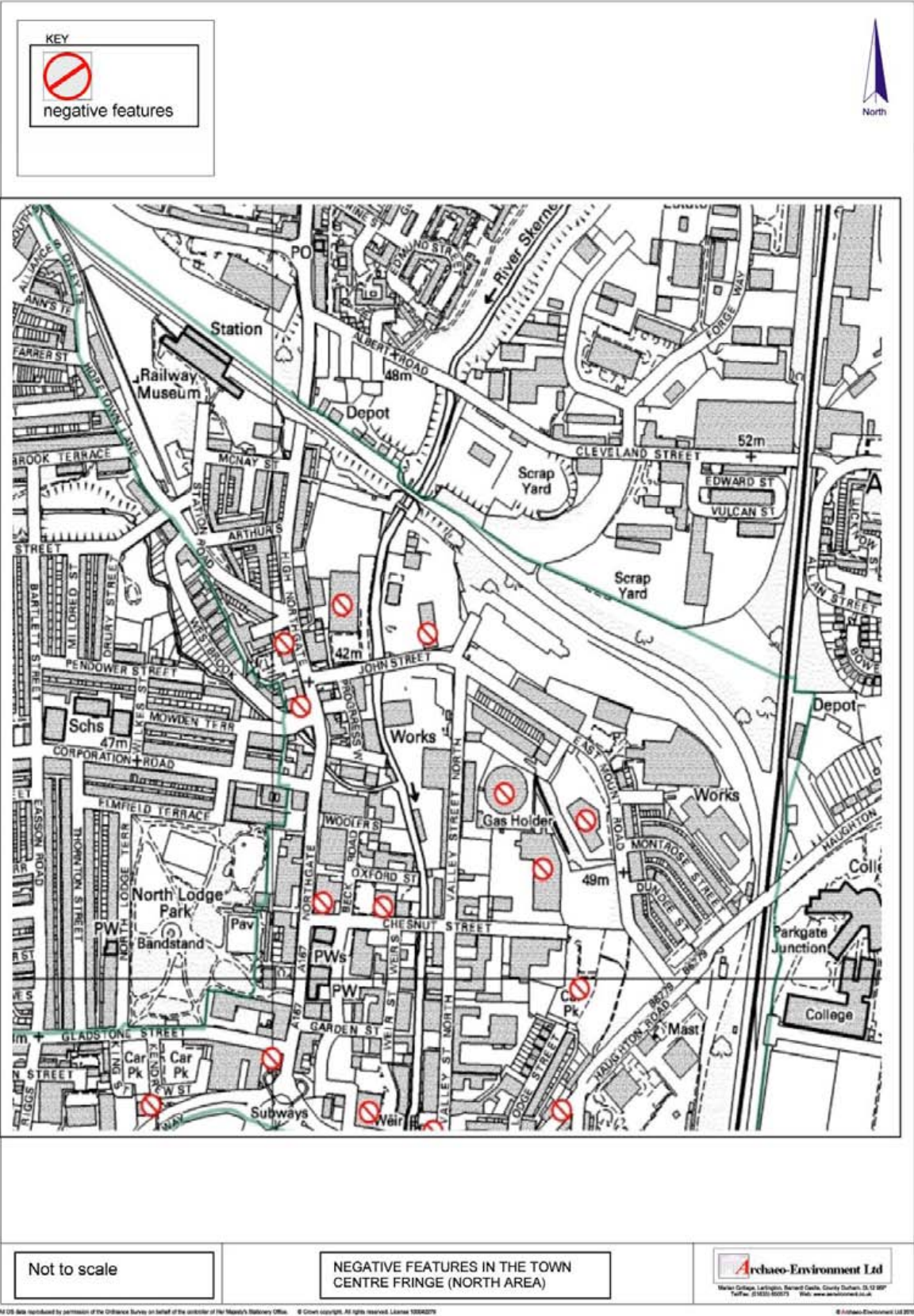
Appendix B Historic Street Names

Street names carry with them recollections, no matter how faint, of people and events from our past. Reusing such names or using the names of local historical figures to name new developments or streets, can help to make links with the past and help new development to fit in. Local figures such as Ralph Hodgson the poet, born in Garden Street in 1871 and Joseph Woodward, inventor of the scoriae bricks, have yet to be recognised in street names.

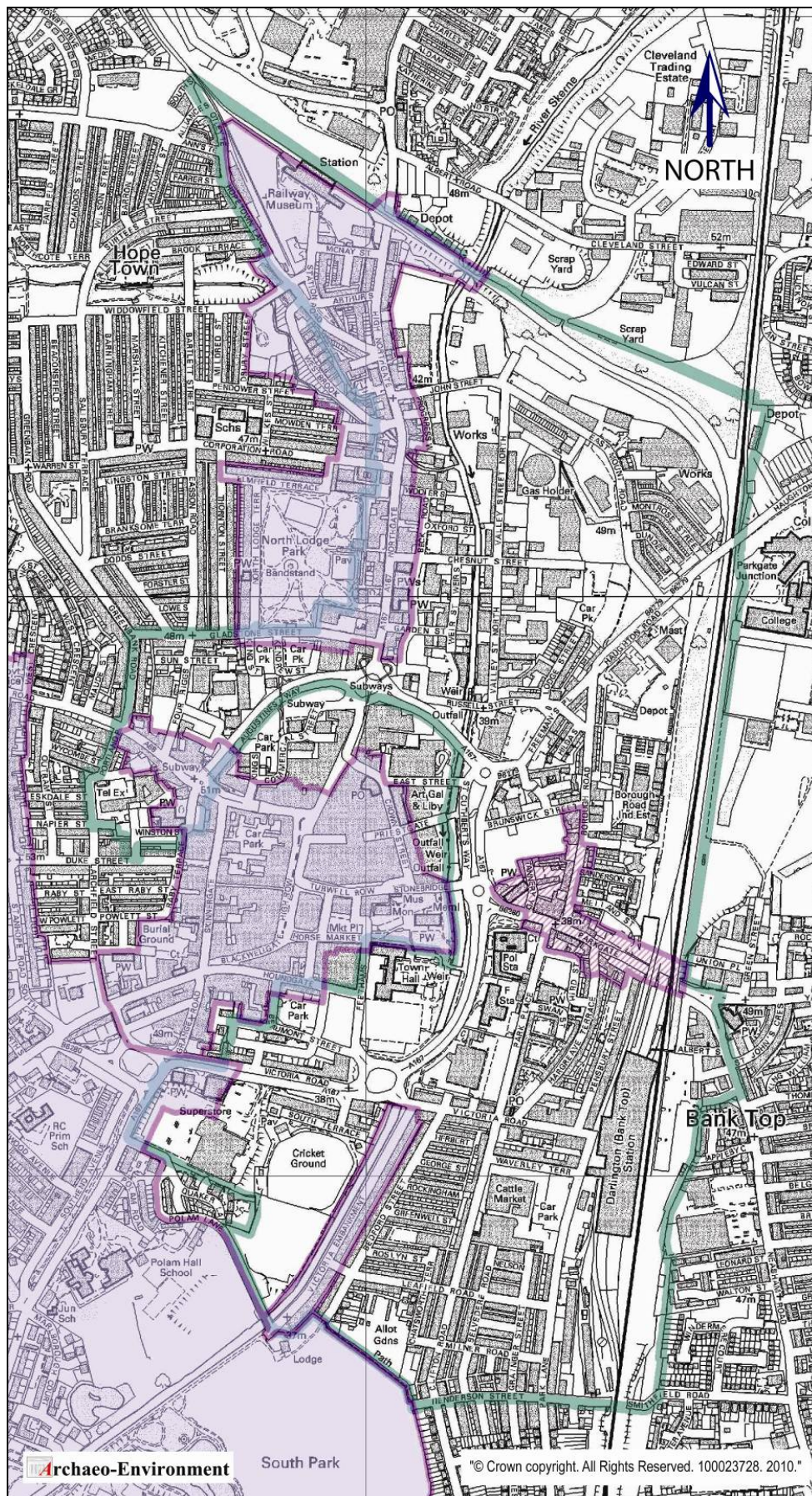
<i>Historic Street Names</i>	
Chesnut Street	Possibly named after magnificent chestnut trees which existed in the area when it was still rural in the mid 19 th century, but the spelling appears to have been a signwriting mistake.
Commercial Street	Carved out of part of Kendrew's Market Garden in 1826 and designed from the start to be a mixed residential and commercial area.
Elmfield	Named after a villa built off Northgate in the early 19 th century
Fatty Man's Squeeze	The name of a narrow lane which ran from Garden Street through to Russell Street beside the Lily Laundry. It was necessary to turn sideways to get through it. Now gone.
Garden Street	Names after Edward Pease's back garden which ran from his house down to the Skerne. It was renowned for its fruit trees (vines, fig, apricots, peaches, mulberries, cherries and plums) and the layout of the gardens can be seen on 25" OS maps dating to 1850. It is now the site of a car park and Philips – a modern brick building of no merit.
John Dobbin Street	Named after a renowned artist who painted the opening of the Stockton and Darlington Railway at the Skerne Bridge, although the painting was produced 50 years after the event. He is also responsible for a mosaic reredos in St Cuthbert's Church. The street is a 1960s creation and the name therefore relatively recent.
Kendrew Street	Named after John Kendrew who was a weaver who lived in this area as a child. He adapted the Spinning Jenny for the spinning of flax for linen and also invented a machine for polishing optical glasses.
Lodge Street	Named after the entrance lodge to East Mount villa, home of John Pease
McNay Street	Named after Thomas McNay, S&DRs Engineer and Secretary
North Lodge	An estate carved out of Elmfield's grounds, presumably where Elmfields North Lodge

	was.
Park Lane	Named after the Bishop's Low Park that was located in this area
Peaceful Valley	The area around what is now Garden Street, Weir Street and across to East Mount. It was named after the Pease's families who lived on Northgate and at East Mount – hence Pease-full. The two families could walk across their gardens and rural countryside to visit each other. The name continued in use even when the area was no longer peaceful – a row of cottages, now demolished at the foot of Chesnut Street beside the Skerne, took the name in the early 20 th century when the area was developed. They have since been demolished.
Polam Hall	The first villa to be built outside the borough dating to 1780
Valley Street	Named after the river Skerne which had flowed through the area. The street was carved out of the river area in c1900 and the river culverted into a brick tunnel which still exists below Valley Street (Dougill pers comm.)
Westbrook	Named after Westbrook (the west brook being Cocker Beck) Gardens created by Henry Pease before 1835, described as large and beautiful with intersecting walks, a pond and a temple. Called Henry's Folly by Edward Pease (his father)
Weir Street	Named after the weir which ran off the Skerne in order to power nearby mills.
Weaver's Yard	Names after a row of weavers cottages which ran from behind Edward Pease's House on Northgate to the Skerne. Only one remains to the rear of Pease's House.
Wooler Street	Named after William Alexander Wooler of Sadbergh Hall, a member of a prosperous family of businessmen originally from Wolsingham but settled in Darlington. He developed land which had belonged to the Buck's Charity Land prior to 1864 and had the street named after himself (Lloyd's Echo Memories 11.1.06).

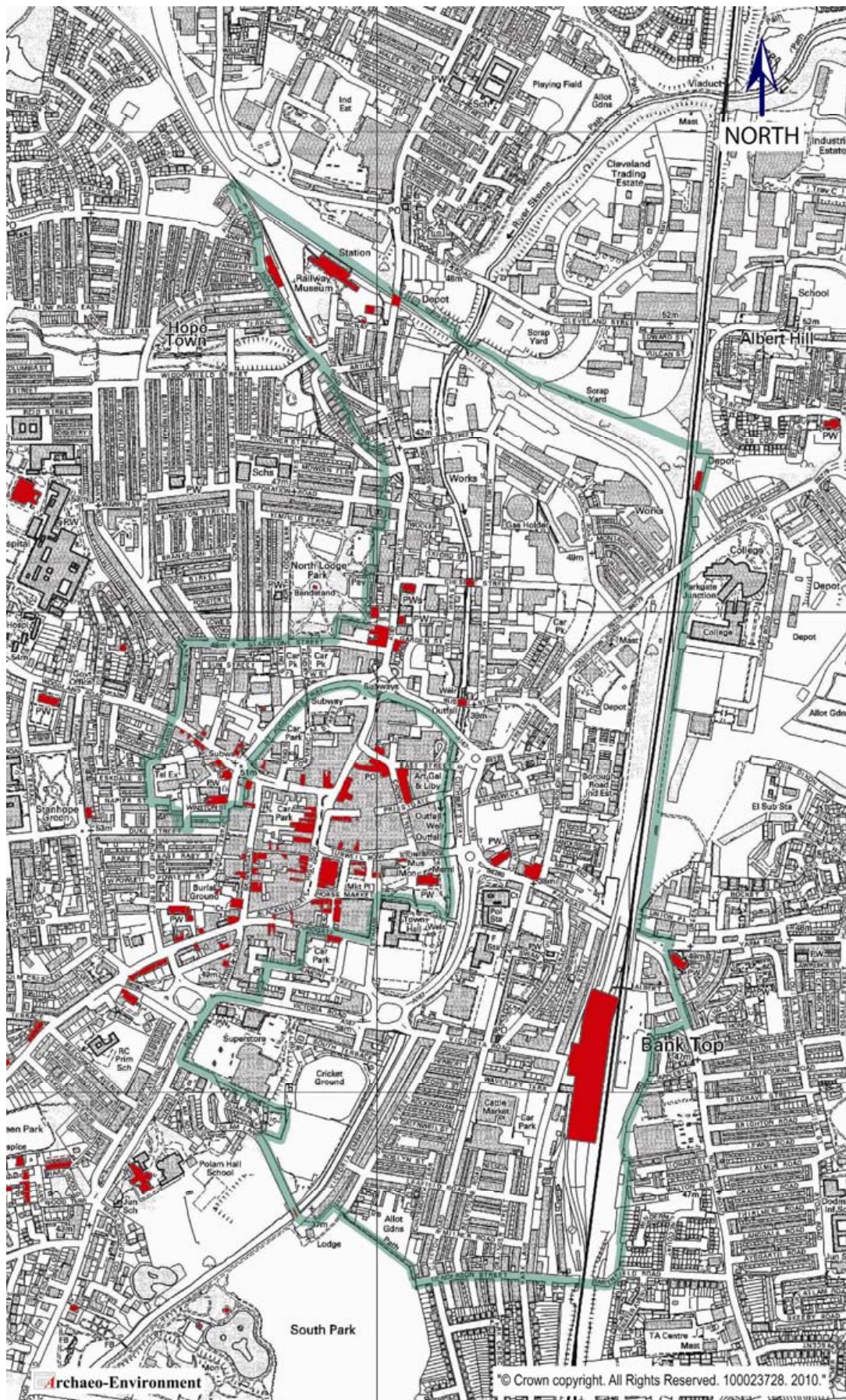
APPENDIX C NEGATIVE FEATURES IN THE TOWN CENTRE FRINGE



APPENDIX D CONSERVATION AREAS IN THE TOWN CENTRE FRINGE



APPENDIX E LISTED BUILDINGS IN THE TOWN CENTRE FRINGE



Appendix F

Local List of Historic Buildings



What is a Local List?



This is a list of buildings, structures, parks and gardens (including cemeteries and open spaces) that have special local architectural or historic interest and which local communities feel are an important part of their local heritage. They are different from, and do not include, legally protected Listed Buildings and Registered Parks and Gardens, which are already recognised as being of importance and have protection. Buildings and parks on the Local List may not be as important as those on the national list, but they are special to the town centre fringe



Why have a Local List?

The Conservation Management Plan has identified a number of buildings and types of buildings which are distinctive and deserve care and attention for their contribution to the unique qualities of the area. These include buildings reflecting the area's industrial heritage in the birth of the railways and the growth of the town as well as the social legacy seen in institutes, chapels, memorials and housing, and the little things often overlooked until they have gone such as old fashioned street signs and railings.

What does being on the Local List Mean?

Unlike Listed Buildings or Registered Parks and Gardens, being included on the Local List will not provide any additional planning controls or costs to owners. It will however recognise the importance of any identified buildings and value to local communities and encourage future care and consideration. It may be that the local list will in due course be formally adopted by the Borough Council and used to inform future planning decisions.

	<p>Weaver's Cottage to the rear of Edward Pease's House on Northgate.</p> <p>The rest of the row is demolished, but the name Weavers Yard survives on some maps. Weavers cottages normally have a distinctive row of windows along the top floor, very close together in order to let in the maximum amount of light. However these do not exist here or in the historic photographs of so-called Darlington House which stood on the site of the Technical College before it was built.</p> <p>RECENTLY RENDERED SO UNDER THREAT</p>
	<p>Shop on 110-112 High Northgate with mid 19th century bowed 12 pane windows topped with a lead dome— a real rarity</p>

		<p>Tannery Row off Borough Road, already on maps by the 1850s – not many such lanes left in this area. Attractive scoria blocks and stone slabs combine to create a floorscaping which exudes historic character and harks back to horse drawn transport. Smoke vents on the end gable were part of the tanning process and key views down the lane centre on the market hall clock tower</p>
		<p>Darlington's first steam laundry on Weir Street—ripe for conversion and adds character to an area crying out for mixed use conversions</p> <p>EMPTY – UNDER THREAT</p>



Darlington Bottling works, Gladstone Street built 1900 and one of the few Arts and Crafts designs in the town



The Temperance Institute on Gladstone Road, built to provide a meeting place without the temptations of alcohol and with the same stone detailing as the listed Technical College and Central School. The shop front below is of poor quality however and detracts from the architecture above

EMPTY – UNDER THREAT



Richardson Construction, Portland Place – a small architectural treat which provides a terminus to views along Portland Place



19th century warehouse building on Weir Street shows several phases of extensions and rebuilding and may incorporate the remains of a building originally shown on maps dating to 1827



Melville House, High Northgate built 1876 by Robert Borrowdale as the town's first cocoa palace. This should be a prominent building with a positive contribution to make to the townscape, but it is hidden behind a petrol station sign. It lacks the ornate sculptures associated with Borrowdale – perhaps they have been removed?

(The first Chocolate House/Cocoa Palace in England opened in London in 1657 followed rapidly by many others. Like the already well established coffee houses, they were used as clubs where the wealthy and business community met to smoke a clay pipe of tobacco, conduct business and socialise over a cup of chocolate.)

EMPTY - UNDER THREAT



The glassworks on Station Road/McNay Street. Delightful stone and brick mix with jaunty finial (most have fallen off) and sash windows – a relative rarity in the town centre fringe. Beautiful below eaves detailing. Its corner position gives it added prominence and streetscape presence.



Melville Street - Just because it must be the skinniest terrace in Darlington and quirky buildings make for interesting places!



1-5 Victoria Road (opposite Sainsbury's). A series of speculatively built middle class Victorian properties with fine stone detailing and below eaves decoration. Most have their original sash windows (No. 3 has some plastic replacements which spoil the row). No 5 (Victoria Dental Practice) was built by the developer for himself and his bust sits over the door. Inside the plaster work detailing is highly ornate and in excellent condition, as is the tilework on the porch floor and bookcases. Most have their original railings which is extremely rare in Darlington's town centre fringe and their original Victorian doors. A group which represents Victorian domestic architecture at its best and worthy of listing Grade II to protect the exteriors and interiors.



Grange House, a prominent corner position added much needed aesthetic value to a rather exposed roundabout area. An early 19th century design which still harks back to the Georgian styles. Multi pane sash windows, although some of these have been replaced with poorer quality plastic ones. Some ornate stone work amongst the brick facades.



Grange Vets and A. Pickering vets. Substantial brick buildings with octagons behind a brick wall with stone caps. Multi-pane sash windows in need of maintenance. This appears to have been the outbuildings to Grange House. Visible on photographs which pre-date the building of the ring road.



11 Victoria Road (Freeman Johnson Solicitors) red brick with stone detailing to neo-Gothic doorway and top floor windows, original Victorian door, sash windows and thistle and rose end stops to the door arch. Replacement railings not of the quality of the originals but help to create a harmonious street front with the other railings.



7-9 Victoria Road (Sanders Swinbank), red brick with stone detailing, ball finials to gables, wide bayed windows. Stonework highly ornate, original railings and doors, cellar level with lead glazing bars and coloured glass. Possibly 1900 in date and consequently later than no.s 1-5.



13-45 Victoria Road included as a group, but excludes no.s 23-25 which has been modernised in a 30s style and which is a broadly neutral feature (it has lost all sense of Victorian character, but retains its scale and massing as the original building sits behind), the Darlington Learning Zone is also excluded as it has a very poor replacement façade which spoils the entire street, and it excludes the Darlington Bedding Centre, which has removed the ground floor of the original Victorian houses.


Otherwise the group includes Victorian Houses which have suffered some losses of traditional features, but overall the balance is still in favour of survival with a good number of original railings, sash windows and panelled doors. The below eaves detailing has survived in all the properties.


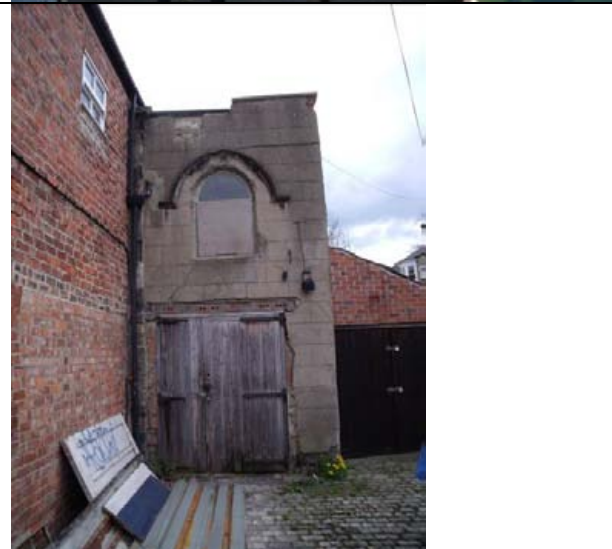


70 Victoria Road on the corner of Feethams south, next to Sainsbury's. A prominent position, but the Edwardian arched doorway with stained glass overhead is not appreciated by car drivers now that this side of the road is one way. The façade facing Victoria Road is poorer with plastic replacement windows, but its striking appearance still helps to lift the side of Victoria Road which has suffered most from the construction of the ring road.



Baptists Church, Victoria Road. An important landmark building located on a roundabout and so has added streetscape presence. One of those visual gateways into the town centre fringe.

	<p>The former Old Skerne Printing Works & Hanratty's Scrap Yard converted into residential studios, Weir Street – an oasis of well maintained calm amongst what looks like post war dereliction (it isn't – this is modern dereliction). An example of successful reuse of former industrial buildings and a template for the town centre fringe. The printing works date to 1904 when it was built in what had been the back garden of Edward Pease's home. The printing works were taken over by the North of England newspapers in the 1930s/40s and used as a paper store. Planning permission for the conversion was granted in 1987 and is still underway.</p>
	<p>Old gateway into the Cocker Beck, Northgate. Stone gateposts topped with Victorian gables with roll top and stone wall with dressed stone capping.</p>

		<p>A Robert Borrowdale designed house on 1 Leadenhall Street. One of the few remaining delights built by Borrowdale, a stonemason who operated out of Northgate and carved busts, statues, gargoyles and livened up the town centre fringe. This was one of a row designed by Borrowdale – renowned as a local builder and ‘gargoyle fetishist’! (Lloyd, Echo Memories 12.8.1994)</p>
		<p>Tallyman's houses and coal drops, behind Westbrook Villas (Westbrook Villas are outside the study area). Very early examples of buildings associated with the railway. The tallyman's house is in poor condition with a render coating which is exacerbating its problems. Neo-Gothic arch with hood moulding, recent door insertion to convert into a garage.</p>



In poor condition but with an interesting mixture that virtually constitutes the town centre fringes entire range of Victorian window types, ranging from arched, pointed arched, conventional double sashes, blocked windows and bays. This combined with its corner position means that it has the capacity to lift the area if it is maintained properly or pull the area down if it is allowed to decline further.





The Forum Music Centre, Brunswick Street (Brunswick School). One of the few remaining Victorian buildings on the largely demolished Brunswick Street. Despite the windows being blocked (in some cases inappropriately with breeze block) it retains the significant architectural neo-Gothic style which was popular with churches and schools in the mid to late 19th century. Good below eaves brick detailing, stone detailing to kneelers, gothic arched windows and buttresses. Another good example of a historic building being reused and their capacity to regenerate an area.



The New Connexions Methodist Church, now a bathroom salesroom. Despite losing its top, this building still has considerable streetscape presence and combined with the tower of Bank Top Station, it creates a majestic architectural focus to views along Victoria Road.



First impressions mattered to Victorians and so often the construction of a railway station from the mid to late 19th century was combined with landscaping the approaches to the station and quality new build providing accommodation. This building was the North Eastern Hotel and was designed to impress the visitor arriving by train. It is still an impressive building even if the rest of Victoria Road has lost much of that impressiveness.

	<p>Old street sign – there are not many left in the town centre fringe and this has a newer sign sitting alongside it. Wooler Street was named after a 19th century developer who purchased the land from Buck's Land Charity in 1864.</p>
	<p>Oxford Garage. Now a squat for an assortment of cats, this building was constructed in the early summer of 1869 after the land was bought by William Alexander Wooler (Wooler Street is named after him) from the Buck's Land Charity in 1864. He sold the empty plot of land on to James Woodward the Younger on 22 January 1869. Mr Woodward built the warehouse in that summer and sold it to Joseph Morrell. One of the warehouse's first occupiers was 'ale and porter merchant' Henry Burton. At that time the building had an earth floor with a stables for the horses and a forge for the smithy. IT was said that there was a hatch on the outside of the building where locals could obtain a swift jug of foaming ale in return for a few pennies. In 1924, Henry's family sold the warehouse to Russells and Wrangham Brewery, of Malton; a brewery that had been established in 1771 and which ended up as part of Cameron's in the 1960s. The next occupier was tettertaller Henry Walton, whose 1930's business made gauges to sit on top of Whessoe oil tanks that were sold</p>

	<p>around the world. His toolkit and machinery were acquired from a failed company which had acquired machinery from the States in anticipation of building cars; Walton was able to acquire this machinery at knockdown prices and moved it into his Oxford Engineering Works. The business passed to his son who died in February 2005 and the building has remained empty (cats excluded) ever since. The machinery was offered to museums but there was no interest and it was sold for scrap. ((Information from Lloyd's Echo Memories 11.1.06). The front elevation has more recent rick in the centre suggesting that the warehouse has either had its central bay replaced, or it was two buildings, possibly keeping the stables apart from the forge in case of fire. Otherwise the external elevations are little altered and the windows are the traditional ones it was made with.</p>
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Warehouse building c1900. Presumably one of the first industrial buildings to move into the Valley Street area after the river was culverted and the roads laid out in 1900.



Faith House, High Northgate (former Clacher's the plumbers). This has become a rather unattractive building due to alterations at ground floor level but it is of some historic interest and the alterations to the ground floor may be reversible. In 1857 John Pease gave away a plot of land to the Darlington Christian Workmen's Mutual Improvement Society, so that it could build a reading room (Lloyd, 2002⁸). The society called its new premises Faith House and its name and date of 1857 are carved on the window sill (north) at first floor level. Two sash windows survive at first floor level. The building belongs to a tradition of self-improvement which started with the founding of Mechanic's Institutes and became particularly popular in the second half of the 19th century. This Victorian self-improvement was to have wider ramifications in opening up the Cambridge and Oxford Universities to a wider audience and the formal creation of adult education. The house later became the mortuary caretaker's house when a mortuary was built to the rear (this was after an unfortunate incident involving the burning down of the North of England School Furnishing co.). The mortuary had been a single storey building with a pitched roof but was demolished in the 1970s by the gas board. The site also has the added significance of the childhood recollections of one of the caretaker's (John Charlton Cooke) having been written, which adds historical significance to the building.

⁸ The Northern Echo 26.6.2002, p 6B



Rachel Coad School of Dance, Victoria Road. An attractive early 20th century building in a prominent street corner position. It has had some alterations to the ground floor, but the brown glazed tiles on the corner are especially attractive. A mix of brick with stone detailing with below eaves dentilling and kneelers. This building represents a shift away from the fussiness of the high Victorian styles towards plainer facades that were to become plainer still. Selected because of its streetscape value in an area where much has been lost through ill informed alterations.



Entrance gates into Feetham's cricket and football ground – a 1930s (?) structure and said to be a miniature of the now lost gates of Wembley Stadium

Appendix G Definitions of value and significance

Historical Value	This derives from ways in which people, events and aspects of life can be connected through a place to the present. It tends to be illustrative or associative, for example it might be an association with an architect or illustrate through visible connections with the past how communities used a place
Evidential Value	The potential of a place to yield evidence about past human activity
Aesthetic Value	This derives from ways in which people draw sensory and intellectual stimulation from a place. It can relate to the design of a place, or the of age which adds to local distinctiveness and character
Communal value	This derives from the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory.

With regard to the town centre fringe of Darlington, significance is also broken down into individual elements and it is these combined which give the area its overall significance or value as described by English Heritage. The significance rating is considered under four headings and for each specific statement made a grading is assigned as follows.

Exceptional Significance. Aspects of the site considered as seminal to the historical, architectural, or aesthetic character or development of the site, the unsympathetic or ill-informed alteration or loss of which would destroy or significantly compromise the integrity of place. This category may be determined by the date, rarity, completeness, duration, setting or the representative quality of the element discussed.

Considerable Significance. Aspects that help to define the historical, architectural, or aesthetic character of the place, without which the character and understanding of place would be diminished but not destroyed.

Some Significance. Aspects which may contribute to, or complement, the historical, architectural, ecological or aesthetic character of the place but are not intrinsic to it, and in some circumstances may be intrusive, and the removal or alteration of which may have a degree of impact on the understanding and interpretation of the place.

Marginal Significance. Those aspects which have only a minor connection with the historic, architectural and aesthetic character of the site and could be considered intrusive, the removal or alteration of which could have a limited or even beneficial affect on the understanding of place.

The reader should note that significance should not be confused with importance. Many buildings have already been assessed according to national criteria and judged to be of sufficient importance to be given status as Listed Buildings or Scheduled Ancient Monuments. The statement of significance accepts this level of importance and seeks to identify in detail the elements which define the area's special character and grades each element's contribution to this. However if buildings are identified as being worthy of designation, but which are currently not designated, or if they are considered to be worthy of inclusion on a local list, then these are flagged up.