

A Conservation Management Plan for Darlington Rail Heritage Quarter

**Archaeo-Environment for
Darlington Borough Council.**

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SUMMARY

This report is a new, updated Conservation Management Plan for the Rail Heritage Quarter (RHQ) in Darlington. Considerable detailed research has taken place on many of its historic railway buildings since 2004 when the first Conservation Management Plan was written by a team from the University of York. The site is also about to benefit from an investment of £35 million to upgrade it as a world class visitor attraction in time for the 200th anniversary of the Stockton & Darlington Railway. It is therefore an appropriate time to update the original plan incorporating the new findings and to revisit the maintenance programme so that the investment of public funds and the significance of the buildings is protected long after 2025.

The RHQ is the heart of Darlington's early railway heritage and marks the point chosen by the Stockton & Darlington Railway from 1825 to be one of two hubs for its activities. The Rail Heritage Quarter is therefore central to the 26-mile-long 1825 Stockton & Darlington Railway and also to the S&DR Heritage-Action-Zone created in 2017.

The Darlington Rail Heritage Quarter includes the following railway related structures which are either extant buildings or buried remains:

	Site 1	Route of the 1825 mainline (live line) and level crossing (destroyed)
	Site 2	The 1825 Darlington branch line (partly extant)
	Site 3	1825 Skerne Bridge (Grade I)
	Site 4	The site of the 1826/7 Merchandising Station, later Darlington Station (demolished 1864)
	Site 5	The site of Kitching's Ironworks/Foundry of 1831
	Site 6	1833 Goods Shed (Grade II*) - At Risk
	Site 7	Railway Cottages, later Gloucester Villa (mostly destroyed)
	Site 8	GNER Merchandising Station (site of)
	Site 9	1840 Goods' Agents' Offices (Grade II)
	Site 10	c.1840 Lime Depot (Grade II) - At Risk
	Site 11	1842 North Road Station / now museum (Grade II)
	Site 12	1853 Carriage Works (Grade II)
	Site 13	1856 North Road Bridge (Grade II)
	Site 14	1861 Whessoe Road Engine Shed

The majority of these heritage assets date to the pioneering days of the railway and are therefore nationally and internationally important. They represent the earliest remains relating to our modern railway network and in some cases have remained in railway use since 1825.

The Goods Shed, the Lime Depot, the Museum building/ former North Road Station and the Carriage Works have all benefitted from detailed assessments of significance. This report has not sought to duplicate those but has instead signposted readers to the reports which are available online for a more detailed account, particularly of the interiors. Instead, this Plan has concentrated on the overall significance of the site, the exteriors of the buildings and the spaces and relationships between the buildings. For those assets with no detailed assessment of significance, this report has gone into a little more detail where possible.

The significance of the Rail Heritage Quarter as whole is its association with the Stockton & Darlington Railway which marked a key step in the development of the modern railway network which spread throughout the country and the world. It is one of the most important collections of railway buildings in England and possibly one of the most important historical sites in terms of the historical development of the railway system in the world.



It is of historic interest because:

-  The modern railway was developed here
-  The collective group value of the historic railway buildings exceeds their individual significance and tells a story of how the approaches to running a railway evolved over time
-  The S&DR was the place where experimentation took place on running a modern railway
-  This is where we learned to commemorate the impact of the S&DR
-  The core museum collections representing the S&DR are of national importance
-  The RHQ is also associated with railway pioneers and its Quaker promoters
-  The area has place names representing our railway inheritance

The RHQ is of architectural interest because:

-  It is a collection of early railway building examples, simply designed (reflecting Quaker beliefs)
-  The later building alterations and additions reflected the earlier designs to create a harmonised appearance in terms of architectural design
-  The setting contributes to our understanding of the place and reinforces the railway character

The RHQ is of archaeological interest because:

-  The buildings are able to tell their story through the evidence left behind from alterations
-  The history beneath our feet almost certainly still survives in a number of key areas

The artistic interest of the RHQ

-  This concentrates currently on the Skerne Bridge and some modest but positive contributions to the streetscape by the Goods' Agents' Offices.
-  There is considerably more potential to enhance this special interest in the future.

The RHQ is of communal value because:

-  The heritage is irreplaceable, and the Skerne Bridge has been officially recognised as such
-  It has been commemorated with Transport Trust Heritage 'red wheel' plaques
-  It is the location for many heritage railway groups
-  The museum has an award-winning education programme

The RHQ has a more limited ecological value because

-  Only 69 species were recorded across the site and 13 broad habitats.
-  The habitats are of poor to average conservation importance with the exception of woodland habitats which are slightly above average.
-  None of these habitats are deemed to represent more than local value for nature conservation and the majority are of low or negligible ecological value.



The policies and issues identified in this Plan and the integrated action plan that follows cover a number of broad themes and there are also site-specific management recommendations. These policies and recommendations are designed to protect the significance and appearance of the buildings and their settings and should therefore complement the works taking place to create an international visitor attraction and museum.

Designation

In terms of statutory protection, the buildings are mostly appropriately protected, partly as a result of an on-going review of designations currently underway by Historic England. However the 1861 Engine Shed on Whessoe Road merits listing. A proposed S&DR Conservation Area is also being reviewed and this should increase the area currently included in the Northgate Conservation Area so that it includes the live line and the 1861 Engine Shed.

Climate change and sustainability

Climate Change is a much more important and urgent consideration than it was in 2004 when the last management plan was written. Works to historic buildings need to consider the impacts of heavier rainfall and also the need to use traditional materials which not only have a lower carbon footprint than modern materials such as cement, but also assist with vapour movement and drying out. Having live steam events might also be perceived to conflict with the need to reduce our carbon footprint, but in fact the emissions are far lower than expected and there are processes which can reduce it further and these have been recommended. The recent dry weather has also highlighted the fire risk of live steam events in areas of parched grass, and this too will need some careful thought in future.

The removal of trees to protect historic buildings and to open up lost views has also been recommended but this too can conflict with the need to generate more wildlife habitats. The primary significance of the RHQ is the railway heritage assets, but at a time when there has been a decline of 60% of flying insects since the last Conservation Management Plan was written in 2004, the need to look for opportunities to enhance the biodiversity is urgent. A number of actions are conditional on the planning permission, but it will be necessary to go further beyond 2025.

The visitor attraction is about rail travel and trains arriving at the site do so along a route used continuously since 1825. Rail travel to the site is therefore to be encouraged; this also supports the climate change policy and the needs for sustainability which is also a Darlington Local Plan policy. The Bishop Line Community Rail Partnership welcomes an opportunity to help promote travelling to the RHQ by train.

Direct access from the train platform through the gate in the fence to the rear of the museum has been limited in the past. A project is taking place to improve access to the new RHQ welcome building (The Goods Shed) from the platform by means of a new ramp, which means it will be accessible to all rail passengers and can also be used by visitors using the street entrance on McNay street.

Points of view

Views are important in the RHQ. For the first time in many years, the view that Dobbin had when he painted The Opening Day of the S&DR in 1875, is once again available, although much altered. The removal of trees from the former gasworks site has opened these views up. Such artistic views, or an opportunity to appreciate the design features of a building, merit cherishing. Views also help to understand how buildings worked. It is often self-seeded trees that prevent these views, but it can also be fencing and lighting. There are now opportunities



not just to restore lost views, but to make sure that new landscaping does not obscure them again and to consider lighting strategies that do not require tall posts in front of heritage assets.

Consistent conservation

The RHQ ownership is now simplified with nearly all of it now being in the ownership of Darlington Borough Council or Network Rail. This creates opportunities for a consistent approach to conservation across the site. Occupiers are more varied but as they are mostly rail heritage groups; tenancy agreements can encourage a similarly consistent approach to conservation and site appearance. Inevitably the action plan therefore identifies Darlington Borough Council and Network Rail as the lead partners in most actions.

Valuing volunteers

Volunteers have an important role to play at the RHQ and policies have been devised to recognise their importance and to acknowledge reciprocal benefits.

Promoting the RHQ

The museum has often been under-valued and the news of just how much the Council are preparing to invest in 2025 has not reached a large part of the local or national (and indeed international) community. If anticipated visitor number in 2025 are to reach the 250,000 hoped for, then an invigorated communications strategy is required.

A strong sense of place

The capital works now underway have already identified a number of tasks to enhance the appreciation of the RHQ. Many of these proposals have also found a place in this Plan. This includes creating a strong sense of place and arrival through floorscaping treatments, interpretation and the removal of barriers that sub-divide the site. In some instances, this Plan takes these recommendations further with the removal of more fencing than is proposed in the current scheme and concerns that creating a sense of place shouldn't disadvantage neighbouring businesses or residents. It also highlights the preference for retaining and incorporating features such as sidings, scoria blocks and cobbles.

Vandalism

There is only one policy on vandalism and the need to respond to it rapidly, but in fact issues of security lead to conflicts between creating a coherent site with visual relationships between buildings while protecting the site from vandalism.

Getting maintenance right

All the buildings on the RHQ have suffered from inappropriate materials being used to repair and maintain them. This has resulted in peeling paintwork, but more worryingly damage to stonework at the Skerne Bridge, the Goods Shed, the Station building, the Goods' Agents' Offices and most notably the Carriage Works. The capital works due to be carried out offer an opportunity to remedy this at some of these buildings and new procedures put in place to ensure that damaging materials are not used again.

Maintenance is key to protecting significance and public investment of funds, but this has not always been carried out in a timely manner. Network Rail already has inspection procedures in place, but the growth of vegetation in the stonework of the Skerne Bridge and the bridge over High Northgate is still apparent. Root damage is now dislodging some of the building fabric in places. Network Rail is aware of the issue and plans are afoot to improve the appearance of the structures in time for 2025.



A lack of maintenance has also been an issue in the past at The Goods Shed and the current station building has loose slates, peeling (modern) paintwork on the window ledges and a crumbling stylobate damaged by cement render.

The history beneath our feet and the stories buildings tell us

A number of the heritage assets are no longer extant, and their interest is primarily archaeological. These include the site of the first merchandising station and Kitching's Ironworks. It is less clear to what extent fragmentary remains might survive of the GNER Goods Shed north of the live line in a woodland belt. Approaches to tackling this archaeological interest and potentially adding interest to the RHQ have been suggested based on testing what survives and then drawing up an appropriate response based on information gained. This approach should be used where the proposed new footbridge is to be built, but also where sidings or turntables might be exposed for example.

Extant buildings also contain evidence of phasing and processes and so not only is recording of such features important, future developments will normally need to retain and/or reuse them so that the evidence can still be read in future. This includes the alternating opening sizes and the survival of an original north arch in the Goods Shed and the gap between the lime attendants' platforms in the lime depot.

Acknowledgements and Consultees

A considerable number of people helped to make this report possible by feeding into the process, making constructive suggestions, bringing information and research and co-ordinating meetings. Thank you to everyone for your time, enthusiasm and expertise.

Richie Starrs, HAZ Officer co-ordinated consultation with Network Rail.

From Darlington Borough Council Mike Crawshaw and Anthony Hewitt representing the RHQ Design Team and Kevin Kaley representing the commissioning client and Tourism UK. Leona White-Hannant and Alison Grange from the Head of Steam Museum for the Museum's accession's policies, figures on visitor numbers and commenting on the draft. Bethan Hacker representing the S&DR Rights of Way (and Great, great, great, great, great, niece of George Stephenson!) and Andrew Casey, Head of Highway Network Management.

From NERA Neil Mackay (Chair), John Askwith, Tom Burnham, Les Cairns, Richard Lacey, Christine Richardson, Keith Richardson, Eddie Scarlett and Sam Woods.

From Network Rail Joe Cookson (Rail Heritage Board representative); Michael Clegg; Dale Clarke; James Holdroyd; Nicholas Curtis (who obtained costs to clear the site of the Merchandising Station) and Neil Richardson (who also provided the plans for High Northgate Bridge).

From Durham County Council (leading on the S&DR Conservation Area) Bryan Harris and Thomas Betts.

From the Friends of the S&DR who walked around the RHQ discussing management and conservation issues Angela Pickering, Steve Goddard, Simon Owens, David Thompson, Alan Townsend, Barry Thompson, Maurice Burns (also representing NELPG), Peter Bainbridge, Jeremy Horner, John Raw and Stephen Lambert.

From NELPG Ed Bolam and Maurice Burns – thank you for inviting us into the carriage works. Also from NELPG but representing his personal views – Chris Lawson.



From The Friends of North Road Railway Centre and Museum, John Walker, Chair of the Friends' Committee

Julia Holberry Associates were consulted on the policies and action plan on volunteering.

Felicity Machnicki represented the Bishop Line Community Rail Partnership.

No major issues of conflict were identified that can't be resolved through compromise and negotiation, but there is a general lack of knowledge amongst the railway interest groups regarding how the movement of visitors will be managed and the approaches to acquiring more locomotive accessions and the provision of live steam.

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Abbreviations

At various points in this report abbreviations and acronyms are used to simplify the flow of text and shorten the names of organisations or groups. At the first use of such terms, they are explained. The following provides a short list of the abbreviations used; a full list can be found at the end of the Action Plan:

-  BLCRP – Bishop Line Community Rail Partnership
-  CMP – Conservation Management Plan (this document)
-  DBC – Darlington Brough Council
-  DRPS – Darlington Railway Preservation Society
-  FNRRCM – Friends of North Road Railway Centre and Museum
-  FoSDR – Friends of the Stockton & Darlington Railway
-  GNER – Great North of England Railway
-  HAZ – Heritage Action Zone
-  HE – Historic England
-  NE – Natural England
-  NERA - North Eastern Railway Association
-  NELPG – North Eastern Locomotive Preservation Group
-  NLHF – National Lottery Heritage Fund
-  NR – Network Rail
-  RHQ – Rail Heritage Quarter
-  S&DR – Stockton & Darlington Railway

The front cover shows the north elevation of the Goods Shed prior to any conservation works.



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1.0 INTRODUCTION

This report is an updated Conservation Management Plan for the Rail Heritage Quarter in Darlington. Conservation Management Plans (CMPs) are based on the idea of values-based heritage management where the significance of various aspects of heritage, both built and natural, are used to inform good decision making for cultural heritage places. Widely adopted as a management tool in the UK by organisations such as the National Trust, Historic England and many others, their use is supported by major funders such as the National Lottery Heritage Fund, who also have issued guidance on their structure and process.¹

CMPs are designed to be living documents, with a regular review and updating process and this version updates an earlier conservation management plan prepared in 2004 by the University of York.² This in turn has been added to by a report in 2006 by Robert Clark, the former museum manager on the early railway buildings on the site.³

Many of the historic buildings within the Rail Heritage Quarter have also been the subject of more detailed studies since the 2004 management plan was written. These include the following:

-  [In 2010, a Conservation Management Plan for Darlington's Town Centre Fringe by Archaeo-Environment included a Railway Character Area centred on the Rail Heritage Quarter](#)
-  Also in 2010, Nick Chester wrote a social history of North Road Station⁴
-  [A Statement of Significance was written for the Goods Shed by Archaeo-Environment in 2013 and an Historic Building Survey and Analysis carried out by Purcell Architecture in 2021](#)
-  [A Statement of Significance for the Head of Steam Museum was written by Archaeo-Environment in 2014](#)
-  [The 1825 Stockton & Darlington Railway: Historic Environment Audit by Archaeo-Environment was commissioned by each local authority area through which the 1825 route ran](#)
-  [An Historic Building Analysis of the Lime Cells in 2020 was written by Archaeo-Environment and commissioned by Historic England.](#)
-  [An Historic Building Investigation and Assessment of Significance of the Carriage Works in 2021 by Purcell Architecture was also commissioned by Historic England.](#)

The Rail Heritage Quarter now includes structures previously excluded from the earlier conservation management plan. These include:

-  Skerne Bridge
-  The first Merchandising Station (site of)
-  The Railway Bridge over North Road
-  The Lime Depot
-  The 1861 Engine Shed

Now that so much more detailed information is available on the railway buildings on the site, it is an opportune time to update the earlier 2004 Conservation Management Plan and draw together all the latest research findings. The commitment to produce a Conservation Management Plan before 2025 was also made in the Darlington Local Plan adopted in January

¹ <https://www.heritagefund.org.uk/publications/conservation-planning-guidance>

² Department of Archaeology, The University of York 2004

³ Clark 2006

⁴ Chester 2010 (copy in the Ken Hoole Study Centre)



2022.⁵ With the site being at the heart of a £25m capital investment, it is also an appropriate time to revisit the maintenance programme in order to both protect the significance of the site and the investment of public funds made on the approach to the bicentenary of the Stockton & Darlington Railway in 2025. A separate maintenance plan is being produced which will sit alongside this document.

To make the report as user-friendly as possible, the details of the reports on the individual assets will not be duplicated here. Instead, it will be an over-arching report, under which the more detailed reports will remain as the source for room-by-room analysis and significance, and readers will be signposted to those reports for further details. This management plan will therefore concentrate on the site as a whole and the relationship between the buildings and the spaces.

‘Even now hardly a single country the wide world over is without its railway, and wherever a railway and railway engineers push their way there is known the historic Stockton and Darlington, and the names at least of Darlington, Stephenson, and Edward Pease....It was the true germ of our present railway systems. It was the first railway of the kind now known as railways. It was the first complete and successful venture in which all the conditions of the modern railway system were combined. This was recognised by the railway world and the country generally by the truly national way in which the Railway Jubilee in 1875 was celebrated.’

Darlington Half Holiday Guide 1899, 154-5 quoting the ‘Northern Echo’ Railway Jubilee edition

⁵ Darlington Borough Council 2022, 9.2.4



2.0 WHERE IS THE RAIL HERITAGE QUARTER?

The Rail Heritage Quarter is situated approximately one kilometre to the north of Darlington town centre and sits in a roughly triangular area of land formed by the 1825 Stockton & Darlington Railway (S&DR) mainline which is still in use, its contemporary Darlington branch line and the River Skerne. It is centred at NZ 28917 15659.



Figure 1. The approximate extent of the Rail Heritage Quarter

The area is the heart of Darlington's early railway heritage and marks the point chosen by the Stockton & Darlington Railway from 1825 to be one of two hubs for its activities; the other being New Shildon which was the centre for locomotive maintenance. The Rail Heritage Quarter is therefore central to the 26-mile-long 1825 Stockton & Darlington Railway and also to the S&DR Heritage-Action-Zone created in 2017.

The Darlington Rail Heritage Quarter includes the following railway related structures which are either extant buildings or buried remains:

- | | | |
|---|---------|--|
|  | Site 1 | Route of the 1825 mainline (live line) and level crossing (destroyed) |
|  | Site 2 | The 1825 Darlington branch line (partly extant) |
|  | Site 3 | 1825 Skerne Bridge (Grade I) |
|  | Site 4 | The site of the 1826/7 Merchandising Station, later Darlington Station (demolished 1864) |
|  | Site 5 | The site of Kitching's Ironworks/Foundry of 1831 |
|  | Site 6 | 1833 Goods Shed (Grade II*) - At Risk |
|  | Site 7 | Railway Cottages, later Gloucester Villa (mostly destroyed) |
|  | Site 8 | GNER Merchandising Station (site of) |
|  | Site 9 | 1840 Goods' Agents' Offices (Grade II) |
|  | Site 10 | c.1840 Lime Depot (Grade II) - At Risk |



- | | | |
|---|---------|--|
|  | Site 11 | 1842 North Road Station/ now museum (Grade II) |
|  | Site 12 | 1853 Carriage Works (Grade II) |
|  | Site 13 | 1856 North Road Bridge (Grade II) |
|  | Site 14 | 1861 Whessoe Road Engine Shed |

There are other railway related structures in the surrounding area, and these are included in this report, as are structures in the vicinity which are referred to as context.



Figure 2. The RHQ in 1839 when the Darlington branch line of 1825 was still active and before the Lime Depot, the Goods' Agents' Offices, North Road Station and the Engine Shed on Whessoe Road were built (TNA RAIL 1037/456)



3.0 OWNERSHIP OF THE RHQ

Most of the RHQ is under the ownership of Darlington Borough Council.

The northern boundary of the site is live rail and a working railway station, and those areas are under the care of Network Rail and the service provided by Northern Trains Ltd. The bridge over High Northgate and Skerne Bridge are therefore also the responsibility of Network Rail, but the road and paths below, the responsibility of Darlington Borough Council. The Community Rail Partnership for this area is the Bishop Line and it consists of a number of representatives from the train operating companies and Network Rail as well as other stakeholders with an interest in the line.

Darlington Borough Council lease the Head of Steam station building, the engine shed to the north and the 1861 Engine Shed on Whessoe Road from Network Rail.

The Museum Trust formed in 1975 owned a small triangle of land in the Goods Yard, but this has just been sold to Darlington Borough Council (May 2022).

A small area of land which is the site of the Merchandising Station (site 4) on North Road is unregistered land.⁶ The advice of the Council Assets Team is that when in the vicinity of railways (as this is) unregistered land is usually in the ownership of Network Rail and is shown as such on figure 3 below.

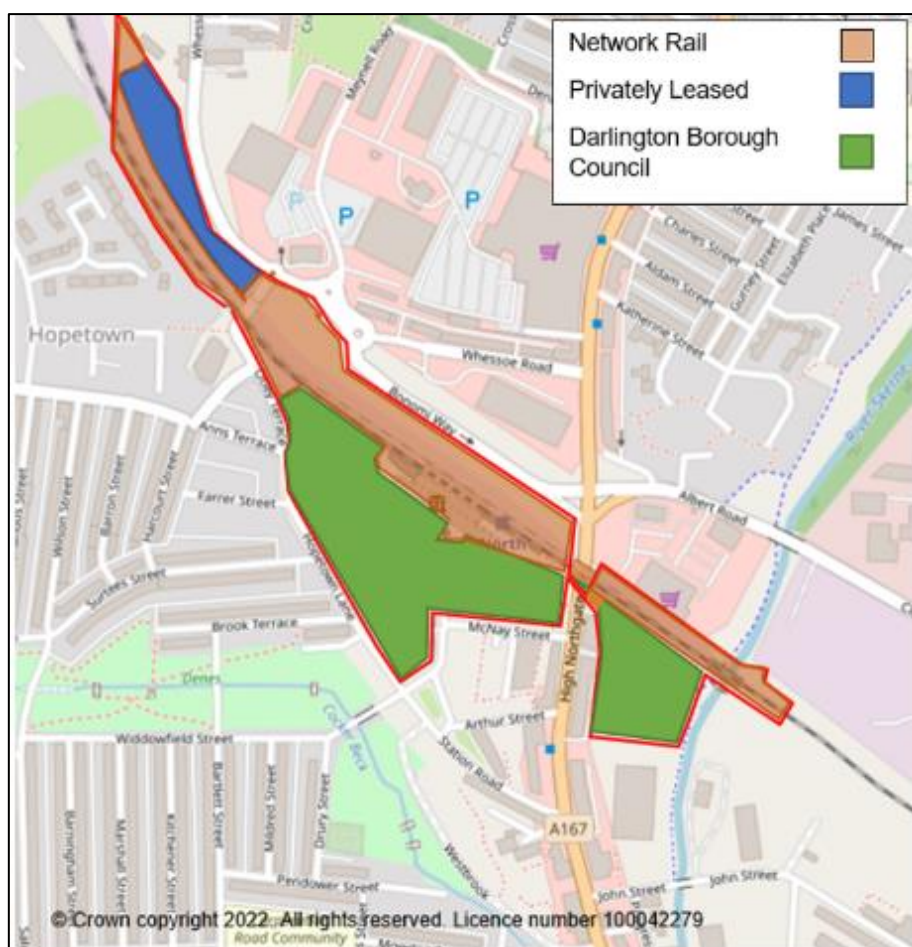


Figure 3. Ownership in the RHQ

⁶ Email dated 3rd August 2022 from the DBC Assets Team via Richard Starrs, HAZ Officer.



4.0 UNDERSTANDING THE HERITAGE OF THE RAIL HERITAGE QUARTER

The Stockton & Darlington Railway (S&DR) opened on the 27th September 1825. The 26-mile-long mainline was located in North-East England in the historic County of Durham. It ran from the coal mines near Witton Park to the River Tees at Stockton, via Darlington and Yarm where there were two branch lines. Within the next five years it had an additional three branch lines at Croft, Haggerleases and Middlesbrough. Over the following decades, as railways spread across the world, the S&DR also expanded its network of tracks reaching as far as Barnard Castle, Tebay, Redcar, Saltburn and Weardale. It was amalgamated with the North Eastern Railway in 1863.

There had been railways before 1825, but from the outset the S&DR was different; designed to be the start of a nationwide network consisting of a permanent main line and branches, available for anyone to use to haul goods and passengers, all for a fee at an agreed and advertised rate and to be locomotive powered. This made it the start of something new – our modern railway network, and a place observed by others from around the country and the world where engineers and promoters could learn how to run a railway.

Heritage assets from these pioneering days of the railway are considered to be nationally and internationally important and merit cherishing.⁷ They therefore require careful conservation that is informed by their special significance.

4.1 Before the railway

Prior to the Stockton & Darlington Railway being built between 1822-5, the area consisted of fields with an occasional spring and the tree-lined Cocker Beck winding its way towards the Skerne where cows grazed on its banks. Whessoe Lane (now Hopetown Lane) with its profusion of violets ran from what was then called Durham Lane (High Northgate now), to Patches Lane and Aycliffe.⁸ Durham Lane was the main turnpiked thoroughfare north and south and was populated with horse drawn coaches and carts.

The RHQ site was the location of an 18-19th century field enclosure pattern with a single barn in what is now the museum field.⁹

Once the railway was opened in 1825, the landscape would go through a process of change as the railway generated new buildings, new industries and new housing for the workers and their families.

⁷ Historic England 2017,⁸

⁸ Nicholson 1949, 48-9

⁹ Still visible on the 1827-30 base map for the 'public health map' U418q E810021764 (see fig 7) and 'Plan of the Town of Darlington in the County of Durham, By Joseph Sowerby, 1847'; scale 40" to 1 mile both available at Darlington Local Studies Library.





Figure 4. The S&DR 1825-30. The RHQ in Darlington is central to the 1825 mainline. Image from Friends of the S&DR 2021



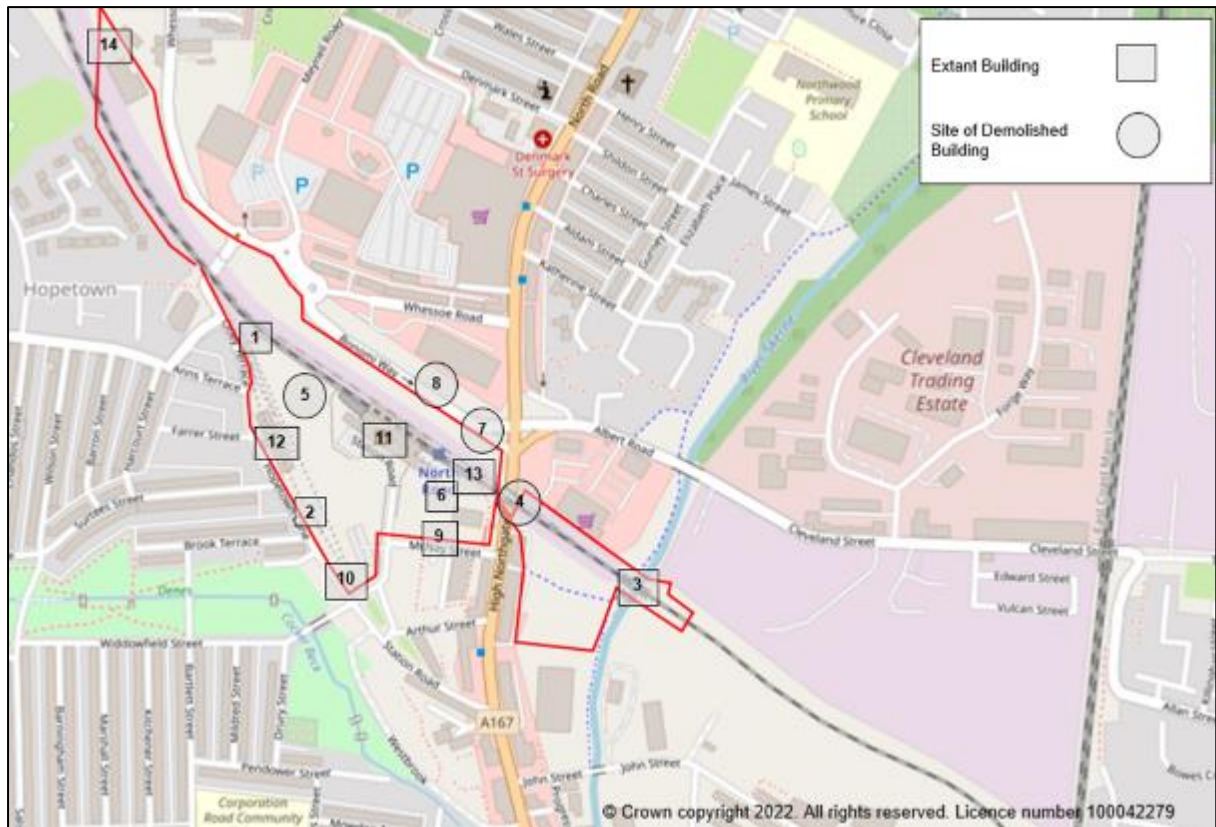


Figure 5. Heritage Assets within the RHQ. Site numbers are used throughout the report and in the Action Plan



Figure 6. Locations of other significant railway related assets referred to in the text

4.2 Phase One 1825

By the 27th September 1825, the mainline was complete including Skerne Bridge. The Darlington branch line was also complete, but some works were still required at the depot at its terminus. The opening procession headed by 'Locomotion No.1' and twenty-one other waggons, as well as the first railway passenger carriage 'Experiment', reached Darlington at twelve o'clock. The train halted for half an hour and Locomotion No.1 was taken to the company's reservoir to replenish her water barrel.¹⁰ Six waggons of coals and twenty-three of the horse drawn waggons, laden with workmen, left the main line around where Hopetown is today, and were taken down to the coal depot (where Westbrook is today). The horses were fed and watered, and the coals were distributed to the poor of the town. Workmen were entertained to a 'right good dinner, washed down with copious libations of ale in various public houses in the town. No. 1 having filled her water barrel, the six waggons of coal having been taken off, and the waggons containing Mr Meynell's famous Yarm band, having been coupled on behind Experiment, the train started once more' and headed towards Stockton. All passengers who had alighted in Darlington were replaced with new (and more) eager passengers. As the train started up again, young lads from the Robson family ran alongside and attempted to keep up with the train all the way to Fighting Cocks.

A passenger service between Darlington and Stockton was to commence on Monday 10th October 1825 using the new coach Experiment which had accommodated Committee members on the opening day. The departure point for passengers was North Road in Darlington (and the depot in Stockton) and North Road would become the hub for passenger activity from then onwards. The journey in Darlington would commence at 7.30am or 3pm and would take two hours to Stockton. Modern sounding terms and conditions were introduced: luggage allowances of 14lb a passenger were imposed, with tariffs for additional allowances and no packages worth over £5 would be compensated for if lost or damaged.

Map key: site 1

The S&DR 1825 Mainline and the Level Crossing over Durham Lane (now High Northgate)

Site survival: Extant (not level crossing) and live railway line

Statutory protection: No

Inside existing RHQ? YES

Ownership: Network Rail. Darlington

Borough Council for the A167

Occupier: Northern Trains Ltd



The present day live line sits on the route of the standard gauge mainline trackbed of 1825 including Skerne Bridge and part of the Darlington Branch Line. It was the presence of the mainline crossing the main N-S road into Darlington that led to this site being the location of other railway buildings constructed in the years that followed, many served by additional railway sidings.

¹⁰ A large pond is shown on later maps NW of the RHQ on Whessoe Lane



Under the Company's 1821 Act of Parliament, at these junctions, rail tracks were not allowed to protrude more than three inches above the road surface. Level crossings, such as that at Darlington's Durham Lane (now High Northgate or the A167), were thus the best places for coaches to access the line via sidings linking road and rail.



Figure 7. This map captures the period after 1827 when the Merchandising Station and the Railway Tavern were built but before the 1831 Kitching's Foundry or the 1833 Goods Shed were built. The road widened considerably at the level crossing to make provision for sidings on to the mainline. The branch line is also shown with the coal and lime cells, offices and weigh house and Hopetown can be seen growing in the top left. (1827-30 'public health map' coal depot U418q E810021764)

In the early days of passenger travel, passenger coaches joined the line at the level crossing from at least 1826. At that date, coaches set out from inns in town and travelled on their 'small, railway-adapted' wheels, along Northgate, picking up request-passengers enroute, to reach the railway at the point where the road - here Durham Lane - crossed it on the level.¹¹ (Northgate bridge and its sunken road came 30 years later.) There was clearly rivalry between

¹¹ The 1821 Act of Parliament (para II) required that the rails should not protrude above ground more than 3 inches at crossings to limit the impact on road traffic.



the coachmen, fighting for position on the rails, as the S&DR had to instruct them in 1827, where they should stand when they reached the line:

'In consequence of continued complaints respecting the standing of Coaches - it is agreed that Longstaff & Co's Coach be stationed for the ensuing month on the South Side of the Railway at Durham Lane and Scott & Co's on the short siding nearest Shade (?)...' ¹²

R. Peacock was instructed to enforce this by removing any coaches parked up in violation of this rule at the coach company's expense.

An early map of Darlington (see fig 7) shows how the road was widened at the crossing to ease coaches' progress onto and off the railway line.

The mainline in 1825 consisted of stone sleeper blocks quarried from the west end of the line. These had two holes for fixing the iron chairs into them which in turn secured the iron rails in place. These were replaced in the 1830s with sleepers with four holes which held the chairs more securely. By the 1840s timber sleepers were being used.

The mainline trackbed has remained in use since 1825 although much modified. The original level crossing over High Northgate has long gone and the line has been widened several times since 1831-2. The mainline runs E-W and forms the northern boundary to most of the RHQ.

Map key: site 2

Darlington Branch Line (1825)

Site survival: Route extant within RHQ, partial survival elsewhere

Statutory protection: Conservation Area.

Inside existing RHQ? Partially

Ownership: Darlington Borough Council within RHQ. Various elsewhere

Occupier: Various – includes A1 Trust and NELPG (2022), plus private properties on the site but outside the RHQ



The Darlington branch line also dates to 1825 and opened on the same day as the mainline. It is in partial use for locomotive preservation and restoration where it runs behind the later S&DR Carriage Works, although those functions will be lost if the forthcoming capital works require the existing tenants to move out. It was a modest branch line of only 0.8km (½ mile) and as with the mainline, standard gauge. It peeled off the main line at Hopetown and gently curved towards the south terminating at a coal and lime depot (and 1826-7 Railway Tavern) just before the Cocker Beck immediately west of High Northgate. A later spur, present by 1839, led to the c.1840 lime cells.

¹² S&DR Committee, 9 Nov 1827; TNA RAIL 667/31. This last word is not clear and would make more sense if it was supposed to read 'Shed', although the subsequent shed to accommodate coaches may not have been built until the 1830s.



This branch was an alteration of the route into Darlington proposed by George Stephenson in 1822, which in turn was an alteration of the branch line proposed by George Overton in 1820. Presumably considerations such as hostile landownership and a spiralling budget came into play resulting in a new, shorter route by 1825.¹³

The branch line survives within the Rail Heritage Quarter and is still used by the A1 Trust and NELPG; the present track having been used in the past by DRPS to provide live steam events.¹⁴ However, the stretch of branch outside the RHQ between Station Road towards the terminus has been lost and developed with late 19th century housing. Fragments appear to survive within boundary walls and the Tallyman's Cabin is locally credited with being a depot building. However few attempts have been made to unpick the architectural fragments some of which may be associated with gardens set out by Henry Pease in 1837.¹⁵

Map key: site 3

The Skerne Bridge (1825)

Site survival: Extant

Statutory protection: Listed Grade I

Inside existing RHQ? YES

Ownership: Network Rail

Occupier: Northern Trains Ltd



This was the largest engineered stone-built structure on the line and technically one of the most challenging (along with the Gaunless Bridge at St. Helen Auckland); as an integral part of the mainline, it too dates to 1825 with later alterations, although the foundation stone was laid in July 1824 by Francis Mewburn, the S&DR's solicitor. George Stephenson was initially commissioned to design it, but the task was eventually handed over by the S&DR Committee to Ignatius Bonomi the Council Architect and Surveyor of Bridges who advised on the design and oversaw the works of the contractors appointed by the S&DR. They in turn appointed Ralph Day to inspect the stonemasonry work in 1824-25.¹⁶

To be LET by Proposal,

THE BUILDING OF THE STONE WORK OF A BRIDGE, to be erected on the line of the Stockton and Darlington Railway, across the RIVER SKERNE, near Darlington.

¹³ Robinson 2018, 23

¹⁴ Maurice Burns pers comm 070622

¹⁵ TNA RAIL 667/9 and TNA RAIL 667/11 where the Committee minutes record that Henry Pease had erected a small building adjoining his gardens at the back of the 'Depots' and should be charged an addition one shillings rent per annum – this could be the Tallyman's cabin? These gardens survive as The Denes.

¹⁶ TNA RAIL 667/30 July, November and December 1824 (a brief interlude when he was dismissed for disorderly conduct in December, but re-appointed)



Proposals, containing the names and residence of two sureties for the completion of the contract, will be received until Friday the 28th instant, at the Railway Office, Darlington; where a Plan and Specification of the Work may in the mean-time be seen.

Durham County Advertiser, Saturday 22 May 1824

It is a fine example of Georgian masonry bridge design: an elegantly proportioned structure that was sensitively completed with restrained embellishment referencing the desire for simplicity from the main Quaker railway promoters. Bonomi filled in the valley from slope to slope with masonry except for three arched gaps - a wide central one for the river to pass through and narrow pedestrian passageways on either bank. Notes written by Bonomi give an indication of how the bridge was built:

“There will be about 3000 cubic feet of stone in the arch and I think it might be wrought at the quarry providing a little extra care is taken in putting the blocks when wrought into the carts. As the blocks are large, they need not, I conceive, be piled upon each other. They should be laid upon straw or turf...straw bass worked up loosely would suit best...” (From Bonomi 2.11.1824 and quoted in Crosby 1987, 45)

“I hope that the offsets of the foundations may be found to project a little within the great arch in order to get a stool for the support of the centring. The two sole trees upon which the uprights are supported should be of oak and it would also be proper to put a piece of oak between the top of these uprights and the beam which reaches from wall to wall...The whole of the arched stones should be prepared and be on the spot before centring is fixed; it is not proper to suffer the weight of the stones to hang partially upon the wood, which weakens the centring...The masons who set the pens should be provided with large mells [mallets] to drive them well up and it is moreover a good plan to wedge them and keep them wedged until the next course comes on and so forward; the arch cannot be too tightly set at first. It will certainly tighten itself when the centring is eased, but if it has too much play, the form of the arch will be distorted...” (From Bonomi 3.11.1824 and quoted in Crosby 1987, 45-6)

The early strengthening works in 1829, necessitated by the railway carrying significantly higher tonnages of traffic than anticipated, were principally designed to strengthen the earthwork approach embankments rather than to address deficiencies with the bridge itself. These strengthening works added concave wing walls to either side of the arch.¹⁷ These alterations were designed and carried out by the Railway Company's part-time inspector of works and designer of buildings, John Carter. Further alterations were made in 1832-3 as part of the doubling of the mainline line. This process was nearly complete by July 1832 on the rest of the line, but the Skerne Bridge and the Tees Bridge were the last to be doubled.¹⁸ It is therefore this widened and strengthened bridge that features in later paintings of the structure such as John Dobbin's Opening Day of the Stockton & Darlington Railway, painted probably in 1875.

The bridge underwent further widening works in the late 19th century. These works obscured Carter's wing walls and replaced them with chunky, rusticated walls and buttresses of non-matching stone that flank Bonomi's unaltered central portion of the bridge today. The bridge

¹⁷ Boyle 2017, 3

¹⁸ Committee meeting minutes 7 July 1832 TNA RAIL 667/8



was also widened on its N side and this new N elevation hid much of the earlier bridge.¹⁹ Fortunately the view of the bridge that survives is the same elevation as seen in Dobbin's painting. The widened area of the bridge is no longer used as traffic has reduced considerably.



Figure 8 Rev. John Skinner's sketch of Skerne Bridge, on 26 August 1825 and so before the Opening Day and before Carter's alterations. British Library Add_MS_33684_f_89



Figure 9 John Dobbin's sketch showing the bridge as it was in 1875 with Carter's concave wing walls to strengthen the embankments. Photo: Darlington Borough Council

¹⁹ The widening is visible from 1897 2nd ed OS 6 inch map (Durham Sheet LV.NW Revised: 1896, Published: 1899) but on the 1st ed 1856 map (Durham Sheet LV Surveyed: 1855, Published: 1858) the curved wing walls remain.





Figure 10. The Skerne Bridge in 1925 was less cluttered with fencing and the embankment was kept free of trees (Durham Tomorrow's History)

The Darlington North Road Conservation Area was specifically extended to include the Skerne Bridge. It was recently re-assessed by Historic England and altered from a Scheduled Monument to a listed building grade I.



4.3 Phase two – 1826-30

This phase saw the S&DR grapple with the need to improve their rail service in every way while also building additional branch lines bringing the network up to fifty miles. More staff were required, buildings to provide shelter and hospitality were urgently needed along the route, strengthening works to bridges was necessitated by the substantial amounts of traffic and works to the depots were still not quite complete. Since 1827, the Company was keen to move all *goods* traffic to locomotive power and issued several decrees from 1828 to rail users that horse power was only to be used where no locomotives were available.²⁰ Until 1830, the S&DR was still leading the field in railway development and so engineers and promoters travelled across the country and the world to learn how to run a railway from the S&DR in Darlington and New Shildon.

Map key: site 4

The First Merchandising or Goods Station (1826/7), later Darlington passenger station (1833), railway cottages and Weardale Lime Offices (post 1842)

Site survival: destroyed 1864, below ground remains possible

Statutory protection: Conservation Area

Inside existing RHQ? YES

Ownership: Darlington Borough Council with Network Rail adjacent
Occupier: vacant



Soon after the line opened the S&DR Committee identified the need for additional railway buildings. In 1826 they commissioned John Carter to design and build three new railway taverns next to the depots for Darlington (a little south of the RHQ), Stockton and Aycliffe Lane near Heighington. He was also instructed to build a new merchandising station on the south side of the line, east of High Northgate. It was to be a two-storey building with the upper floor at rail level. The interior was originally divided into five unequal units let to carriers at rents ranging from £20 p.a. to £30 p.a.²¹ Road cart access to collect goods was at ground floor level and operated by individual carriers. This function was distinctly different from the depots where goods such as coal, lime, stone, sand and gravel could be purchased from the depots, but the goods arriving at the merchandising station were in transit and not for sale. The station was completed in March 1827 and in its original form can be seen in a painting, now held at Preston Park Museum (see fig 11).

In 1830 the company considered converting two bays of the lower floor into cottages for railway workers (while retaining some of the building for staff purposes) and in 1833 when a new Goods Station was built across the road, it was recognised that this building could be part of an improved passenger offer. The directors asked their Secretary to report on this and the outcome was the conversion of the station to provide a cottage on the lower floor and a shop,

²⁰ Friends of the S&DR 2021, 18 and 22

²¹ TNA RAIL 667/31



booking office and waiting room above.²² The building also acquired a low platform, with a shelter in the form of a short veranda bracketed out from the wall.

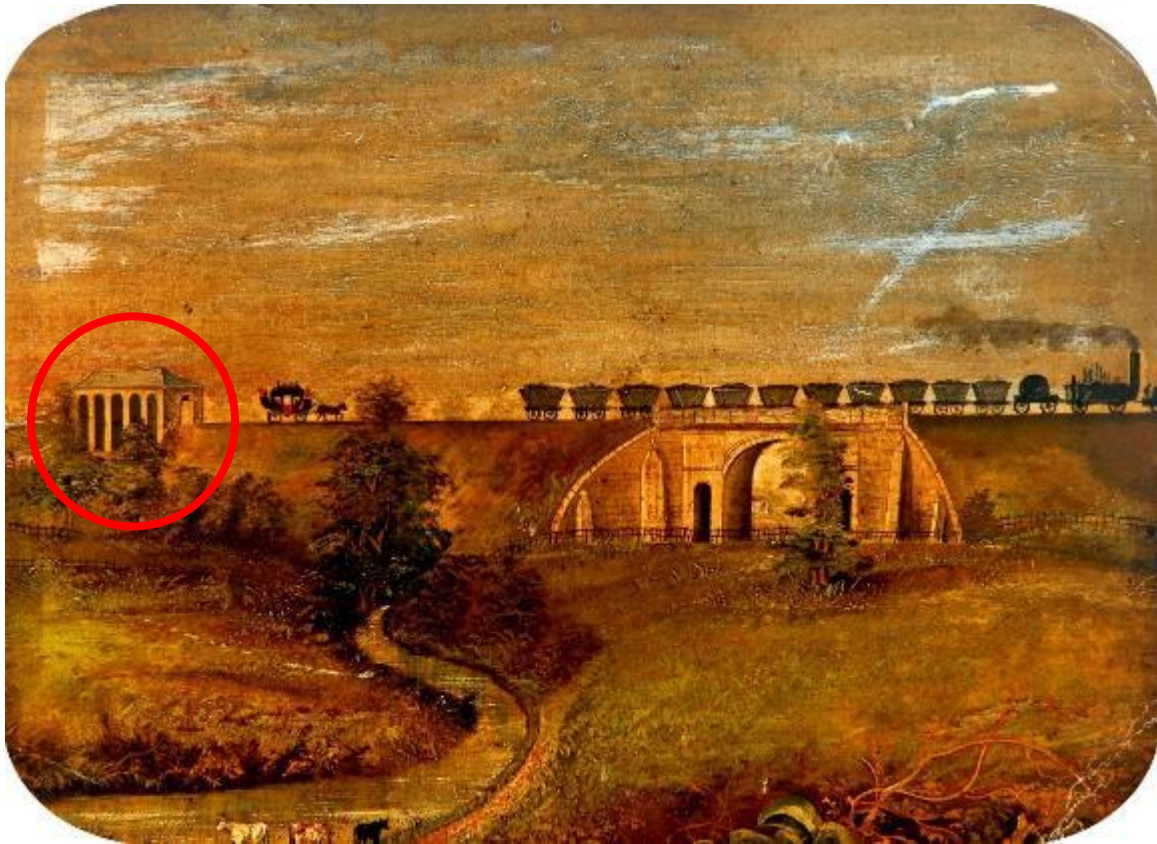


Figure 11. An undated, but early oil painting of the line as working over the Skerne Bridge. The merchandising station which was built between 1826-1827 is to the left (circled) and a horse drawn passenger carriage follows behind the train. The bridge appears to have Carter's wing walls so likely 1829 or later. The carriage probably joined the line at the level crossing on High Northgate. At this early date the banks of the Skerne are still very rural. This would soon change when the gasworks were built to the left in 1830 and other industry and housing would follow. (The original painting is in Preston Park Museum and Grounds, Stockton Borough Council Accession: STCMG:1971.0566). Photo: Preston Park Museum and Grounds

The dedicated passenger station came into use in November 1833 with the dwelling house and shop being let to the S&DR's first female employee, Mary Simpson at £5.p.a. in return for which she was to 'keep the coach office clean and afford every necessary accommodation to coach passengers'.²³ On 9th May 1834 it was let to John Sedgewick for the same amount – he was allowed 2 wagons of coal a year for fires 'in the passenger waiting room' which he was to keep clean. In 1835 and 1843 further bays were converted into cottages. Plans dating to 1839 prepared by Thomas Dixon²⁴ on behalf of the railway company show the building with garden walls and enclosures (see fig 12) and a much-widened High Northgate to allow road traffic to approach the building, presumably set out while it was still functioning as a merchandising station. Detailed town plans by the Ordnance Survey dating to 1855 also show grills in the ground suggesting that the building had cellars (see fig 15).

²² TNA RAIL 667/298

²³ Ibid

²⁴ TNA RAIL 1037/456



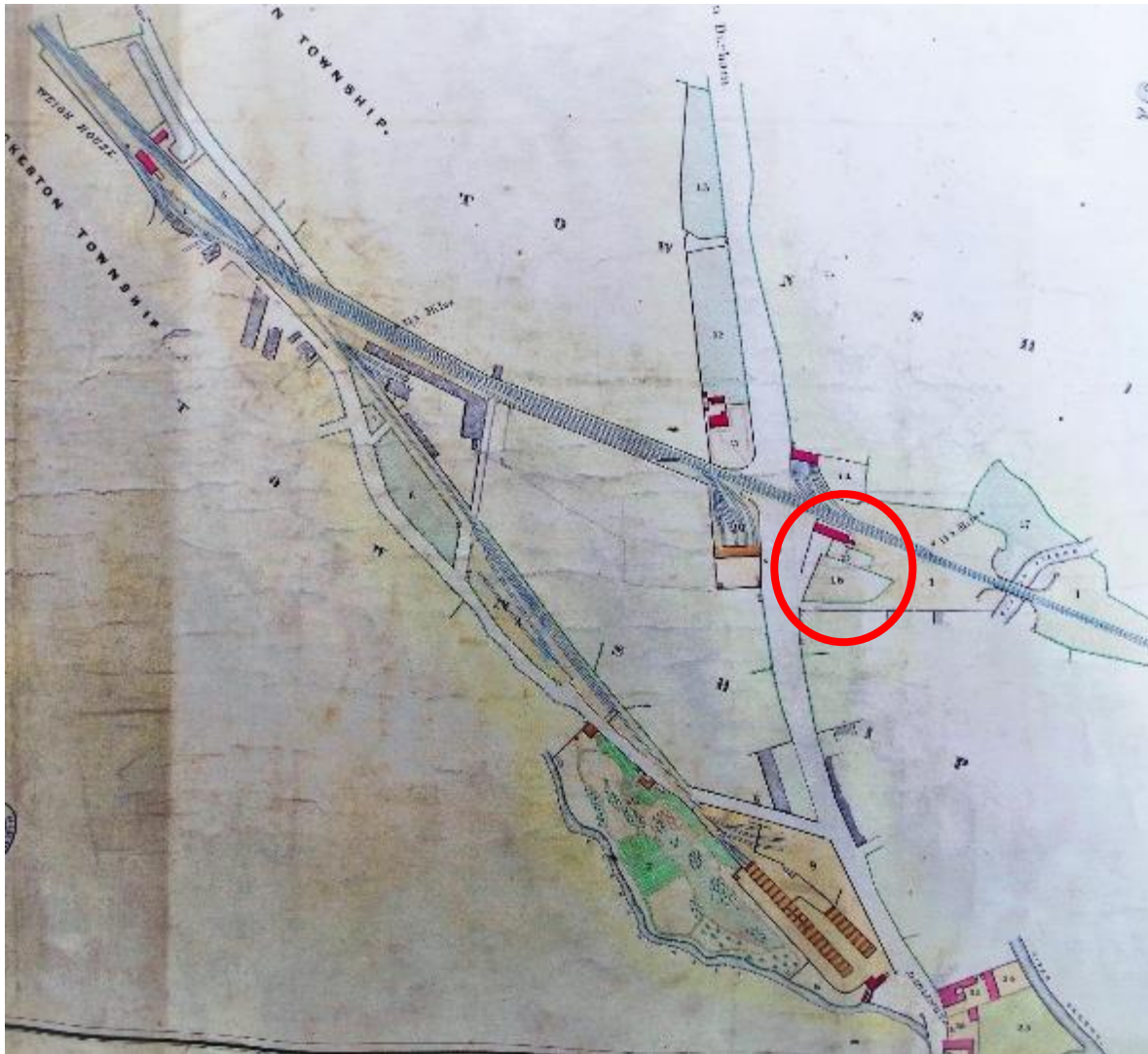


Figure 12. Dixon's plan of 1829 showing the former merchandising station and passenger station now as cottages with gardens (circled). TNA RAIL 1037/456

Once a new passenger station was built in 1842 at North Road, the west bay upper floor was used as an office for the Weardale lime trade and the others appeared to continue as cottages for railway employees.²⁵ The building was regarded as an obstruction and too close to the increasingly busy lines and its demolition was ordered in 1864.²⁶

The plot appears to have remained undeveloped since 1864 (with a consequent high potential that the lower courses, foundations and cellars of the station survive). The only development to take place was a small part of the NW end of the demolished station site which was reused as a urinal in the late 19th century. It was labelled as a lavatory in the 1940s OS maps and toilets by the 1950s, by which time the original station bays were still visible (and one of the blocked doorways in the 1856 wall probably relates to this later use).²⁷ The buttresses on the embankment wall today may correlate to the original building bays and allegedly, there is also

²⁵ Archaeo-Environment 2020, 24

²⁶ Fawcett 2001, 17-18

²⁷ OS 1:2500 1896 revision, published 1898 (feature not labelled), and revisions of 1913-14, published 1915 (labelled urinal); 1939 revision, published 1947 labelled lavatory and 1:1,250 revised 1953-4, published 1955 (labelled toilets)



evidence of scarring on the trackside walls. The vacant plot is owned by Network Rail and is accessed along a small lane set with Victorian scoria blocks.²⁸



Figure 13. The passenger station as it was when converted into cottages before its demolition in 1864. Note the bridge is already in place and so this image is post 1856. The Weardale Lime Company used the bay next to the bridge; the stairs appear to have afforded access to the first-floor offices.

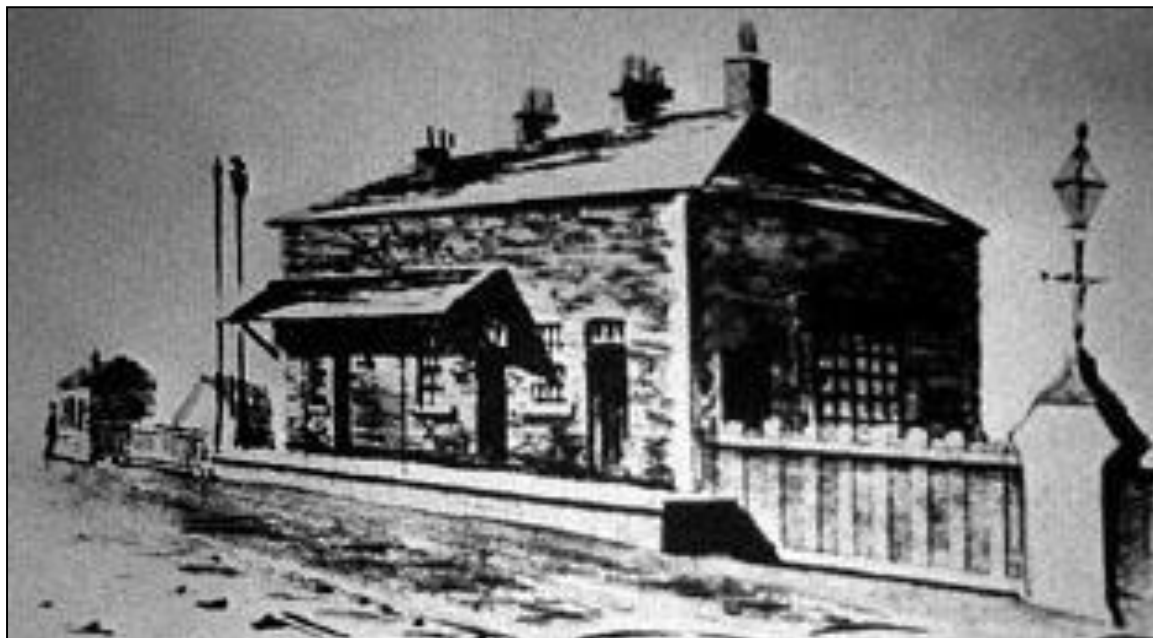


Figure 14. The trackside view of the former Merchandising station. The 1856 bridge lighting is visible so the image dates to when the building was being used as the Weardale Lime Offices on the right and the rest of the building as railway workers' cottages.

²⁸ Part of this parcel of land may be unregistered on land registry



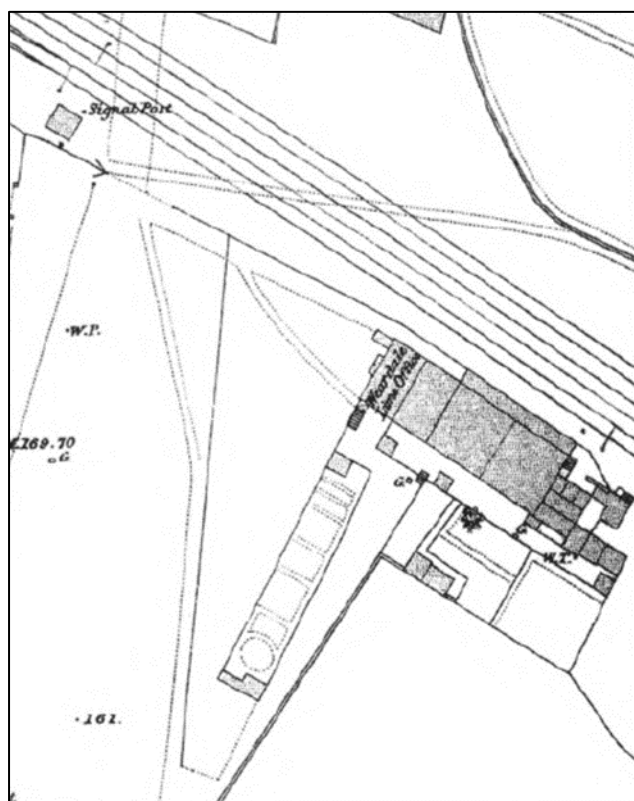


Figure 15. The former Merchandising Station and Darlington Station in 1855. By this time, it was home to the Weardale Lime Office (left bay), plus three cottages and outbuildings (conflicting somewhat with the image above which has 5 bays to the street but 3 to the trackside). A garden extended down High Northgate (now built over). There also appears to have been at least three sets of grills over cellars. The bridge adjacent has not yet been built.



4.4 Phase three 1831 -1842

By 1830 the S&DR had expanded to include additional branch lines and an extension to a new port and planned new town in Middlesbrough bringing the total track miles to about fifty.

More locally in Darlington, the depot at the terminus of the branch line was expanding to accommodate the increasing amounts of freight arriving from the wider area. The merchandising station was being adapted to better serve the railway and its customers and passenger travel had become hugely successful and regular commuting continued to grow. The level crossing remained the focal point of passenger traffic joining the railway from Darlington's various participating taverns until 1833.



Figure 16. Dixon's Plan of Part of the Town of Darlington. The base map is dated 1839, but it depicts buildings built after that date such as the Goods' Agents' Offices (1840) and the Station building of 1842 (but not the lime depot c.1840) and so was presumably added to over time. The pink buildings are railway related and most of the surrounding land belongs to the S&DR or the Pease family. The dark red outline is the RHQ boundary today (TNA RAIL 1037/482).

This phase would see the area centred on the level crossing with High Northgate becoming a hub for railway activity and additional investment by the railway company in its expansion and modernisation. This included, from 1831-2, a programme of widening the railway and its bridges to double track, with some delays caused by an outbreak of cholera in 1831-2 when the country went into lockdown.²⁹ By 1839, the number of tracks on the mainline west of the level crossing numbered four with sidings heading north and south from the mainline.³⁰

²⁹ TNA RAIL 667/8 p117

³⁰ Committee Minutes Friday 1st November 1839



Passenger travel had been so popular that the company had insufficient space to meet the needs of passengers and goods transportation from the Merchandising Station. In 1833 William Kitching was appointed passenger traffic agent and some of the new coaches were built at his foundry.³¹ His appointment was part of the S&DR taking control of the passenger provision. They provided an omnibus to bring people from town to the mainline where they would disembark at what had been the merchandising station and was now Darlington Station, and alight the train.³² The contract to provide horses and men to run it from 1 January 1834 was let to Matthew Orton of the town's Pack Horse Tavern.³³ Later, in 1836, it was agreed to provide an omnibus from the station back into town and two were purchased from Newcastle costing £40-1-0 each.³⁴

A new Goods Shed was built west of Durham Lane (High Northgate) in 1833 and a new coach shed would also be constructed north of the line opposite the merchandising station (now destroyed – located where Jollyes Pet Superstore is in 2022) possibly in the late 1830s.³⁵ New staff and porters were appointed in 1837 to oversee passenger travel and coach maintenance³⁶ and new offices were built for goods' agents in 1840. By the end of this period, the issue of passenger travel outstripping the ability of the company to provide the standards required from existing buildings, resulted in the construction of a new passenger station in 1842 – North Road Station.

This phase also saw the S&DR grapple with time and the importance of having a principal clock (at the Goods Shed) that others could use to ensure that they were ready for timetabled services, and which would inform the correct time for the growing number of clocks owned by the company.³⁷ Time was about to be standardised throughout the country because of railway travel, but for now they presumably displayed Darlington time.

As the area developed, adverts were placed in the local press citing the presence of the railway branch line and iron foundries as reasons to purchase land. Adverts in the Durham Chronicle dated 29th May, 5th June and 12th June 1835 and posted by Richard Otley who was the S&DR's land surveyor and secretary, offered 'Lots of Building Ground' for sale at Hopetown adjoining the railway 'with which the purchaser will have the privilege of communicating by Sidings or Branches'. It was in this way that the railway triangle started to form with increasing industry and housing centred around Hopetown.

Map key: site 5

Kitching's Foundry from 1831

Site survival: destroyed, below ground remains possible

Statutory protection: Conservation Area

Inside existing RHQ? YES

Ownership: Darlington Borough Council



In 1831, William and Alfred Kitching moved their iron foundry business to a new site at

³¹ Holmes 1975, 26

³² S&DR Committee, 1 Nov 1833; TNA RAIL 667/32.

³³ S&DR Committee, 6 Dec 1833; TNA RAIL 667/32.

³⁴ TNA RAIL 667 9 Minutes 2nd September 1836 and 14th October 1836

³⁵ TNA RAIL 667 9 2nd June 1837, 8th September 1837, 12th January 1838, 2nd February 1838

³⁶ TNA RAIL 667 /9 22.9.1837; 13.10.1837; 29.9.1837

³⁷ The company had 5 clocks by 1836 and John Harrison had the contract to wind and repair them for £8.8.0 p.a TNA RAIL 667/9 9th Sep 1836



Hopetown where the Darlington branch left the mainline. William had opened an ironmonger's shop and small foundry in Tubwell Row in 1790 and had won a contract to provide nails for the building of the railway in 1824; in the same year he became an S&DR shareholder³⁸ and Committee member.

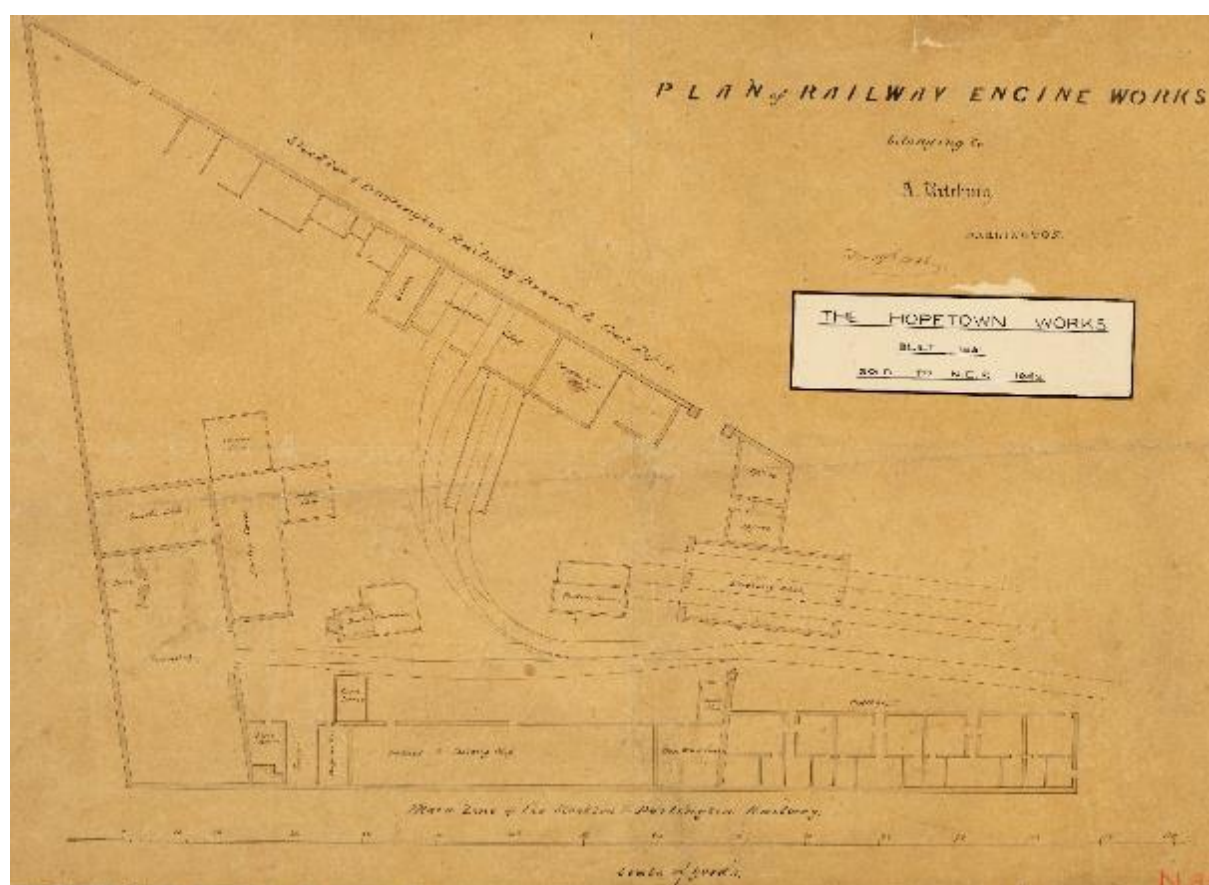


Figure 17. 'Plan of Railway Engine Works belonging to A. Kitching' (Reproduced by permission of Durham County Record Office D/Whes/12/05)

Kitching and the S&DR had a long fruitful relationship where Kitching was instructed to carry out works for the S&DR (he was tasked with, amongst other things, improving the depot at the end of the branch line in 1828 and other maintenance tasks around Hopetown Lane into the 1840s) for which he was paid.³⁹ Meanwhile his business benefitted from contracts for engines (they provided locomotives for the S&DR) and railway works and the proximity of the foundry to the railway gave his business the cutting edge over others more distant.⁴⁰

William and Alfred Kitching leased or purchased additional land from the S&DR on 13th August 1836, consisting of a piece of land 1 acre and 5 perches in extent 'whereon the said William and Alfred Kitching had erected and built an Iron foundry and divers workshops and sheds and also several cottages or dwelling houses and other buildings'.⁴¹

A plan dating to December 19th 1848, provides some additional detail relating to the site layout (see fig 17). The NE range was made up (from W to E) of a 'Smiths shop', an 'Iron Warehouse',

³⁸ Wall 2001, 105-6

³⁹ TNA RAIL 667/31 and S&DR Committee Minutes 16 April 1841

⁴⁰ Archaeo-Environment 2014, 13

⁴¹ D/Whes/3/1



a 'Lathes and Fitting Shop', a 'Corn Stores', an 'Engine Room', a 'Boiler' and a 'Store Room'. The 'Foundry' was the largest building on the site. At the south end it was joined to a 'Boiler Shed' and three 'Smiths shops'.

The SW range consisted of at least ten separate spaces which included two 'Carpenters shops' and a 'Stable'. The other structures are likely to have included an open-sided wood store and stores for paint and other materials. Projecting into the interior yard from the east side of the waggonwright's shop was a long narrow shed measuring c. 13.4m x 3.96 wide (44 feet long by 13 feet) into which a rail spur entered from the NE end. The dimensions of this building suggest that it may have been used to build waggons or carriages which were too long to fit into the carpenter's shop itself. Alternatively, it may simply have been added to the original layout in order to provide extra capacity.⁴²

Elsewhere in the open yard were a 'Boiler furnace', with a square-sectioned chimney, and a 'Pattern room'. Finally, at the apex of the site, was an 'Erecting shop' with two offices adjoining it on the SW side.⁴³

By 1855 when the area was surveyed by the OS, an extensive collection of sheds and small houses existed, collectively labelled, Railway Foundry (Iron).

A conveyance dated 31st December 1863 relates to the sale of the foundry by Alfred Kitching, Iron founder, to the NE Railway Co at the same time that the S&DR amalgamated with the NER.⁴⁴

By 1890 an increase in the number of tracks on the Depot branch had necessitated the removal of the Waggonwrights shop. It is possible that a new (short-lived) building between the Hopetown Carriage Works and the Lime Depot was constructed to replace it. This is only visible on early 20th century maps and has since been demolished.⁴⁵ The remaining buildings of the Railway Foundry all continue to appear on the OS maps until after 1955; although by that date five of the railway cottages had been demolished.

The remaining buildings associated with Kitching's Foundry have long gone; the last one with its neo-Gothic window openings was demolished in 1975 as part of the creation of North Road Railway Centre and Museum. This area has since remained undeveloped and is now the museum field. One part is due to be developed for the site of a new footbridge over the live line linking the new A1 Trust building with the rest of the RHQ.

⁴² University of York 2004, 272

⁴³ Ibid

⁴⁴ D/Whes/3/1

⁴⁵ Durham Sheet LV. Revised: 1912 to 1914, Published: 1923



Map key: site 6**The Goods Shed and Yard 1833**

Site survival: extant

Statutory protection: Listed Building
Grade II*⁴⁶; Conservation Area, and
Building at Risk

Inside existing RHQ? YES

Ownership: Darlington Borough Council

Occupier: DRPS

Detailed reports available here:

[Statement of Significance for the Goods Shed by Archaeo-Environment \(2013\)](#) and an [Historic Building Survey and Analysis by Purcell Architecture](#)



The Goods Shed dates from 1833 and was designed by the chief engineer Thomas Storey for the Stockton & Darlington Railway Company. It replaced the first goods warehouse, also known as the Merchandising Station, located on the east side of the High Northgate level crossing (site 4). The earlier building went on to be converted to a passenger station and cottages.



Figure 18. Extract from Dixon's plan of 1839 showing the Goods Shed in relation to a wider and lower High Northgate. Access from town was through a gated yard to the south although there also appears to be an approach alongside the mainline. Four sets of sidings brought goods in from the mainline ready for transfer. Dixon labelled the building as 'Warehouse and Yard' (TNA RAIL 1037/456). McNay Street and the Goods' Agents' Offices are yet to be built

The single storey 1833 goods shed went on to be extended at least twice (first, by extending it westwards) with the last extension of 1839-40 being designed by John Harris who had taken over as Stockton & Darlington Railway Company's chief engineer in 1836. This added a new north range to the building and so doubled it in size. He also designed the distinctive clock

⁴⁶ List UID: 1121262



tower in response to a request from the Railway Company to standardise railway time with a 'principal clock' and William Kitching was instructed to make a bell as large as possible.⁴⁷

The goods shed was approached from the south for road traffic collecting goods in transit from the building. This is difficult to visualise today because of the changes in ground levels between the south side of the Goods Shed and North Road. North Road was at a higher level before 1856, McNay Street didn't exist and so the approach was relatively simple into the Goods Shed yard via gates and a possible watchman's cabin in the corner.⁴⁸ Four sets of sidings left the mainline to the north and approached the bays into the Goods Shed from where goods were unloaded from waggons ready for collection. The bays alternated between taller waggon bays and either shorter pedestrian or window bays. Other sidings terminated on the west side of the building by the 1850s.

The Goods Shed today is surrounded with objects many of which have little to do with the railway. However, hidden in the bushes on the SE corner of the building is a signal post. It is not from the early days of the railway and is not in its original position. It may have been brought to site by DRPS the current tenants of the Goods Shed.

Map key: site 7

Railway Cottages/ Gloucester Villa

Site survival: destroyed (apart from one gatepost)

Statutory protection: none

Inside existing RHQ? YES on the boundary

Ownership: Darlington Borough Council

Occupier: none



To the north of the line, and also now mostly lost was the domestic accommodation of senior S&DR staff, most notably the clerk for the Railway Company's Railway Coach office George Stephenson (b1807 – d 1881). He may have previously lived in the former Merchandising Station when it was used as cottages along with other railway families. By March 1847, however, a directory described him as a 'superintendent' for the railway⁴⁹ and the family's home was now said to be 'Railway Cottage' - a large detached property in its own grounds just north of the railway. The house was included on Dixon's 1839 plan of S&DR-owned properties in Darlington which shows the house, garden, paths and outbuildings. Stephenson was station manager by 1848 and he rapidly became the manager of both goods and passenger traffic for the whole S&DR network.

During the 1860s the old Railway Cottage was replaced by a new house for the Stephenson family, with the name Gloucester Villa.⁵⁰ However Stephenson and his family moved to Castle Hill in rural Middleton One Row c.1871-3, possibly to get away from what had become a smoky

⁴⁷ TNA RAIL 667/11 Railway Committee minutes 1838-40

⁴⁸ Best seen on Dixon's 1839 plan TNA RAIL 1037/456. Also the S&DR minutes refer to the appointment of a watchman at Darlington's Merchandising Station on December 14th 1838 to improve security see TNA RAIL 667/11

⁴⁹ White's Trade Directory 1847 (March).

⁵⁰ Boyle 2020, 11



and noisy environment.⁵¹ It is likely that Stephenson Street was named after this George Stephenson who was due to retire about the time that the street was built.⁵²

At the start of the 20th Century, the six bedroomed house became a doctor's surgery, run by a Dr Ross, who came from the Hebrides. Dr Ross was succeeded by Dr William Heron, but he was forced out in 1958, apparently, when the railway company which owned the property raised the rent. Gloucester House then fell derelict.⁵³ It was demolished in 1970, although its gateposts remained on either side of its stone steps until 2012 when Bonomi Way was built across its site and the gateposts built into a new boundary wall. The name on the gateposts, carved in stone is both Gloucester 'Villa' and 'House', the name presumably having changed at some point and the pillars moved around.⁵⁴



Figure 19. The surviving gatepost built into the boundary wall on Bonomi Way.

⁵¹ Ibid

⁵² Boyle 2020, 14

⁵³ Lloyd 2021, 19-21

⁵⁴ Ibid



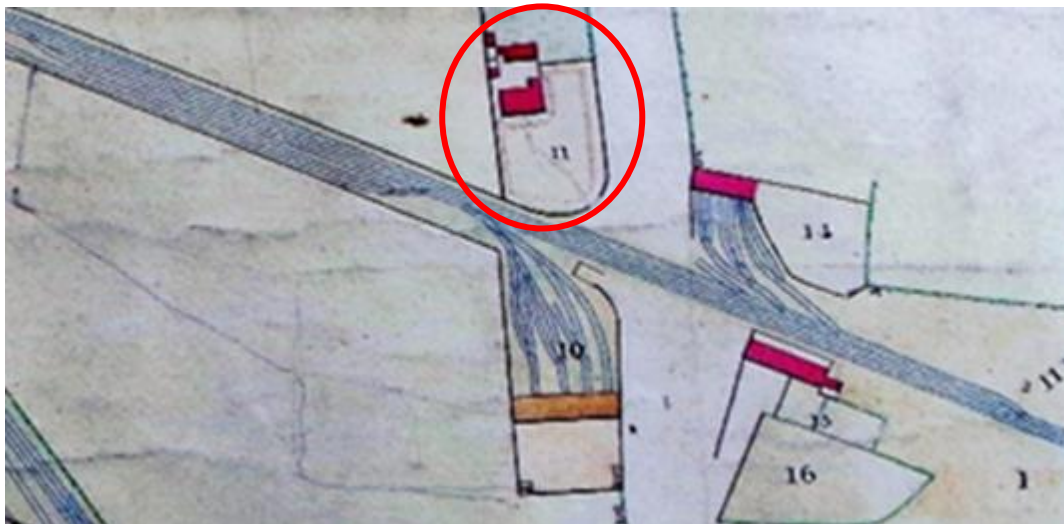


Figure 20. Railway Cottages. Extract from Dixon's Plan of 1839 (TNA 1037/456)

Map key: site 8

GNER Merchandising Station (site of)

Site survival: destroyed, but below ground remains possible in woodland

Statutory protection: No

Inside existing RHQ? YES

Ownership: Network Rail



Shortly after 1839, another Merchandising Station was constructed on the north side of the line for the Great North of England Railway (GNER) on land leased from the S&DR.⁵⁵ Based on plans dating to 1847⁵⁶ this consisted of 9 bays, alternating between waggon sized bays and narrower pedestrian ones. In that respect, and also because waggons entered the building on the short axis, it was similar in the way that it operated to the 1833 S&DR Goods Shed on the opposite side of the mainline. The elevation facing NE (away from the mainline) had a central portico. It was sold back to the S&DR in 1857 and after the amalgamation between the S&DR and the NER, it later operated as the NER Goods Station. By the late 19th century, it was known as the Hopetown Goods Station when it was part of a large goods yard with sidings and a weigh machine, plus a crane for moving larger objects. The building no longer survives, but its site is a tree covered strip of land between the railway and Bonomi Way and so below ground remains may survive.

⁵⁵ Fawcett 2001, 116

⁵⁶ Sowerby, see fig 7 and insert above





Figure 21. The GNER/ S&DR/ NER/ Hopetown Goods Shed, north of the mainline in 1971. Photo: John Proud Collection, courtesy of Win Proud.

Map key: site 9

The Goods' Agents' Offices 1840 (1 and 2 McNay Street)

Site survival: extant

Statutory protection: Listed Building

Grade II ⁵⁷; Conservation Area

Inside existing RHQ? YES

Ownership: Darlington Borough Council

Occupier: NERA and Darlington Model Railway Club



This office, which takes the form of a small classically-detailed house of the period, was constructed in 1840. It may be the work of Storey's successor, John Harris, responsible for designing the Company's buildings until 1844. The materials are coursed squared masonry with freestone dressings and pilastered quoins of rock-faced masonry matching those on the 1833 Goods Shed opposite. Unfortunately, the building has been repointed in the mid 20th century in cementitious ribbon pointing which is damaging the stonework. The office is of two storeys, three bays long by two bays deep, with slate roofs and a central stack. The symmetrical principal elevation faces away from McNay Street, towards the Goods Station: the modern panelled door, with overlight, in a finely-tooled stone surround, is flanked by 16-pane sashes in plain stone architraves with segmental heads. Similar 16-pane sashes light the stair and the central bay of the front elevation at first floor level.

⁵⁷ List UID: 1121282





Figure 22. The north elevation in 1973 (taken from University of York 2004, fig 56)



Figure 23. The Goods' Agents' Offices in 2013 facing McNay Street

Internally, the building has lost almost all of its original features, but the room layout is intact, and the stone staircase is an unusual aspect of the design which has survived. It must have been intended for a building which saw heavy use by the various officers and customers of



the goods department. The internal window ledges have distinctive cutaways over the radiators; these are also seen in the 1842 portion of the station building and would assist officers in leaning out of the window to observe street and goods yard movements.

In 1931 the building was converted into flats; in more recent times the interior has been fully refurbished as offices and is now occupied by the North Eastern Railway Association and Darlington Model Railway Club.

Map key: site 10

The Lime Depot (aka the Lime Cells) c.1840-2

Site survival: extant

Statutory protection: Listed Building
Grade II ⁵⁸; Conservation Area; Building
at Risk

Inside existing RHQ? YES

Ownership: Darlington Borough Council

Occupier: vacant

Detailed report available here: [An Historic Building Analysis of the Lime Depot \(2020\) by Archaeo-Environment.](#)



Figure 24. A slightly inaccurate (window and door detailing) reconstruction of the lime cells when still in use

The Lime Depot (or Lime Cells as it is known locally) dates to shortly after 1840 and was certainly completed by 1847 when it was shown on Sowerby's map. Lime had several important uses; when the S&DR first opened it was mainly used for agricultural purposes. However, it was essential in the building trade and as more houses and railway buildings were constructed in the area, more lime was needed. It was also used in various industrial processes such as removing ammonia from gas and it was used in foundries to remove impurities from the iron ore; the nearest being Kitching's from 1831.⁵⁹

The building is located on what was once a rail spur from the Darlington branch line - this was shown on Dixon's 1839 plan, but with no building. The lime depot is built of brick with sandstone ashlar dressings beneath a slate roof; it is four bays or cells long and built back to earth, thus presenting two storeys to Hopetown Lane with a single storey behind. The gable ends have archways, only one of which ever appears to have been functional; waggons were shunted into the building on a rail spur through the north-west arch at first-floor level and lime emptied into the four cells below by lime attendants who operated the bottom opening waggons from platforms on either side of the rail track. The waggons exited the building the same way they came in. At first floor level the building may have been designed to be open to the street but was quickly fitted with louvres between cast iron columns ensuring good ventilation but also as an effective safety barrier. It is not clear if the ground floor cells had doors or gates originally but a yard area at the front allowed carts to be manoeuvred when they came to collect lime from the building. Fittings internally suggest that hoists may have been used to help load carts with sacks of lime.

⁵⁸ List UID: 1391819

⁵⁹ Although they probably had their lime brought straight into their foundry rather than via the lime depot.





Figure 25. The Lime Depot from the south east in 2010 before the metal security panelling was added to the Hopetown Lane elevation



Figure 26. View along the upper floor looking SE. Original timberwork survives to the left and right of the modern openings and formed platforms where attendants could stand to operate the waggons' bottom-opening doors and deposit the lime into the cells below. The narrower central planks are all later insertions to block the gap between the waybeams. The ranging poles mark the positions of two of the ground-floor walls that divide the cells below (photo: Archaeo-Environment Ltd).



The building was disused as a lime depot probably by the 1870s and certainly by 1896. It has had a number of light industrial uses since but has been empty in recent years. The frontage is currently clad with metal security sheeting; this covers an earlier, but secondary, frontage at first-floor level of timber planking with three 4-light windows and one enlarged 3-light window to the northernmost bay. The building has recently been purchased by Darlington Borough Council and so has now joined the ownership of the rest of the Rail Heritage Quarter.

Map key: site 11

North Road Station/ Head of Steam Museum 1842

Site survival: extant

Statutory protection: Listed Building

Grade II*;⁶⁰ Conservation Area

Inside existing RHQ? YES

Ownership: Network Rail.

Occupier: Darlington Borough Council

Detailed report available here: [Statement of Significance for the Head of Steam Museum \(2014\) by Archaeo-Environment](#)



By 1840 the passenger station on High Northgate, then known as Darlington Station, was considered inadequate and unsafe and the emergence of the Great North of England Railway had presented an opportunity to build a joint station worthy of Darlington. However, negotiations broke down over the siting of this station and so Darlington was to have two; one at Bank Top for the GNER and one adjacent to the Goods Shed and the mainline for the S&DR.⁶¹ John Harris, the S&D resident engineer from 1836 to 1847, was instructed to design a new station and contracts were let in September 1841 for its construction; completion probably being around April 1842.⁶²

The first plan of the completed station was Joseph Sowerby's Plan of 1847 (see fig 27) which showed the building with its portico and end bays slightly set back. The staff accommodation on the NW end may have been added a little later but is clearly shown on the OS 1855 maps. Today its location is remembered with an S&DR ceramic plaque attached to all groups of railway properties which had a residential function.

The new passenger station was approached along what later (1870s) became known as McNay Street, named after the S&DR's Engineer and Secretary Thomas MacNay (Station Road had not been built at this stage). It consisted of a spacious train shed, roofed with timber queen post trusses and fronted with a single storey, plain classical Italianate facade built of sandstone rubble and covered by render. Based on Board minutes, it probably had two narrow platforms separated by three tracks; the middle line being used as a carriage siding.⁶³

⁶⁰ List UID: 1322962

⁶¹ Fawcett 2001, 116

⁶² Ibid

⁶³ Fawcett 2001, 116.





Figure 27. Sowerby's Plan of 1847 showing all the key buildings at that date.

Modest extensions were designed by Joseph Sparkes in 1853 and constructed by John Harris.⁶⁴ The first extensions of 1853 included lengthening the 'departure platform' at both ends suggesting that the train shed must have been lengthened too. This provided an opportunity to add rusticated sandstone piers on the end walls; a treatment also found in Sparke's nearby carriage workshops.⁶⁵

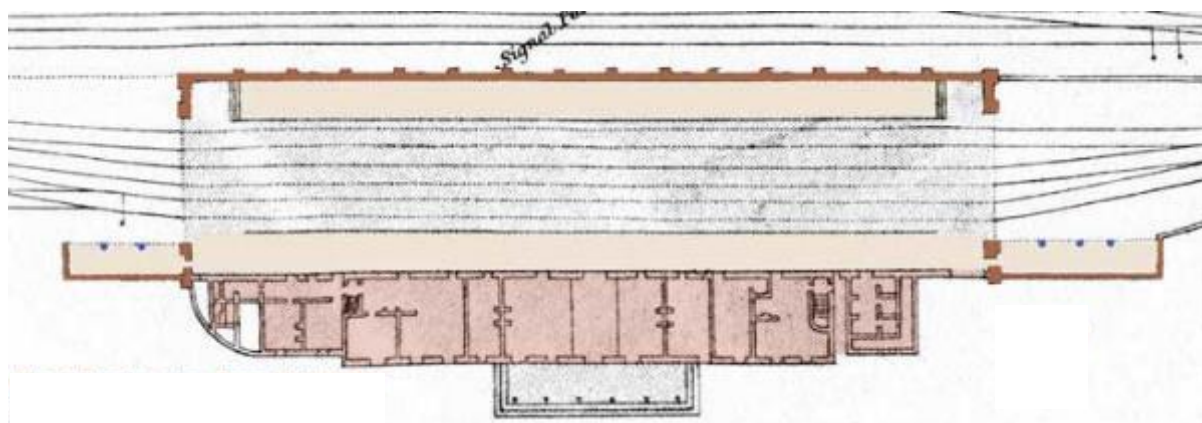


Figure 28. Detail of the 1st ed OS map 25 inch surveyed in 1855 and showing the layout of the station after the extensions of 1853 but before the additional five rooms on the east side and the offices behind the lean-to sheds. The 1853 set of rusticated sandstone piers by Joseph Sparkes are shown. The buildings at the west end behind the curved enclosure consisted of domestic accommodation and a yard for railway staff, probably the family who ran the refreshment's room referred to in the 1851 census.

By the time the 25-inch OS map was surveyed in 1855, the station consisted of two platforms and a central siding which joined a further line east of the station which approached the Goods

⁶⁴ Ibid

⁶⁵ Fawcett 2001, 116



Shed from the north with additional sidings to its west. The mapping also showed the extended platforms with lean-to sheds supported on columns. The easternmost building was the men's urinals which appeared to be separate from the main station range, but the colour version of the same map suggests that they may have been linked at least by the train shed roof.



1842	Red
1853-7	Green
1860	Yellow
1864-5	Pale blue
1872	Turquoise Blue
1876	Purple
1893	Black
1897	Orange
1897-1925	Brown

Figure 29. Conjectured phasing of the station based on first construction – individual rooms and spaces went on to be altered after these dates.⁶⁶

The Darlington & Barnard Castle Railway opened in 1856 necessitating further platforms at the station; but space was constricted by the GNER Goods Station on the north side of the line built in 1840 on leased S&DR land.⁶⁷ Only three tracks existed between the two buildings, but the NER opened a new goods station at Bank Top and sold the old goods station north of

⁶⁶ Archaeo-Environment 2014, 20

⁶⁷ Fawcett 2001, 116



the line to the S&DR in 1857. This provided an opportunity to increase the lines northwards, but instead the S&DR increased the length of the main platform and office ranges and terminated the sheds with new rusticated stone piers to match the earlier 1853 ones.

An interim solution to lack of space was provided by taking out a carriage siding and creating an island platform, separated by only a single track from the main platform.⁶⁸ As a result there was insufficient space to store carriages overnight. This in turn was resolved by building a three-road carriage shed on to the rear of the station in 1860-1,⁶⁹ this additional shed (which is now used by the Bishop Auckland branch line) was roofed with a smaller version of the main train shed.

A future amalgamation with the NER was already predicted with a likely expansion of the station at the same time. The amalgamation took place in 1863 and further expansion in 1864, possibly under the influence of T.E. Harrison, the N.E.R's engineer. His influence may have resulted in the use of his favourite scheme of a single through platform with bays set into each end.⁷⁰ The wall between the two carriage sheds was replaced by a wrought iron beam on cast iron columns⁷¹ and the island platform was replaced by a much larger one. Initially this was connected to the main platform to create a circulating area, leaving one through platform and two bays. Later (1893) the NER linked the two bays and provided the present footbridge.

The 1864 alterations were carried out under the supervision of William Peachey who designed glazed veranda roofs supported on iron columns for the island platform either end of the train shed, but these were removed in 1932.⁷² This was also the last phase of building design to incorporate separate class-based entrances for passengers with a first class entrance on the west side of the portico and second and third class entrances to the east side of the portico. Later alterations were to dismiss this class-based separation for the entrance, but retain it for waiting rooms and toilets. This change probably had more to do with increasing traffic than a greater egalitarian approach to travel.

The NER made a few more alterations after 1864. A further eastwards extension created more room for the yard master in 1872 and towards the end of the 19th century, part of Kitching's Foundry was demolished to create more space for sidings.⁷³

One of the most visible additions to the station was its upper floor. This was added in 1876⁷⁴ to house new telegraph equipment. In 1890 the station was renovated to try to make it more attractive to passengers.⁷⁵ The two bays were linked to create a further through line, spanned by the present wooden footbridge in 1893.⁷⁶ In 1897 a waiting room was added to the island platform and possibly about the same time, a timber bookstall was also added here for the use of passengers. Other internal alterations were made to offices, toilets and parcel rooms, as part on ongoing adaptations accommodating passenger demands and changing technology, but increasingly the station was looking threatened.

⁶⁸ Fawcett 2001, 116

⁶⁹ Fawcett 2001, 116

⁷⁰ *ibid*

⁷¹ Since replaced with blockwork to separate the museum from the functioning branch line

⁷² Fawcett 2001, 116

⁷³ *ibid*

⁷⁴ Chester 2010, 5

⁷⁵ http://www.disused-stations.org.uk/d/darlington_north_road/. Accessed 13.10.14

⁷⁶ Chester 2010, 5



Further customer orientated alterations were made in 1920. A waiting room was installed in place of the Station Master's office and ticket barriers were installed at the island platform end of the footbridge.

The investment in Bank Top Station in 1887 was always going to divert traffic from North Road, but the station managed to hold its own for a time. The North Eastern Railway became part of London & North Eastern Railway (LNER) in 1922 and rumours were circulating about a possible closure in 1930. Money saving was important and William Peachey's glazed veranda roofs on the island platform were removed rather than repaired in 1932 as rail travel declined in favour of the car.⁷⁷ Beeching hovered ominously in 1963, and the closure of other lines, in particular the Middleton in Teesdale one, meant a reduction in traffic. The station was beginning to look uncared for and was operating a reduced schedule when in 1964 it was closed to passengers with complete closure the following year. Decay rapidly set in, hastened by vandalism.

The importance of the station was recognised by a number of local people, the Borough Council, museum and tourist board staff who, witnessing the neglect over the last ten years, grouped together to rescue the station and create a museum, and rescue its associated Goods Shed and Carriage Works, all in the nick of time before 1975 and the 150-year commemorations of the opening of the S&DR. This restored many of the station's features and retained later additions, but a few alterations had to be made including the erection of a block work dividing wall between the main train shed which would now be the museum and the active branch line using the smaller 1861 shed. The ends of the train shed also had to be closed and the bayed arrangement of the platforms was reversed to what it was when installed in 1864 under Harrison's influence.

If it hadn't been for the vision of the station's rescuers, the station might no longer exist, however the works were carried out without archaeological recording, and this has meant that the reasons behind the nature of the rescue in individual rooms is not clear and the significance of the room layout and fabric is not always clearly understood. Internally, much of the old plasterwork had to be removed, but it was replaced with modern plaster and dry lining which masks earlier alterations. Neither is it clear where old doors and fixtures were reused and rescued or where new ones were bought in for the restoration. Ventilation openings were not restored and externally some vents were cemented over, although many have since been cleared again. This combined with the use of cementitious materials externally has left a legacy of damp and peeling roughcast and paintwork.

The site is still owned by Network Rail but on a 200-year lease to Darlington Borough Council. The original Museum Trust set up in 1975 still has some ownership of land and museum accessions, but the land has recently been purchased (May 2022).

⁷⁷ Fawcett 2001, 116



4.5 Phase four 1843-63⁷⁸

This period represents the S&DR's last phase of expansion and development in the 'Rail Heritage Quarter' before it was amalgamated with the NER in 1863.⁷⁹

The westward expansion of the SDR network began with the opening of an extension to Crook via Bishop Auckland.⁸⁰ A new concern, the Newcastle and Darlington Junction Railway, carried on with the GNE's plans, and got as far as Gateshead. The new route crossed the SDR by means of a right-angled flat junction at Albert Hill – a rare feature, which survived until 1967 – and specific safety procedures were introduced from the start.⁸¹ In 1846, the GNER was absorbed by the Newcastle and Darlington Junction Railway and the combined operation became the York and Newcastle Railway.⁸²

A year later, the SDR opened a new line at its western end as far as Frosterley,⁸³ and, in preparation for northward extensions, the York and Newcastle Railway was renamed the York, Newcastle and Berwick Railway.⁸⁴

In 1854 the York, Newcastle and Berwick Railway, which by this time owned the largest route mileage in the area, changed its name to the North Eastern Railway.⁸⁵ Significantly for the country as a whole, the opening of the High Level Bridge across the River Tyne, designed by Robert Stephenson, allowed unbroken journeys to be made between London and Edinburgh. From 1861 it became possible to reach the western side of the country directly from North Road by means of the new South Durham & Lancashire Union route, which was designed primarily to bring ore from west Cumberland to the newly established ironworks at Middlesbrough. The vision of the S&DR pioneers such as Edward Pease and Francis Mewburn of a national railway network was rapidly becoming a reality.⁸⁶

“In times less enlightened and more prejudiced than these, with amazing foresight, you penetrated the necessity of unbroken communication by railways, and in 1818 predicted the extension of that system which now spreads a net-work over the civilised world, binding nations together for the interchange of mutual interests.”⁸⁷

⁷⁸ Much of this text has been reused from the 2004 CMP by University of York, with a few additions

⁷⁹ It was during this period that Kitchings made 'Derwent' in 1854, the second oldest S&DR engine to survive and now part of the display at the Head of Steam Museum

⁸⁰ Simmons ed. 1975, 29

⁸¹ Wall 2001, 145

⁸² Tomlinson 1987, 778-9

⁸³ Simmons ed. 1975, 30

⁸⁴ Tomlinson 1987, 779

⁸⁵ Tomlinson 1987, 779

⁸⁶ When the Croft Branch was formally opened in 1829 by Francis Mewburn, the company's solicitor, he speculated that one day the railway would allow travellers to lunch in Darlington and take an opera in London the same evening. Such a vision was met with considerable mirth at the time, but the Croft Branch was to have a role in making that national network a reality when part of it became what remains to this day, the east coast mainline. Archaeo-Environment 2019. Historic Environment Audit the Croft Branch Line of the Stockton & Darlington Railway, 11 [accessible from <https://www.aenvironment.co.uk/online-library-darlington/>]

⁸⁷ Part of the address given at Edward Pease's House in Northgate, Darlington on the 23rd October 1857 as a public thank you from the people of Darlington and the pioneers of the S&DR to Edward Pease



The local population continued to grow. The SDR settlement of Hopetown was recorded as having a population of 260 in 1849⁸⁸ by which time it already consisted of terraced houses, a railway hotel and a sawmill,⁸⁹ while the GNER site at Bank Top had a settlement of 1,185.⁹⁰ In the 1850s the S&DR developed Whessoe Street, the site of the later North Road Locomotive Shops, for staff housing. This work was also the responsibility of Joseph Sparkes.⁹¹ The land between North Road Station and Hopetown Lane which had been enclosed fields with a field barn was now used as allotments with a band of trees screening the station.



Figure 30. The S&DR station shown on the 1st ed OS map of the 1856 (surveyed 1855) on the south side of the tracks with the North Eastern Goods Station on the north side. The S&DR Goods Shed, Goods' Agents' Offices and the later Carriage Works are also shown. The original (and first) station can be seen on the east side of North Road but is not annotated, presumably because it was now used as cottages for railway staff and their families.

As the network grew, it was becoming clear to the S&DR pioneers that the role of the S&DR in bringing railways to the world needed to be recognised more formally. Edward Pease was still alive in 1857 when it was decided that Locomotion No.1 should be repaired and restored (paid for by Joseph Pease (second oldest son of Edward)) and placed on a plinth outside the station. A very elderly Edward Pease was asked to lay the foundation stone by Thomas MacNay (he turned the invitation down due to his advanced years) and celebrations were held for the Goods' Agents and invited guests at The Sun Inn in Darlington and guests were also invited to roam the grounds at Pierremont where Henry Pease (youngest son of Edward) resided.⁹²

⁸⁸ Wall 2001, 155

⁸⁹ Cookson 2003, 68

⁹⁰ Wall 2001, 155

⁹¹ Fawcett 2001, 28

⁹² TNA RAIL 667/400



Five major construction projects for new S&DR buildings took place in or close to the Rail Heritage Quarter at this time – The Hopetown Carriage Works (1853), an extension to North Road Station (1856), the bridge that replaced the level crossing (1856) and the engine shed on Whessoe Road (1861). To the north (outside the RHQ) a large locomotive building complex was built by the S&DR in 1862 and opened on January 1st 1863, six months before the amalgamation with the NER. This would transfer many of the locomotive building and maintenance operations (and about 150 staff) from Shildon. It became known as the North Road Shops and was a major employer in Darlington and the largest in the country until closure in 1966 and the loss of 2,540 jobs.⁹³

Map key: site 12

Hopetown Carriage Works

Site survival: extant

Statutory protection: Listed Building

Grade II⁹⁴; Conservation Area

Inside existing RHQ? YES

Ownership: Darlington Borough Council

Occupier: A1 Trust and NELPG

Detailed report available here: [An Historic Building Investigation and Assessment of Significance of the Carriage Works \(2021\) by Purcell Architecture](#)



The S&DR built the Hopetown Carriage Works in 1853 to the designs of Joseph Sparkes (1817-1855), a local Quaker architect who was also responsible for the Darlington Mechanics' Institution and the 1856 extension to North Road Station. 'Contracts were let in May, with the stipulation that work would be under the supervision of the Engineer and Secretary (Thomas MacNay) with the immediate care of Joseph Sparkes as Architect'.⁹⁵ The works were built for the repair, and then later, for the construction, of railway passenger carriages. The new building was to be located on the Darlington branch line which would be used to take carriages into and out of the building. It initially employed a small workforce of 11,⁹⁶ and at its peak employed 310 men. The north range was intended for joiners and a smithy, while the south range was a paint shop.⁹⁷

The new building was added to an established complex of buildings which were devoted to the manufacture of rolling stock for the Stockton & Darlington Railway. Kitching's Foundry just to the north had been in operation since the early 1830s, specialising in the building of locomotives for the railway, including the surviving 'Derwent' of 1845. This concern was independent of the company, but its proprietor was a director.

The new carriage works was built by the S&DR, and the carriages and waggon made there were 'in house' products to company patterns, though often intended for other railways. One item survives in preservation, the so-called 'Forcett coach', now based at Shildon. This was

⁹³ Wall 2001, 104-5

⁹⁴ List UID 1121229

⁹⁵ Fawcett 2001, 126

⁹⁶ Purcell 2021, 37

⁹⁷ Fawcett 2001, 127 and 28



built in 1867, after the S&DR was amalgamated with the North Eastern Railway, but when there was still local control over S&DR matters.⁹⁸ Prior to the building of Hopetown Carriage Works, the company's coaches had been constructed by small independent contractors, and the two preserved examples of the 1840s came from carriage builders in Darlington and Carlisle.⁹⁹



Figure 31. The Carriage Works in 1855 with Kitching's Foundry on the other side of the branch line (OS 25-inch 1st ed)

After assembly (or repair), each carriage was rolled down one of the two tracks which ran the full length of the building until it was standing on the hand operated turntable which was connected to a short line laid at ninety degrees to the running lines. This led out through the only carriage arch, which was located in the centre of the east elevation. Once outside, the

⁹⁸ It is not the only existing one that can trace its origins back to construction by the S&D at Hopetown Carriage Works. Chris Lawson of NELPG owns the ex NER Officers Inspection Saloon No 1661, better known these days as the 'Old Gentleman's Saloon' from the original 1970 Railway Children film. Although rebuilt three times subsequently, it was originally built by the S&D at Hopetown Carriage Works in 1871 as a four wheel smoking saloon (No 221) for use on the Railway's line from Teesside over Stainmore to Tebay and the West Coast. Whilst therefore it shows no external traces of its original construction, it remains an original S&D vehicle at its heart, and is still in operational use on the Keighley and Worth Valley Railway on its vintage train weekends in the summer and other special occasions (Chris Lawson by email 23.7.22).

⁹⁹ University of York 2004, 136



carriage was turned again, so that it could be removed from the site by means of the siding which lay parallel with the east wall. This whole procedure was laborious and inefficient, as it was only possible to move one vehicle at a time. The lack of forethought in the design meant that the turntables were rendered useless when carriages began to appear first with six wheels, and then with separate bogies. As well as being too long for the turntables, they became too heavy to manoeuvre by hand. The 1855 OS map shows these arrangements clearly, including the internal track layout.¹⁰⁰

The carriage works closed in 1886, transferring most manufacturing and repair to York. Thereafter the building was adapted for a variety of purposes including warehousing and a car maintenance works, before returning to heritage railway use.

Map key: 13

Northgate Bridge 1856-7

Site survival: extant

Statutory protection: Listed Building

Grade II ¹⁰¹; Conservation Area

Inside existing RHQ? YES

Ownership: Network Rail

Occupier: Northern Trains Ltd and
Darlington Borough Council



A major change to the area took place when the level crossing, across what was referred to at the time as the Durham Lane, was replaced with a new bridge in 1856.¹⁰² This was a major engineering undertaking as the trackbed on the approach to the level crossing could not tolerate significant changes in height, however it already had an embankment east of North Road to carry the line over the valley created by the river Skerne. The solution was to lower the road and have road traffic pass underneath the railway. The amount of earth moving required must have been extraordinary. It is no surprise therefore that plans to build the bridge took over 18 years to come to fruition. The company engineer was instructed to report to the S&DR Committee on the costs of carrying the Durham Turnpike under the Railway at Darlington Station on the 15th September 1837.¹⁰³ The subject cropped up again the following January.¹⁰⁴ The costs and practicalities were presumably the reason why the construction works were delayed until 1856.

The 1st ed 6-inch OS map which was surveyed in 1855 shows the level crossing but with defined routes across it for traffic and pedestrians (see fig 32).¹⁰⁵ This captured its final days

¹⁰⁰ Ibid 136-7

¹⁰¹ ID 1121286

¹⁰² Fawcett 2001, 18 and the old parapets had the date 1856 on them

¹⁰³ RAIL TNA 667/9 15 September 1837

¹⁰⁴ Also an S&DR Board minute of January 12th 1838 refers to existing ambitions to take the Turnpike Road under the Railway RAIL 667/9

¹⁰⁵ The 6 inch and 25 inch maps show a slightly different arrangement but both were surveyed in 1855. Durham LV.6 Series: Ordnance Survey, 25 inch to the mile Surveyed: ca. 1855 Published: ca. 1857 and Durham Sheet LV Surveyed: 1855, Published: 1858



before the bridge was complete.

As a consequence of this major earth moving operation the approaches to the Goods and Passenger Stations from High Northgate were altered and the railway buildings and the mainline now appear to be much higher than originally designed, but in fact, it is the road that is significantly lower. This is also why the pavements under the bridge are elevated (there was no need for such deep excavations for pedestrians). According to plans held by Network Rail, the road was lowered an additional 38.1cm (1 foot 3 inches) in 1947-8.¹⁰⁶ This was allegedly to accommodate double decker omnibuses purchased by the Council.¹⁰⁷

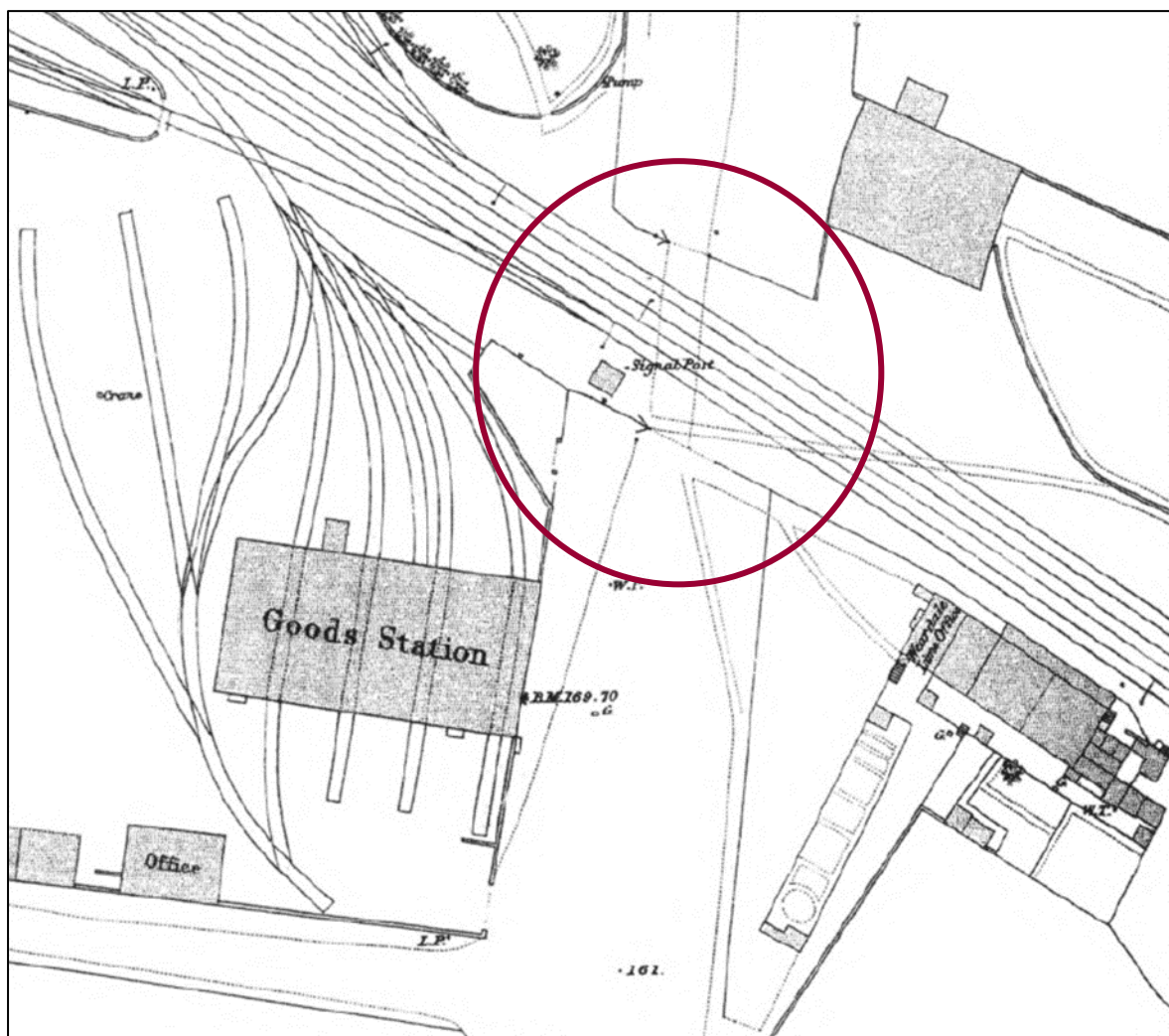


Figure 32. Durham LV Surveyed 1855, published 1856 showing the level crossing with various pathways bridge over Northgate during construction.

Undated plans held by Network Rail show the parapets with the year of construction in Roman numerals (1856) and possibly the name Harris to one side, with another wording (MARSH?) illegible on the other side of the date.¹⁰⁸ John Harris (if the same) was responsible for designing a number of S&DR buildings in the RHQ (and elsewhere on the S&DR including the replacement bridge over the Tees) but he apparently stopped working for them in 1844. He

¹⁰⁶ Network Rail 998371 LNE Darlington and Shildon Bridge No.20

¹⁰⁷ Peter Singlehurst, FoSDR pers comm

¹⁰⁸ Network Rail 998371 LNE Darlington and Shildon Bridge No.20



did become involved in the Hope Town Foundry from 1853 and did consultancy work and may have had some influence on the metal parapet in that capacity.

In 1876 the Northgate bridge was the subject of alterations.¹⁰⁹ The original abutments were retained; work was confined to renewal of the girders and decking.¹¹⁰

The current metal parapets (of unknown date, but 20th century) consist of nine large bolted panels with nine smaller panels above. The smaller panels each have a lozenge shape; such shapes can still be seen on early to mid-20th century shop fronts in town. At the top of each lozenge is a row of three holes suggesting that something was hung along the top and within the lozenge frames.

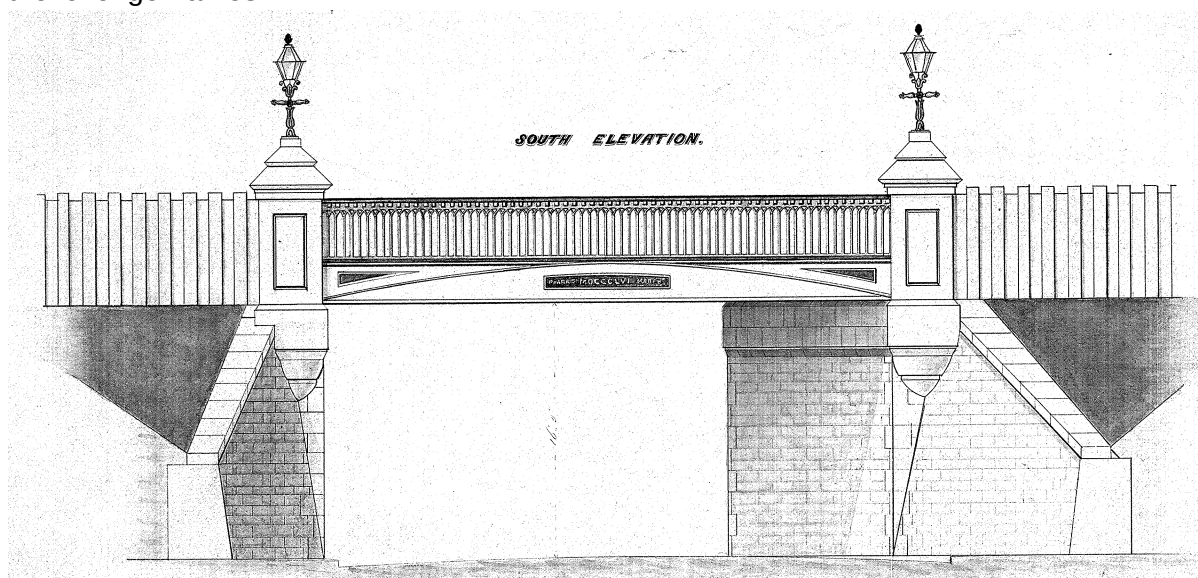


Figure 33. Undated plan from Network Rail of the south elevation (Network Rail 998371 LNE)

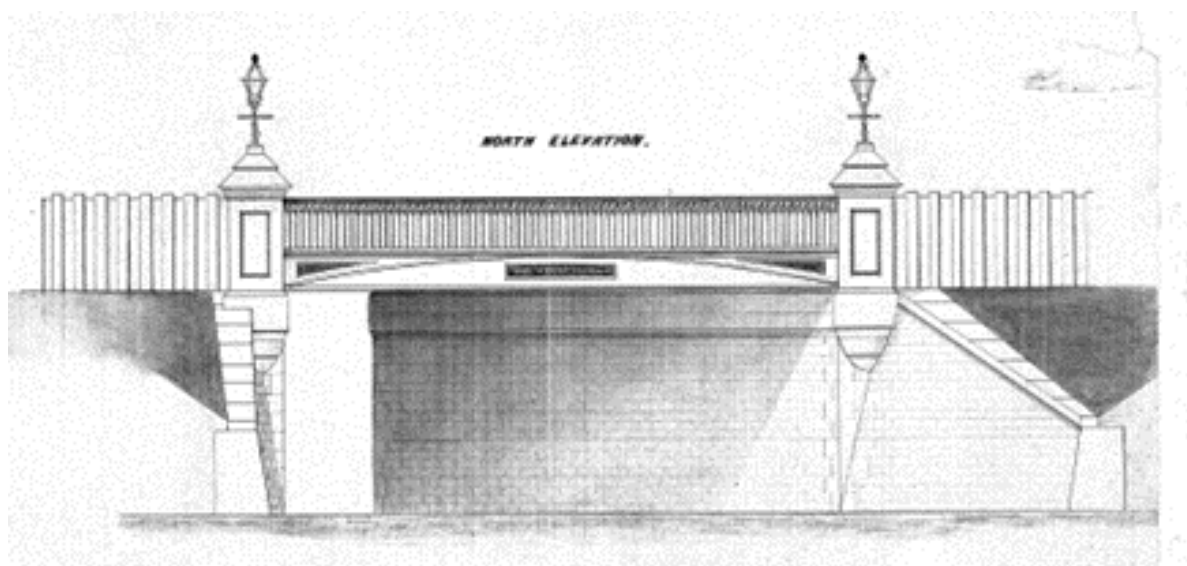


Figure 34. Undated plan from Network Rail of the north elevation (Network Rail 998371 LNE)¹¹¹

¹⁰⁹ Wall 2001, 96 (this source has a number of errors on the same pages so is perhaps unreliable in this respect)

¹¹⁰ University of York 2004, 44 citing Wall above

¹¹¹ The plans also show the plan of the decking and cross sections but not reproduced in this report





Figure 35. This photo pre-dates the replacement parapets that are there today; some additional fretwork has been added since the Network Rail plans were drawn above.

Paint scrapes were taken by Network Rail in 2021 of some parts of the parapets and the earliest layer of paintwork was a brown colour (with possibly a touch of red but not enough to be NER maroon). They have recently been painted green following consultation with local stakeholders.¹¹²

Trains continue to pass over this bridge as they have done since it was built, and road traffic continues to pass below it on a lowered roadway with raised pavements. The rather magnificent stone piers that once supported light fittings survive as do the retaining walls in the cut. Scarring on the walls marks where the earlier fretwork was added (see in the historic image above) to the stonework. The green metal panels are now eroded; daylight is visible through several on the north side.

¹¹² The NER dark maroon often called crimson lake used in passenger rolling stock in fact weathers to a brown red so this may have been the NER livery colour in origin. Dark brown was also used on NER brake vans.





Figure 36. The replacement parapet with lozenge shapes in the top panels.

Map key: site 14

1861 Engine Shed, Whessoe Road

Site survival: extant

Statutory protection: No

Inside existing RHQ? YES

Ownership: Network Rail

Occupier: Darlington Borough Council
but vacant



At the north west end of the RHQ on Whessoe Road is a fine four road Locomotive Shed, one of the last ones to be built by the S&DR. It was built in 1860/61 and designed by William Peachey to hold twelve locomotives for the new line to Tebay and subsequently used as the paint shop for North Road works.

In 1908 it was the scene of a fatal accident when a runaway train smashed a pilot engine into the building then being used as a paint shop. Having brought down some of the walls and ceiling, it then collided with a stationary engine which in turn shunted into a locomotive being finished off by Albert Hudson, who was killed.¹¹³ The repairs to the walls are still discernible on the west side of the building.

The building has recently been leased by Darlington Borough Council from Network Rail. It has previously suffered from neglect and vandalism.

¹¹³ Published in the Northern Echo 4.2.2013 available at http://www.thenorthernecho.co.uk/history/memories/10204714.An_unlucky_brake/





Figure 37. The engine shed's west elevation. Photo: Ken Hoole Collection



Figure 38. The engine shed as seen from the train in 2022 (photo: Maurice Burns)



4.6 Phase five 1863-1923 ¹¹⁴

This phase begins at the amalgamation with the North Eastern Railway (NER), in 1863, and ends with the 'railway grouping' of 1923, when control was relinquished to the London and North Eastern Railway (LNER). At the time of its union with the S&DR, the NER had changed its name from the York, Newcastle and Berwick Railway. It had previously been known under a variety of other titles, which had disappeared under earlier absorptions. Its largest project was the main north to south route, but its principal traffic, like the S&DR's, was coal. There had always been good relations between the two concerns, and this led to generous terms for the S&DR at the time of amalgamation.

The Darlington offices retained control over S&DR matters for more than ten years. Increases in passenger numbers are reflected in this period, which is characterised more by a series of alterations to the station than anything else. A larger platform capacity was required to cope with traffic generated by the new lines, which had opened shortly before the NER took over. Alterations also took place to the depots with the Darlington one being closed down in the 1870s and a new larger depot built on John Street. This takeover by the NER signalled a transfer of control from Darlington to York.

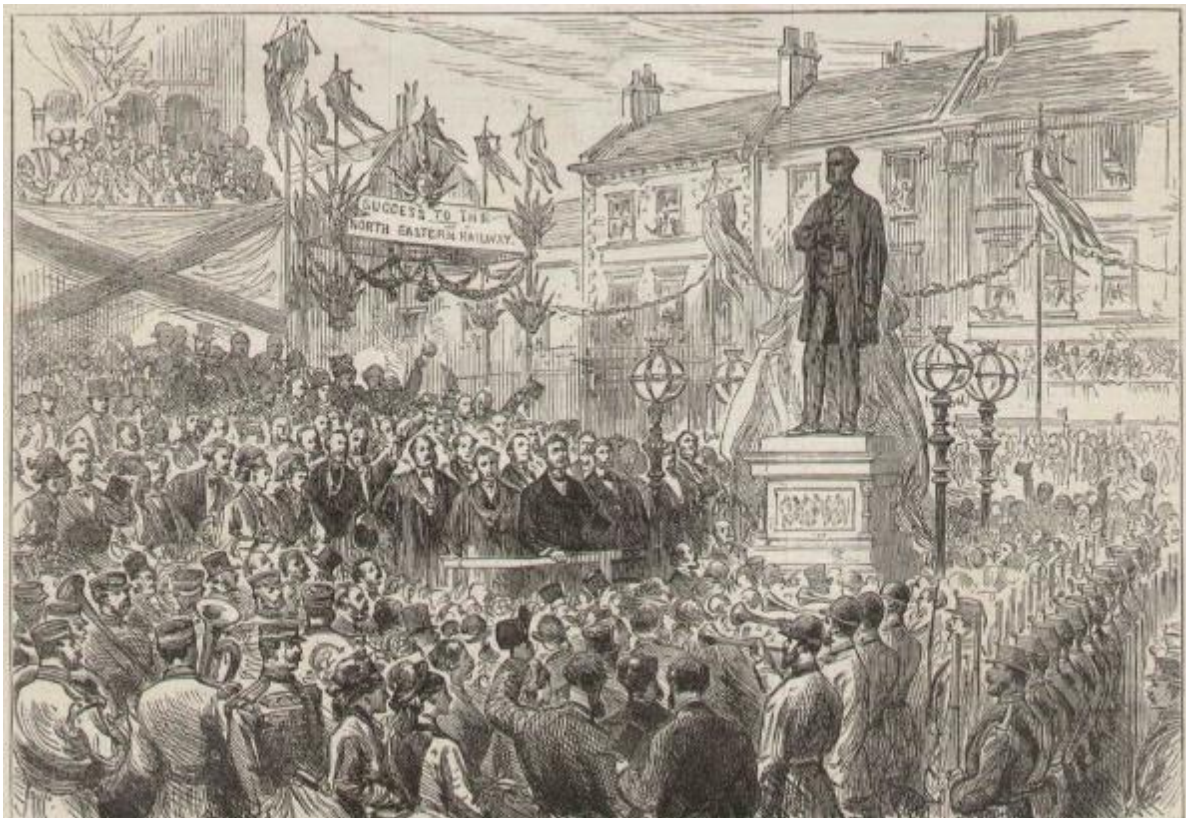


Figure 39. The unveiling of Joseph Pease's statue as part of the 1875 celebrations in Darlington (taken from *The Illustrated London News Supplement* Oct 9th, 1875)

There is evidence during this period of a corporate pride in the railways and an early appreciation of the S&DR 'heritage'. This was demonstrated by the preservation of original locomotives and carriages, and the staging of a cavalcade for the 50th anniversary of the opening. The allotments were turned over to an area of extensive sidings and these went on to be used as a staging point for the Royal Agricultural Show in 1895.

¹¹⁴ Text extracted from University of York 2004, 16 and 103 with some updates added





Figure 40. 2nd ed 25-inch OS map dating to 1897 showing the expansion of sidings across what had been allotments. This represents the site at its peak of railway activity when all but the first Merchandising Station survived (it had been demolished in 1864) including Kitching's Ironworks, the Railway Cottages (by now called Gloucester Villa), the Hopton Goods Station and a short-lived building between the carriage works and the lime cells. The lime cells were no longer attached to the branch line by a siding and the branch line now terminated at the newly built Station Road; the rest of the line had been developed. At the top of the map is the extensive NER locomotive works and the Railway Institute on the corner of Whessoe Road.



4.7 Phase six 1923-1948 ¹¹⁵

At this time the NER became a major component of the newly formed London and North Eastern Railway (LNER). This was one of four new companies, which from 1923 consolidated a wide range of smaller concerns around Britain into four large regional groups. Each of the new companies inherited one or more terminals in London, but local decisions tended to remain in the hands of the regional staff; Darlington continued to be controlled from York.

This was a period of general inertia at North Road, and the few recorded changes suggest the start of a general decline in local rail patronage. From 1932 what is now a grassy area in front of North Road Station and had been allotments and then sidings, was used as a specialist steam locomotive scrap yard until 1964. The rail system was used intensively during the Second World War, but this resulted in a serious backlog of maintenance because of the lack of materials and workforce to effect repairs. The overall effect was an unhealthy prognosis for the LNER at the end of the war when the pressure on rail transport (both goods and passenger) was increased by the expansion of road haulage networks and car ownership. The end of this period is marked by the nationalisation of the railways.



Figure 41. The RHQ in 1945 when the museum field was in use as a locomotive scrapyard

¹¹⁵ Text extracted from University of York 2004, 17



4.8 Phase seven 1948-1975 ¹¹⁶

This phase runs from the formation of British Railways (BR) in 1948 to the opening of North Road station as a museum in 1975. A dramatic increase in road transport through the 1950s and 60s was balanced by an accelerating decline in rail use during the same period. Road haulage and greater car ownership resulted in a widespread closure of branch lines.

The state of affairs in and around Darlington at the time was representative of what was happening throughout the country. In Co. Durham, many lines had gone before 1963, but the Beeching report of that year resulted in the closure of most remaining lines and facilities including manufacturing bases with the exception of the main line and the Darlington to Bishop Auckland branch line.

The scrap yard fell out of use in 1964. The North Road Shops, a major Darlington employer, was closed in 1966. The staff were withdrawn from North Road in 1969, by which time it had become too large for the remaining service.

The lack of daily supervision encouraged a growth in vandalism. This was a turning point in the site's future, as a local industrialist, appreciating its significance, decided to start a campaign to save the building. Darlington Borough Council agreed to purchase the station, and they, with financial assistance from various bodies, converted it into a railway museum.



Figure 42. North Road Station in 1973 as it started to decay and vanish behind vegetation (photo: John Proud Collection, courtesy of Win Proud)

¹¹⁶ Text extracted from University of York 2004, 17-18



4.9 Phase Eight 1975-2022 (present day)

This period represents the opening of the museum in 1975 to the present day (2022). The new attraction was centred on North Road station itself. There is some indication that the restoration was carried out using modern materials that may be responsible for blistering paintwork and patches of damp internally.



Figure 43. The station during restoration works in 1975 (photo source unknown)

The demolition in 1975 of the substantial remains of the Hopetown Foundry (Kitching's) illustrates how vulnerable the buildings could become when they were left empty or derelict. Despite its significance to the site, no alternative was considered for the foundry, and its derelict appearance, close to the new museum, seems to have been enough to seal its fate.

The North Road Shops were demolished, and a new supermarket built in a building that looked similar, but only reused the clock.

The scrap yard was levelled and landscaped in 1975. No decontamination took place, but the area was capped and turfed. Remediation reports supplied by the local authority in 2004 suggest that asbestos may be present on the site of the scrap yard where blue asbestos lagging was likely to have been removed from the locomotives. It was not known if it might also exist below ground at the site of Kitching's Ironworks and Foundry which was latterly used for repairing buses.¹¹⁷ However the area has been the subject of more recent investigation

¹¹⁷ University of York 2004, 103



which found no evidence of asbestos or any other contaminants likely to pose a threat to future development.¹¹⁸

The re-graded surface is drained by a network of French drains, or stone-filled trenches, along the length of the site. A portion of the field, adjoining Station Road, has been fenced off, and is used as an over-spill car park for the museum. This is a replacement for an earlier car park, which was on the opposite side of Station Road, on a site once occupied by the North Eastern Railway's Mineral Offices. It became necessary to re-site this facility when the land was reallocated by Darlington Borough Council for the building of a children's crèche.¹¹⁹

Several other historic buildings still remained on the site in 1975. The Goods Shed, the Goods' Agents' Offices and the Carriage Works have since found uses being occupied by various rail heritage organisations and a model railway club. Some of the buildings have not generated sufficient income to ensure appropriate maintenance, however. The lime depot was in private ownership and had various light industrial uses and was granted planning permission to be a children's creche. The consented works never took place and the building remained vacant, vandalised and eventually purchased by Darlington Borough Council in 2021 with a view to finding a new use appropriate for a heritage railway building.

The remaining part of the branch line which survived to the north of the carriage works was retained for live steam events after 1975, but these were stopped in the late 1990s. It was used by the A1 Trust however to transport completed and new steam locomotives such as Tornado and by NELPG to return restored locomotives to the live line.

Collectively, these buildings plus the museum and the branch line will form the heart of a new Rail Heritage Quarter ready for the S&DR's bicentenary in 2025. It will make these historic buildings the centre of an international major visitor attraction by 2025. Importantly, it will create an economic and social legacy that will last far longer than 2025 and ensure that the buildings will be cared for and appreciated for generations to come.

¹¹⁸ Solmek 2021

¹¹⁹ University of York 2004, 103



4.10 The Museum Collections

The Darlington Railway Museum founded in the old North Road Station in 1975 is still open to the public, but now called the Head of Steam Museum. It was originally administered by a Charitable Trust, but this responsibility transferred to Darlington Borough Council in 1985. The Trust has not been wound up and this has created some issues over ownership status of any accessions acquired pre-1985 which are treated as Trust loans. A number of accessions are also on loan from the National Railway Museum and Beamish Museum. In the 1990s the museum acquired some of the town's local history accessions when the museum on Tubwell Row was closed. In 1992 the Council acquired the Ken Hoole archive from Durham County Council so that it could create a Ken Hoole Study Centre in the museum providing access to his railway research. In 2004 it acquired the John Mallon collection of photographs and railway ephemera; this collection is jointly owned by the museum and the North Eastern Railway Association (NERA).

The museum continues to acquire through loan, donation or purchase, new accessions relating to the railway, most recently Edward Pease's town coach dating to 1840 (on loan). It has recently updated its Collections Development Policy covering the period 2022-2027 and has, since 2000, narrowed its collections policy to include material relating to the S&DR and the development and operation of railways in the North East. In total the museum has 33,135 accessioned artefacts or groups of artefacts.¹²⁰ These collections cover:

-  The S&DR and its associated lines
-  The North Eastern Railway (NER)
-  The London & North Eastern Railway (LNER)
-  British Railways (BR)
-  The railway manufacturing industry in Darlington
-  Industrial railways in Darlington

The material owned (not on loan) ranges from archives, maps, photographs, printed material, railway books, one locomotive, two waggons, items used in railway operating, branded items associated with railway infrastructure, models and toys, plus inherited material from the town's local history collection and the Ken Hoole and John Mallon Collections. The historic railway buildings on the site can also be considered as museum accessions requiring careful curation and interpretation.

The new Collections Development Policy has identified the museum's purpose as delighting all its visitors in the town that is the birthplace of the modern railway. Its mission is to explain the significance of Darlington to railways, and of railways to Darlington. The museum's responsibility is to preserve for future generations, and to make available for education and enjoyment, the unique historical collections it holds in trust. Its objective is to make, in relation to the funding it receives, a worthwhile contribution to community development and economic prosperity in Darlington.¹²¹

¹²⁰ 13,633 in 2004 (University of York 2004, 93)

¹²¹ Head of Steam 2022



4.11 The Natural Environment

The Rail Heritage Quarter including its various historic buildings fall within the Conservation Area or are listed buildings because of their heritage significance. However, any proposals for change also need to be informed by other conservation interests including the natural environment. The 2004 Conservation Management plan included an appendix on Ecology. This was carried out by Su Forster BSc PGDip MIEEM of 4Woods Ecology Ltd and has not been updated since.¹²²

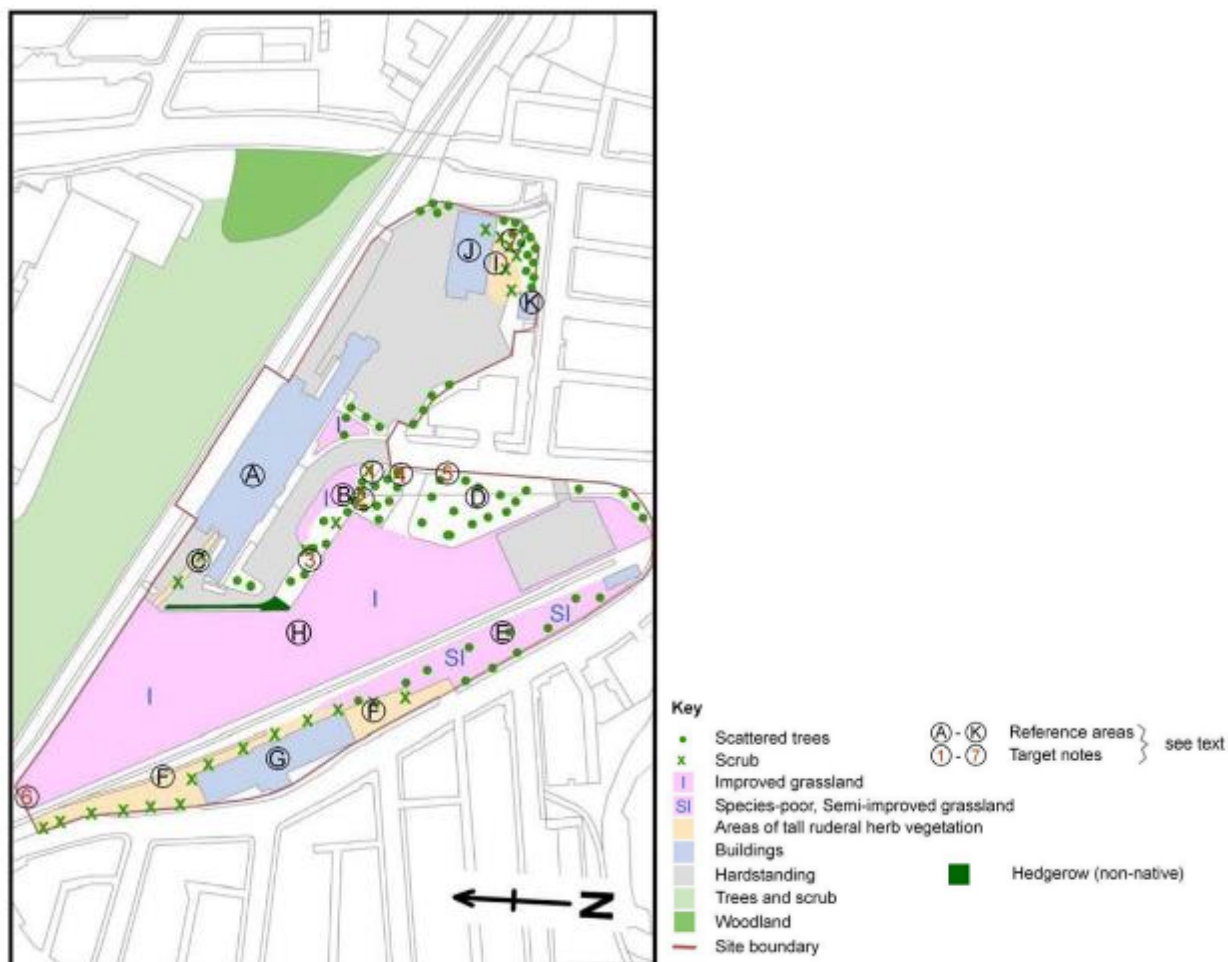


Figure 44. Results of 2004 ecological survey by Su Forster

A 'walkover' survey of the site was completed by Su Forster during 5 July 2004. She identified a number of main habitats illustrated in figure 44. The site mainly comprises a relatively large area of open space with, regularly mown, improved grassland, with a few large old railway buildings and disused sidings in places which have been colonised by a tall herb vegetation and scrub. A few stands of trees also exist in places, most, if not all, of which are likely to have been planted.

The following reference areas and Target Notes are highlighted on figure 44.

A Railway Museum building.

¹²² The full report is in University of York 2004, 256



The main museum building consists of two parts:

- A larger section covering the main museum displays and original station. The roof has a covering of felt shingles directly over boards and is open to the space below. This part of the building therefore offers very little potential for any bat roosts.
- The long front section is mostly single-storey, with rendered brick walls, and a pitched slate roof. The slates, and roof eaves appear to be generally well sealed offering limited potential for bats to gain access to potential roost sites within the roof space.

B Mature trees near the entrance to the Museum

An area of tree and shrub planting, with mature Sycamore, Lime, Ash, Beech and Horse Chestnut, together with a few young trees and mainly non-native shrub-plantings. The following notable features were recorded in this area:

TN1 – A hole exists in the trunk of the Horse Chestnut, with potential to be used by bats, but no evidence to indicate such use was observed.

TN2 – Old bird nests noted in the mature Lime trees

TN3 – A hole in one rear branch of the Lime tree, with potential to be used by bats, but no evidence to indicate such use was observed.

To the front of this stand of trees is a small lawned area of regularly mown species-poor, improved grassland, with Perennial Rye-grass *Lolium perenne*, Daisy *Bellis perennis*, Self-heal *Prunella vulgaris*, and White Clover *Trifolium repens*.

Section of Disused railway sidings (north-west of Museum)

A short section of disused railway sidings, with a number of plants typical of such abandoned ground, including Toadflax *Linaria vulgaris*, Feverfew *Chrysanthemum parthenium*, Mugwort *Artemisia vulgaris*, Common Ragwort *Senecio jacobaea*, Cleavers *Galium aparine*, Creeping Thistle *Cirsium arvense* and Bramble *Rubus fruticosus*.

D Stand of trees

Two areas of scattered relatively young and mature deciduous trees, including Ash *Fraxinus excelsior*, Sycamore *Acer pseudoplatanus*, Silver Birch *Betula pendula* and young Elm *Ulmus procera*. The ground flora is limited to a sparse growth of short grass and there is no understorey. This stand of trees could possibly be of some value to foraging bats if there are any significant roosts in close proximity to the site.

The following potential bat roost sites were also noted in this area:

TN4 – x2 Ash trees by the entrance gate with holes and crevices, leading to apparently hollow tree sections. No evidence to indicate their use by bats was found.

TN5 – x2 mature Ash trees at the site boundary with hollow branches, crevices and holes, however no signs to indicate their use by bats were discovered.

E Linear stand of trees over species-poor grassland

A linear area (beyond the occasionally used, short railway track) along the site boundary with scattered trees including Ash and Sycamore. A species-poor grass-dominated sward exists



beneath the trees which in places appears to be semi-improved in nature, with the following species being recorded: Perennial Rye-grass, Cocksfoot *Dactylis glomeratus*, Yorkshire fog *Holcus lanatus*, Mugwort, Black Knapweed *Centaurea nigra*, Red fescue *Festuca rubra*, False Oat-grass *Arrhenatherum elatius*, Cleavers, Ribwort plantain *Plantago lanceolata* and Creeping cinquefoil *Potentilla reptans*.

F Ruderal Tall Herb & Scrub around old Railway building (Carriage Works)

A linear stretch of mainly ruderal tall herb vegetation with scrub exists around an old railway building, with the following species recorded: Bramble, Nettles *Urtica dioica*, Bittersweet *Solanum dulcamara*, Broadleaf Dock *Rumex obtusifolius*, False Oat-grass, Mugwort, Great Willowherb *Epilobium hirsutum*, Rosebay Willowherb *Chamaenerion angustifolium*, Ash saplings, Cow parsley *Anthriscus sylvestris*, Hedge woundwort *Stachys sylvatica*, Hogweed *Heracleum sphondylium*, Meadow vetchling

Lathyrus pratensis, Creeping Thistle, Black knapweed, and Toadflax.

G Old Railway Building (Carriage Works)

The disused railway building is a large brick building with rendered walls and a pitched slate roof. There appear to be very few crevices and the ridge tiles are well sealed, however a hole exists at one end of the roof where a slate is missing. This could allow bats and birds potential access into the internal dark space.

H Main area of Improved grassland (museum field)

The main part of the site comprises improved, species-poor, regularly mown grassland which has been sown over regraded and levelled ground. This area is largely dominated by Perennial Rye-grass with White Clover, and Plantains, however a few additional species were noted in a very small patch at the very north-western corner of the site (TN 6) including a few leaves of Ladies Mantle *Alchemilla* sp (a likely garden escape given its presence on regraded land within improved grassland), Crested Dogtail *Cynosurus cristatus*, Black knapweed, Red fescue, Meadow buttercup *Ranunculus acris*, Creeping Cinquefoil, Yarrow *Achillea millefolium*, and Timothy *Phleum pratense*.

Ruderal Tall Herb & scrub surrounded by trees

A small area of vegetation on a short section of disused railway sidings. A ruderal tall herb vegetation has developed in the central area, with scrub encroaching around the edges, surrounded by a dense line of trees including Ash, Willow, Silver Birch, Apple, Sycamore and other non-native species.

The central area of vegetation includes abundant Kidney vetch *Anthyllis vulneraria*, Mugwort, Toadflax spp, Cleavers, Nipplewort *Lapsana communis*, Black medick, Feverfew, Dandelion *Taraxacum officinalis*, Broadleaf Dock, Ivy, Colts-foot *Tussilago farfara*, Ground Elder *Aegopodium podagraria* and Nettles, with encroaching Bramble and tree saplings.

An active Blue tit nest was noted within one of the old railway carriages stored in this part of the site (TN7).

This small sheltered and vegetated area may be of some value to foraging bats if any roosts



exist in the local vicinity.

J Old railway building (Goods Shed)

This is a large disused railway building, with stone walls and a pitched slate roof. A number of gaps were noted between the stones at the top of the walls, which could provide potential niches for use by bats, however, no evidence to indicate such use was observed.

K Residential House (Goods' Agents' Offices)

A two-storey residential building exists at the site boundary which is in current use. It has stone walls and a hipped-pitched slate roof. The building generally appears to be in good condition with very few crevices or holes noted which limits its potential use by bats.

Fauna

Bats

No evidence of any bat roosts has been found during the present external survey of the buildings and trees. However, there are a small number of crevices in certain trees and buildings (as described above) which could potentially be used by bats.

In addition, the small stands of trees and tree lines along parts of the site boundary may be of value to foraging bats, if there are any roosts in the vicinity. The site exists within a densely developed area, and therefore, should any roosts occur in this location, the site might be of particular importance for bat foraging.

Other Mammals

No evidence of any other mammal species was noted during the survey.

Birds

All trees, hedgerows and particularly the scrub, located in places at the site boundaries, provide potential bird nesting habitat. A few old nests were noted in the trees of Area B (See fig 44) and others are likely to exist elsewhere on the site.

In addition, the buildings and other abandoned structures may be used as bird nesting sites, if access is possible. Few birds were recorded during the site visit, however, the following species were noted using trees and scrub on the site: Blue tit, House Sparrow, Blackbird, Wren.

Herpetofauna

In general, the site provides poor habitat for reptiles. The few pockets of rough vegetation (i.e., tall herb and scrub) within the site, are considered likely to be too small/narrow and isolated to be inhabited by reptiles.

Based upon map evidence and on-site observations, there does not appear to be any water bodies in close proximity to the site and no water bodies exist within the site. Consequently, amphibian species are unlikely to occur.

Invertebrates

The well-maintained grounds with featureless, mown, species-poor grasslands are unlikely to support a rare, diverse or abundant invertebrate fauna. However, the small areas of tall herb



and scrub in places is likely to be of some value to a greater variety of insect species such as bees, butterflies, wasps etc, in an otherwise highly-developed area.

Similarly the rough grassland and scrub along the adjacent railway corridor is also likely to provide some habitat for relatively common invertebrate species.

Overall, much of the site comprises species poor, mown improved grassland which is of little ecological value, providing poor habitat for wildlife. In addition, a significant part of the remainder of the site comprises hard standing and buildings. The majority of these buildings appear to have low potential to support a bat roost, although further investigations would be required to confirm this assessment.

The small areas of scrub, ruderal tall herbs and trees provide a habitat likely to be of some value to wildlife, such as common 'garden' birds, insects and possibly foraging bats (unconfirmed), particularly given that the site is surrounded by dense development with very little habitat availability. However, further habitat which is likely to be of greater value to wildlife, comprising trees and scrub, was noted on the north-eastern side of the railway line, opposite the site.

In addition, the railway verges, beyond the site boundary, are likely to create a wildlife corridor to allow certain species to move through otherwise highly developed urban areas.

In summary the site could be improved to create an enhanced wildlife habitat.

Further ecological surveys were carried out as part of the planning application for a major capital investment in the Rail Heritage Quarter as part of making the site a world class visitor attraction. This was carried out by EcoNorth in 2020-1 and confirmed that the quality of habitats were average or poor and there were no rare or notable plants recorded.¹²³

One invasive plant species was identified in low quantities – *Cotoneaster*.sp and measures to control this were recommended.

The report also confirmed the 2004 findings that while there were potential bat roosts, most were of low roost suitability, except for one deadwood trunk near the museum entrance door which was of moderate suitability. The Skerne Bridge was also identified as a possible bat roosting location and the river Skerne as a suitable foraging and commuting linear route for bats. The heritage railway buildings of Museum, Goods Shed, Carriage Works and the 1861 engine shed were identified as having a low to moderate roosting potential for bats, although no roosts were identified.

While habitats suitable for otters and great crested newts and reptiles exist locally, none are within the RHQ and the presence of hard standing and physical barriers means that their presence on the site is unlikely.

Birds are of course present in the open grassland, scrub and woodland and there are bird nesting boxes. Provision has been made through the planning process to ensure that no vegetation removal takes place in the nesting season and that any occupied nests are protected.

Notable species such as dingy skipper and wall butterfly are not known on the site, but have been recorded 800m and 1.6km away. The numbers of suitable food plants on site is so low

¹²³ EcoNorth 2021



that it is not particularly attractive to butterflies.

The scrub and semi-natural woodland is suitable for hedgehogs and so their presence is likely.

Overall the 2020-21 survey supported the earlier 2004 one in that the ecological value of the site is relatively low and so there is considerable scope to enhance the habitats leading to a biodiversity net gain.



5.0 GAPS IN OUR KNOWLEDGE

Since the 2004 Conservation Management Plan was written, significant archaeological recording and research has taken place on some of the buildings inside or adjacent to the Rail Heritage Quarter. However, there are still some gaps in our knowledge.

The Goods' Agents' Offices have not benefitted from any additional building recording or a detailed Statement of Significance which could guide future maintenance. This CMP has gone some way towards that, but access has not been possible to the ground floor or attics.

Very little is known about Northgate Bridge and the level crossing before it. The levels of the original railway are almost impossible to imagine now and so it is difficult to produce visualisations of the road and its relationship to the railway buildings and track before the bridge was built. In addition to the ground levels being lowered, was the railway line also raised? The bridge dates to 1856, but one year earlier, the OS mapping shows two narrow paths through or over the line in 1855; one for road traffic and one for pedestrians. This suggests that road traffic was narrowed considerably to cross the line, an unlikely situation for a turnpike road. Or was this a temporary, in the middle of construction plan? Company minutes should help to understand the process of construction more clearly. Further, it is not clear when the existing metal parapets were put in place.

While some further research has been carried out on the Skerne Bridge, it has not been fully recorded and analysed so that visible architectural features are equated to phases of change identified through documentary evidence. It is not known whether any of the 1820s structure survives behind later additions.

We still don't know the extent to which below ground remains survive relating to the first Merchandising Station nor Kitching's Ironworks. Nor have the spaces between the buildings been evaluated for below ground remains relating to earlier phases of use.

The north side of the mainline along Bonomi Way is a strip of woodland that once contained the GNER Merchandising Station and Railway Cottages. It is not clear if any remains survive below ground.

The building recording work carried out by Vindomora Solutions Ltd in 2021 as part of the planning application for the RHQ included photographic recording of the buildings. These reports are no longer accessible via the planning portal and should be uploaded with the other planning documents.

Access to The National Archive remains difficult for local researchers based in Darlington and it is here that all the company minutes are held. These minutes are likely to firm up the dates and decisions behind many of the buildings. The Network Rail Archive remains an under-used resource (due to geography) that merits further assessment. It has been an ambition of the partners who signed up to the 2016 Historic Environment Audit that these S&DR archives should be scanned and made publicly available via the internet.¹²⁴

¹²⁴ Archaeo-Environment 2016, 9 and 121-124



6.0 SIGNIFICANCE OF THE RAIL HERITAGE QUARTER

The significance of the Rail Heritage Quarter as whole is its association with the Stockton & Darlington Railway which marked a key step in the development of the modern railway network which spread throughout the country and the world. **It is one of the most important collections of railway buildings in England and possibly one of the most important sites in terms of the historical development of the railway system in the world.**

This Management Plan will explore the whole site's significance and the spaces between including issues such as setting and the intervisibility between buildings, the natural environment and below ground archaeological potential.

This section includes an assessment of the nature, extent and level of significance of the Rail Heritage Quarter and how this helps to understand its importance. The nature of that significance is divided into archaeological, architectural, artistic or historic interest in order to comply with national planning policy guidance.¹²⁵ To this is added Communal Value which assesses the importance of the RHQ to the wider community¹²⁶ and Ecological Value to assess the significance of the natural environment in the RHQ. This uses different terminology derived from the Chartered Institute of Ecology and Environmental Management (2008). The nature conservation importance of each vegetation type is based on a five-point scale as follows: poor, average, above average, very good (of local/regional interest) and outstanding (of national interest).¹²⁷

The level of heritage interest is divided into Considerable, Some, Limited, Negligible or None and unknown and the definitions for these is as follows:

Considerable: *aspects of the site considered as seminal to the archaeological, architectural, historic, artistic, community or natural environment significance of the site, the alteration or development of which would destroy or significantly compromise the integrity of the site.*

Some: *aspects that help to define the archaeological, architectural, historic, artistic, community or natural environment significance of the site, without which the character and understanding of place would be diminished but not destroyed.*

Limited: *aspects which may contribute to, or complement, the archaeological, architectural, historic, artistic, community or natural environment significance of the site but are not intrinsic to it or may only have a minor connection to it, and the removal or alteration of which may have a degree of impact on the understanding and interpretation of the place.*

Unknown: *aspects where the significance is not clearly understood possibly because it is masked or obscured and where further research may be required to clarify its significance.*

None: *aspects which may make a negative contribution or a neutral contribution where its loss would make no difference to our understanding and interpretation of the place.*

¹²⁵ NPPF 2021, para 194-5 and p 71-2 Glossary

¹²⁶ Historic England 2008 Conservation Principles p31

¹²⁷ EcoNorth 2021 Oct, 42



The Rail Heritage Quarter – Considerable Historic Interest

Significance - The modern railway was developed here

The opening of the Stockton and Darlington Railway Company in 1825 heralded the beginning of one of the most important developments of the industrial revolution. It changed the way in which goods and passenger transportation were effected. Overland haulage and travel became progressively easier and subsequently more widely accessible. At the centre of this development was the Rail Heritage Quarter and home to one of the chief promoters and funders Edward Pease who lived on Northgate a little to the south.

The S&DR Company created and developed the vision and the business plan for the modern railway network. Starting with the 1821 Act it set out a vision for an accessible-to-all transport network prepared to carry any bulk goods for a fee and to an advertised timetable. The 1823 Act fine-tuned this vision with the addition of passenger travel and the use of steam power. The design was in part by George Overton but improved and made accessible for steam power by George Stephenson who also designed the track to be 4ft 8 inches wide, subsequently modified to 4ft 8 ½ inches wide – what is now known as standard gauge and used by most railways across the world. The combined functions of manufacturing, goods and passenger transport are all represented on site as is standard gauge both on the mainline and surviving stretch of branch line.

Stopping places and depots developed along this route and in turn it attracted industry and settlement; the Darlington RHQ was one of the largest places to do so with Hopetown at the start of the branch line being the second earliest settlement associated with our modern railway in the country (New Shildon was the first). These depots and stopping places would in some cases, including the RHQ, go on to become the beginnings of railway stations with provision for passengers and goods. The provision of a passenger service prior to 1833 is still not clearly understood but it is clear that the links between the town and the railway for passengers was within the RHQ area and so any further understanding is likely to come from here. It is still not clear how coaches joined the mainline, nor how this service was organised and changed over time. Further, unsourced references name early S&DR officials including Siggie the first policeman (no date given for him) and Barney the first porter who was (allegedly) working from 1825.¹²⁸ The provision of a porter from 1825 (if true) when there was no station is particularly interesting because it implies that the passenger service was advancing rapidly.

The need to standardise time once the railway spread was also acknowledged by the S&DR Company and so they started to install clocks at their various locations. The clock on the Goods Shed, installed in 1839, was to be the principal clock from which others would be set.¹²⁹ This was forty-one years before time was standardised by statute in the country.¹³⁰

Significance - The Group Value of Historic Railway Buildings

The RHQ contains some remarkable individual survivals of early railway buildings and structures that stretch from the construction of the line prior to 1825 all the way to 1861, two years before amalgamation with the NER. Also of interest, are the changes made after the NER amalgamation, but this is less significant as Darlington gradually became a backwater,

¹²⁸ Heavisides 1912

¹²⁹ RAIL 667/11 Railway Committee minutes 1838-40 - November 1st 1839

¹³⁰ [https://en.wikipedia.org/wiki/Statutes_\(Definition_of_Time\)_Act_1880](https://en.wikipedia.org/wiki/Statutes_(Definition_of_Time)_Act_1880)



superseded by York. The significance of the buildings is discussed in detail in the individual reports already prepared,¹³¹ but collectively they are a rare grouping of railway buildings from such an early period of railway development that building functions and types were not yet standardised, but would arise from the lessons learned on the S&DR.

Significance – Experimentation: how to run a modern railway

The RHQ was the testing ground for new buildings designed to serve the railway, manufacturing, goods and passenger traffic (New Shildon was the testing ground for locomotive use). Some, like the original two-level goods warehouse with its passenger platform, the coach shed and the Foundry buildings have now been lost, but the constant new design on and around the site is demonstrative of new thought applied to the fast growing needs of the railway system. In this way the experimental nature of the railway buildings on the site is likely to have affected future railway building design elsewhere.

This is also the centre of experiments relating to the development of passenger traffic from an in-house horse drawn service, to a contracted-out horse drawn service with coaches adapted to travel on road and rail. This was followed by a wholly rail locomotive passenger service, but linked to town by a horse drawn omnibus.

The design of bridges robust enough to support the heavy demand of rail traffic was also the subject of experimentation. The innovative and unusual Stephenson designed iron Gaunless Bridge at St. Helen Auckland was not to be repeated over the Skerne and George Stephenson was removed or left the project. Instead, an established architect engineer (Ignatius Bonomi) was brought in to design and build a stone structure that would need reinforcing and widening within a short space of time.

The use of steam haulage via the railway system, as pioneered on the S&DR, greatly improved the ability of early industrial manufacturers to move goods quickly and relatively cheaply around the country. This was a major contribution to the later growth of national and international trade in the mid nineteenth century and led to the second wave of the industrial revolution. This was seen elsewhere along the line, for example at New Shildon and Middlesbrough, but was also encapsulated at the RHQ.

Loading and unloading heavy goods at the depots had to go through a process of streamlining after the initial, incomplete designs by Stephenson caused bottle necks. With advice from Hackworth the depots were altered and altered again to improve storage for lime. This was seen in the development of the company's depots at Darlington, Yarm and Stockton so that later depots elsewhere along the line and including the lime depot in the RHQ, benefited from tried and tested delivery techniques.

The railway company also developed a retail function at the depots so that heavy goods such as coal and lime could be purchased direct from them. This retail function set them apart from the merchandising stations where goods were in transit and would be adopted by the NER after 1863 and continued until the Beeching closures a hundred years later.¹³²

These experiments allowed later railways to adopt these tried and tested designs and methods – tried and tested by the S&DR.

¹³¹ See page 8

¹³² Hoole 1986,21-2



Significance - Where we learned to commemorate the impact of the S&DR

Darlington is also the place where the country and, much of the world, learned to gather at regular anniversary intervals to celebrate the role of the S&DR in creating the modern railway network and the railway pioneers who made it possible. The first celebration was a local affair in 1857 when Locomotion No.1 was restored and mounted on a plinth outside North Road Station and again with speeches outside Edward Pease's house further south down Northgate the same year. But by 1875, fifty years after the opening, the scene was set for international celebrations every 50 and 100 years where the rail industry acknowledged the role of the S&DR and the Pease family in developing the modern railway. Royal and international visitors, representations from railway companies from all over the world, processions and carnivals, banquets and speeches became the norm and in 1925 a metal sign commemorated where the S&DR had crossed the East Coast Mainline – this remains today (outside the RHQ) and has recently been listed.

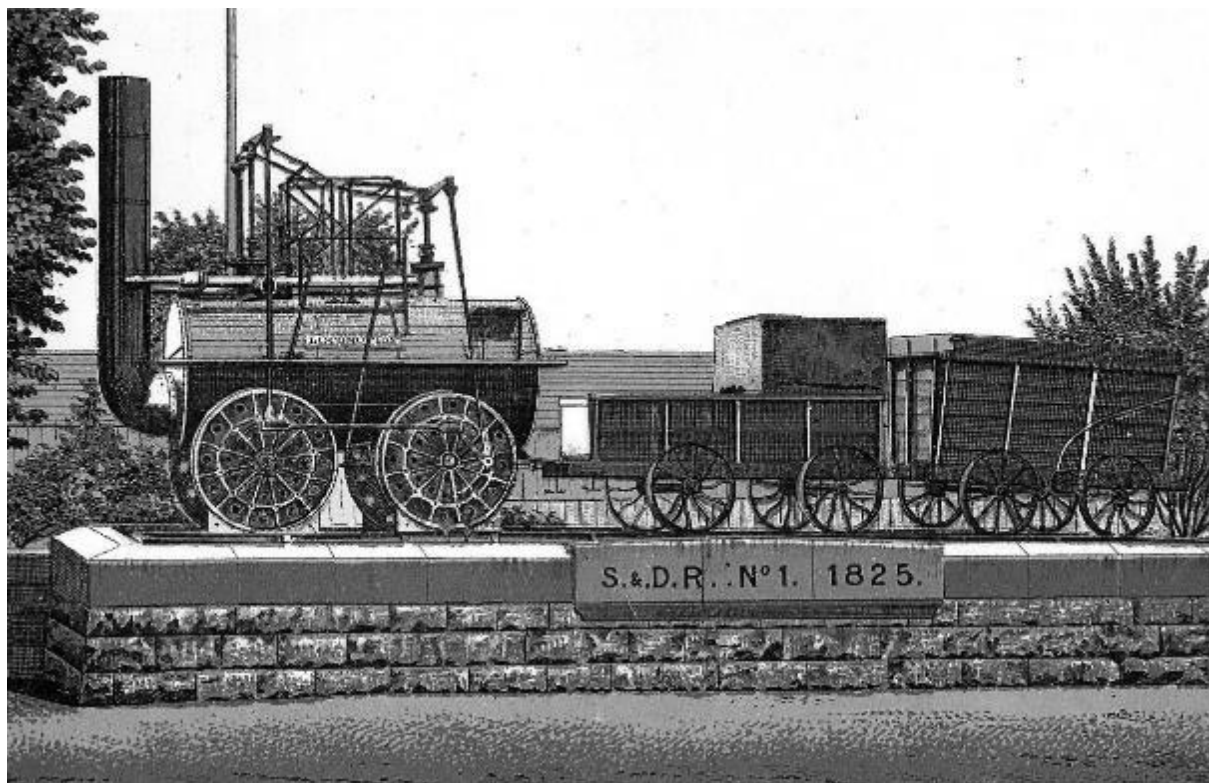


Figure 45. Locomotion No.1 on its plinth outside North Road Station – possibly with the carriage works in the background

Significance - The museum collections representing the S&DR

The museum collections are regional in scope, but the core collection is of national importance because of its association with the Stockton & Darlington Railway, which was the start of the modern railway network. Therefore, those collections associated with the S&DR and the key figures associated with it, are of considerable historic interest.

Significance - Associations with Railway Pioneers and Quaker Promoters

The RHQ is also associated with many of the railway pioneers who made the design, construction, management and running of the railway possible. Their influence on the RHQ and railway development varied. As their association with the RHQ is less likely to influence



day-to-day management, but is a useful source for interpretation and understanding the significance of surrounding places and street names, a full list is given in appendix A. However one person is worthy of particular note because of his influence on the development of the railway and its proximity to Darlington, because the museum has a number of accessions relating directly to him, and because his house survives just a little south of the RHQ – that is Edward Pease of Darlington.

Edward Pease (1767-1858)



Figure 46. A miniature painting of Edward Pease still in the ownership of the Pease family. (Image courtesy of Matthew Pease)

George Stephenson might have never been employed by the S&DR if it had not been for Edward Pease.¹³³ Edward Pease's associations are stronger at his home further south down Northgate (and currently outside the RHQ), but he enabled the railway to be designed and paid for through his Quaker and banking associations plus his own personal wealth derived from the town's woollen industry. He insisted that the line should be brought to Darlington when others thought the railway could run faster and more cheaply if it avoided Darlington. He influenced the design of buildings through his desire for architectural simplicity and this is why the RHQ buildings are modest and classical in style. He went on to be acknowledged as the Father of the Railways by his contemporaries and the next generations and as such was invited to lay the foundation stone for the plinth for Locomotion No.1 in 1857 at North Road Station (the plinth has long gone and Locomotion No.1 has been transferred to Locomotion in Shildon but will make regular long stay visits

to the RHQ). The strong Quaker influence also ensured that the company would go on to employ or have strong links with many other Quakers such as the Kitching brothers (founders of Kitching's Ironworks and Foundry in the RHQ), Backhouses (bankers who helped finance the S&DR), John Dixon, the surveyor who worked with Stephenson was from a long line of Quakers in Cockfield,¹³⁴ Sparkes (architect for the S&DR), l'anson (founder of Whessoe Foundry) and Fry (responsible for Rise Carr Rolling Mills).

The museum has a number of exhibits that relate directly to Edward Pease including a sofa accessioned as having come from his kitchen, but more likely to be from his parlour. The museum also has on loan from Beamish, Pease's town carriage from 1840.

The RHQ also has connections with other Pease family members. It was Joseph Pease who funded the restoration of Locomotion No.1 so that it could be made into a museum piece. Henry Pease developed gardens alongside the branch line – these survive as The Denes but are outside the RHQ.

Significance – place names representing our railway inheritance

The surrounding area has street names that reflect the strong association with the railway

¹³³ Pease suggested in a letter of February 1857 to Thomas MacNay and John Dixon, that Stephenson's appointment to the S&DR drew him from obscurity which is perhaps a little unfair on all that Stephenson had achieved before. TNA RAIL 667/400

¹³⁴ Jonathan Peacock pers comm (070622)



heritage. McNay Street,¹³⁵ named in the 1870s, is named after the S&DR's Engineer and Secretary, Thomas MacNay. Stephenson Street developed at the same time was probably named after George Stephenson (1807-1881) who was a senior manager with the S&DR and later the NER until 1873. This site had previously been used by the railway workers' cricket club.¹³⁶



Otley Terrace is presumably named after Richard Otley, the S&DR's surveyor and secretary from 1825 who designed the new town of Middlesbrough in 1830. A few surrounding streets are named after members of the Pease family, such as Arthur Street named after Arthur Pease, son of Joseph Pease. Surtees Street may be named after the colliery owning family of Shildon who built the Surtees branch line through Shildon to the mainline in 1831. It is unlikely that any of these names were allocated during the lifetime of Edward Pease. His generation of Quakers would have frowned upon such vanity (as they saw it).

The Rail Heritage Quarter – Considerable Architectural Interest

Significance - Early Examples, Simply Designed.

The surviving buildings are all in a simple classical design that represents the favoured style by the Quakers in the Company's early years. Attempts by architects and builders to introduce a degree of ornamentation were rejected by the S&DR Committee.¹³⁷ When the younger generation took over, the new designs on the extended North Road Stations, continued to reflect the earlier designs despite a shift in fashion towards the neo-Gothic.

Despite alterations over thirty decades, the group as a whole has acquired a simple harmony

¹³⁵ The street is spelled McNay but the man himself used the spelling MacNay. There may be a case to change the street name!

¹³⁶ Coulthard 2015, 127

¹³⁷ When John Carter produced proposals for the company depots, the committee ordered that his proposed design 'be divested of the ornamental part of the work' (Fawcett 2001, 13).



of scale, massing and design. All are low-lying and relatively small in scale with good intervisibility, only marred by security fencing. Although the upper floor of the station wasn't added until 1876, the scale, massing and layout of the station and the carriage works, facing across the museum field, are remarkably similar – two low lying linear ranges with a central two storey range.

The Historic England Selection Criteria for listing buildings¹³⁸ highlights that purpose-built railway structures pre-1850, will often be of international significance as being among the earliest railway structures in the world. Of the surviving group within the RHQ, one dates to 1825 (Skerne Bridge), one to 1833 (The Goods Shed), two date to c.1840 (the Lime Cells and the Goods' Agents' Offices), one dates to 1842 (North Road Station/Head of Steam Museum), one dates to 1856 (Hopetown Carriage Works) and finally the engine shed to the north dates to 1861. Even without their group value, most of the railway buildings in the RHQ pre-date 1850 and are nationally important.

Significance – Later building alterations and additions reflected what went before

The RHQ buildings have been altered by various architects over the decades, but what they have in common is the respect for the original design and the need to reflect that in subsequent alterations. Further, the same design features can be found in several different buildings.



Figure 47. Columns outside the former North Road Station; a design detail repeated elsewhere on the building but also used in the lime depot (with different decoration detail on the capitals)

For example, when the Goods' Agents' Offices were built in 1840, it borrowed some

¹³⁸ Historic England 2017, 8



architectural features from the 1833 Goods Station such as the use of rusticated stonework and string coursing to divide the elevations, but it also had its own distinctive and modern window style. Some of the joinery details in the Goods' Agents' Offices including projecting, moulded, window architraves and sills, have survived and can be paralleled in the 1842 North Road Station.

Design features from early parts of the station were referenced in later additions – each architect and builder has chosen (or been instructed to by the relevant sub-committee) to use the multi pane sliding sash as the window opening style despite that fact that this style was no longer widely used after the 1860s. This added to the harmonised appearance and offers a reference for future alterations – if they are to be in keeping, they need to reflect the intended design. A stylobate along the base of the station's principal façade also unifies several phases of building work. The first extensions of 1853 to the Station included adding rusticated sandstone piers on the end walls; a treatment also found in Sparke's nearby carriage workshops. The cast iron columns with decorative capitals in the c.1840s lime cells were similar but different in detail to those used at the station in 1856.¹³⁹

The principal of referencing earlier designs is one that can inform future alterations while protecting existing significance.

Significance - the Setting and what it tells us about the Place

The setting between the buildings has altered over time, not least with the loss of some early railway buildings, but also sidings. The need to retain inter-visibility between the buildings must have been important at least until the end of the 19th century. The staff in the Goods' Agents' Offices needed to be able to see the Goods Shed. The station master in the station must have needed to observe the Goods Shed and its yard as well as the mainline. Everyone needed to see the Goods Shed clock.

The approach to each building was designed and managed so that the elevation welcomed users or guided waggons to the right place. However, a belt of trees in front (south side) of the station appears to be contemporary with the first phase of the building suggesting that the view of the station's principal façade was not important from a distance, but was channelled from the SE approach.¹⁴⁰ This belt of trees has been replaced with modern planting and so has continued to define the station forecourt and has channelled views since 1842.

The setting between the station and carriage works is otherwise much altered from an 18th century enclosure pattern to allotments to sidings and to a scrapyard. The current museum field with car parking to one side is perhaps continuing that tradition of green space and allotments and the former use of that space for live steam was entirely in-keeping with its mid-19th century uses.

Photographs from the mid 20th century show painted picket fencing around flower beds in front of the south elevation of the station, but earlier photographs from the turn of the century show post and wire or net fencing enclosing flower beds which extended all the way to the portico. A degree of pride in the station appearance was surely a constant at least until the mid-20th century.

¹³⁹ Archaeo-Environment 2020, 35. Plain columns were used in the Goods Shed.

¹⁴⁰ The tree belt is shown on Sowerby's map of 1847





Figure 48. The close relationship between the Goods' Agents' Offices and the Goods Shed can be seen in this photo from 1970. There had previously been an S&DR building in the vacant plot left of the offices (photo: John Proud Collection, courtesy of Win Proud)



Figure 49. Views between the Goods' Agents' Offices (where this photo is taken from), the Goods Shed and the Station were important as part of daily communications and routines. Today they are marred by a mixture of fencing types and non-railway related clutter



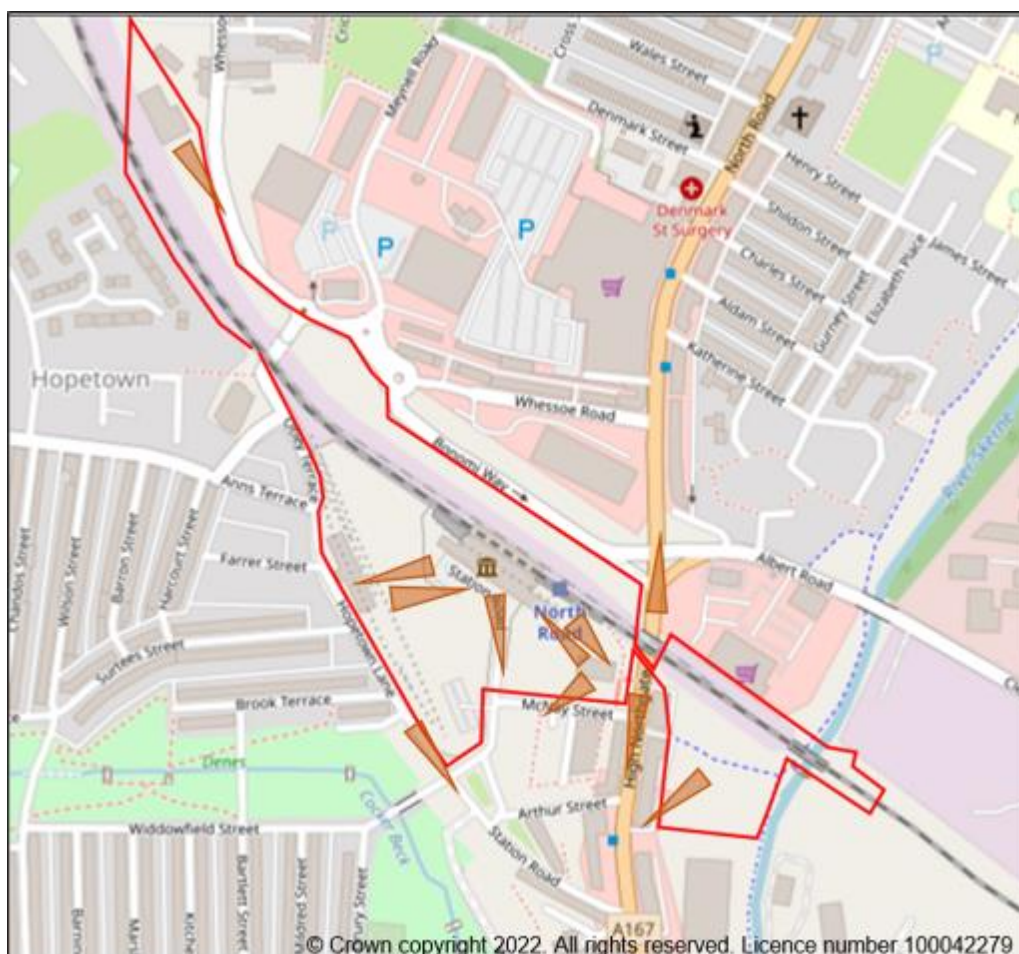


Figure 50. Significant views in the RHQ which help to appreciate the heritage assets, understand how they functioned or reflect historic views.



Figure 51. North Road Station around the time of its closure and before reopening as a museum in 1975 (source unknown)



The location of sidings is an important aspect of understanding how buildings and track were used. They are an important part of a building's setting as without them it is not clear to visitors how the buildings related to the railway.

The original approach to the Goods Shed and Station from North Road (for road and pedestrian traffic) is much altered and very difficult to understand today. Similarly, the former existence of the level crossing across Northgate is so hard to comprehend that it offers scope for innovative interpretation.

The surrounding area is dominated by workers' housing, and this has close associations with the railway heritage. Railway workers needed housing and so the streets south, west and east of the RHQ are lined with terraced houses which contribute to the character not just of Northgate Conservation Area but the surrounding townscape as well. This character is defined by the use of brick with stone dressings, slate-covered roofs and buildings of predominantly two storeys. Render has been added as a later addition to a number of houses and was also used on the station and the carriage works. Although the new development of Pullman House opposite the lime depot is three storeys high, its height has been minimised by setting it into the ground. There is therefore a distinct character to the area defined by scale, massing and materials, which also reflects the scale, massing and materials of the RHQ buildings.

The Rail Heritage Quarter – Considerable Archaeological Interest

Significance: The Story the Buildings Tell Us

Every alteration to the buildings and every extension, leaves a scar that is testament to the process of change and adaptation. Sometimes these scars are hidden behind a unifying render as at the Station and the Carriage Works and others are more visible. The introduction of modern plasterwork also hides earlier phases of building (the Station). Laser scanning has recorded the internal and external elevations of the Goods Shed, The Lime Cells and the Carriage Works as they are now. When works take place there is considerable potential to reveal more and add to the story.



Figure 52. A feint line down the renewed pebble dash may mark the extent of the 1842 station (highlighted in red)

Externally, the render was removed and renewed at the station in 1974 and this too masks changes, although with the eye of faith, there are some feint traces of phasing at the end of the 1842 line on the south elevation, east end. It is therefore all the more important that future alterations are archaeologically recorded, especially if they involve the removal of plasterwork or render or ground disturbance.

The elevations are also evidence for how the buildings operated. For example, the high-low-high-low arrangement of openings on the Goods Shed equate to rail-unloading-rail-unloading processes. The later alterations to these windows are also evidence for how the building was adapted through time.



Significance – the history beneath our feet

The land around and under the buildings is also of archaeological interest although the extent and level of survival is not always clear. Any development has the potential to expose the evidence of early railway activity. The site of Kitching's Foundry is undeveloped and could be the focus of excavation and would certainly require archaeological investigation should it be developed. Nothing is currently known of the extent to which remains of these buildings have survived beneath ground level. Much of the site was crossed by track after 1890 and it is known that further to the east this level has been buried beneath modern fill to seal contaminated land.¹⁴¹



Figure 53. Areas within the RHQ of the highest archaeological potential

The 1855 Ordnance Survey surveyors put spot heights on this area, and also put a benchmark on the east corner of the Hopetown Carriage Works: since steep gradients do not form part of track layouts it is possible that these levels could be used to calculate the depth of modern overburden in the area of the Railway Foundry.¹⁴²

In other places, works on site could expose buried sidings or even the field barn that pre-dates all the railway activity on site.¹⁴³

One of the highest areas of archaeological potential is the site of the 1826-7 Merchandising Station. Remarkably, the plot of land that the building stood on is not currently developed, although the west end of the plot was built on from the late 19th century as a urinal and later public toilets. A wall that runs parallel to North Road abuts the later bridge and has a blocked

¹⁴¹ University of York 2004, 307

¹⁴² University of York 2004, 307

¹⁴³ Visible on Sowerby's Map of 1847



doorway in it; probably associated with the toilets. Given the importance of the building that once occupied the site, the plot merits some trial excavation in order to better understand what might survive of the region's first purpose built passenger station and the world's first railway goods station. The 1855 large scale town map by the OS also suggests that the original building had cellars, but it is not clear how and if they were backfilled. There is also evidence of scarring on the walls abutting the railway line (which may correlate with the original bays). There is therefore some vertical archaeology to record.

The Rail Heritage Quarter – Some Artistic Interest

Significance – photographed by railway and steam enthusiasts but marred by fencing and neglect.

Many railway structures have attracted the attention of railway enthusiasts and artists alike, and so there are some historic photographs of the RHQ buildings and spaces. Many of the buildings do have attractive architectural details but the star attraction for the steam enthusiast was often the locomotives. The view of the station on the approach was carefully managed by the trees which appear to have formed part of the original setting of the station and so an artistic view was limited to either end of the building looking across its façade. The approach is marred by security fencing separating the station drive from the Goods Shed.



Figure 54. Even when fencing is attractive and in a Victorian style, it still limits the appreciation of the historic buildings and the relationships between them.

The Goods Shed is rarely represented in any artistic media and is rarely photographed by railway enthusiasts. This may be in part because it is inaccessible, fenced off and surrounded by locomotives, cars, or later brick additions, all of which detract from its aesthetic appearance. The same fencing diminishes the artistic appreciation of the views between the Goods Shed and the Station.





Figure 55. The Goods Shed as seen from upstairs in the Goods' Agents' Offices – a building currently difficult to appreciate but due a new lease of life before 2025

The modest domesticated appearance of the Goods Agent's Offices has considerable architectural interest but has not often appealed to the artist or photographer as a subject of artistic interest.



The Carriage Works being hemmed in by a street front and workers' housing is also difficult to stand back from and appreciate the view, but unlike the station it had no need to present a welcoming façade.



Figure 56. The lime depot. It is currently difficult to appreciate the aesthetics of its design, but it is due to be restored and a new use found before 2025

The Lime Depot has for a long time suffered from a make-do-and mend approach to its frontage and is now hidden behind security shuttering; this means that it has been ignored by most photographers and artists. This is not how it was designed though. Although of relatively modest architectural detailing compared to station buildings and even some goods sheds, for a building of its type it is of unusually positive aesthetic value, discussed in more detail under its architectural interest below. Its prominent position on the street front corner with Station Road provides an opportunity to considerably enhance the aesthetic appeal of the RHQ.



Figure 57. The opening day, Skerne Bridge and the town of Darlington as depicted in an 1826 lithograph (the raised arches of the depot at the terminus of the branch line can be seen in the distance)



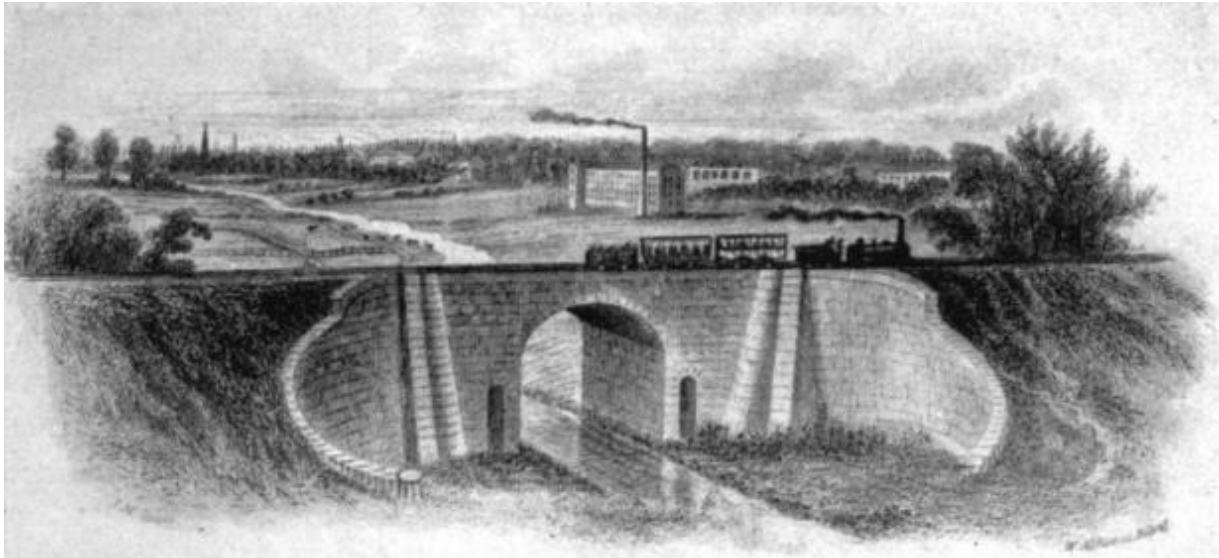


Figure 58. The Skerne Bridge as used on S&DR invoices (from Tomlinson 1914 p95)

The Skerne bridge however attracted the curious and artistic from the very beginning and has a long history from 1825 as being of artistic interest. The first known painting of it was before it was even in use by the Rev. Skinner¹⁴⁴ and most famously, it was painted by John Dobbin who reconstructed the Opening Day as the Locomotion No.1 powered train passed over it.¹⁴⁵ It featured (not entirely accurately) in early lithographs showing the opening day and the S&DR Company also noted the artistic potential of the bridge to convey the scale of the engineering marvel that was the S&DR and so the bridge featured on headed notepaper and invoices. The setting of the bridge started to deteriorate quite quickly as the surroundings were developed, but in 1990 it featured again on the Bank of England five pound note.



Figure 59. The Skerne Bridge as depicted on the 1990s five-pound note

¹⁴⁴ British Library Add_MS_33684 __f.__89. See fig. 8

¹⁴⁵ See fig 9





The setting of the bridge has improved enormously with the landscaping and planting of wildflowers, new railings and a welcoming gateway all instigated by Darlington Borough Council with support from The Friends of the S&DR.

Figure 60. The setting of the Skerne bridge today lends itself to a greater artistic appreciation than in the last one hundred years (photo: Niall Hammond).

The Rail Heritage Quarter Some Communal Value

Irreplaceable, commemorated and under-valued

The railway heritage of Darlington in general terms is of considerable communal value to those interested in railways past and present, but perhaps less so to the wider community. Those who value the railway heritage are in effect an international community, but specific note needs to be made of the local groups, the Friends of North Road Railway Centre and Museum, North Eastern Railway Association (NERA), the A1 Steam Locomotive Trust, The Darlington Railway Preservation Trust (DRPS), the North Road Railway Charitable Trust, the North Eastern Locomotive Preservation Group (NELPG) and the Darlington Model Railway Club, all based in and around the RHQ and whose presence makes the area more than just a heritage site, but a place where the railway heritage is celebrated and where locomotives are still made and maintained. The potential removal of some of these groups to the more distant 1861 Engine Shed will diminish their contribution to the communal value of the individual buildings because they are less likely to be visited by visitors to the RHQ.





Figure 61. Maurice Burns of NELPG in the carriage works describing their work to the Friends of the S&DR. NELPG are currently overhauling a Darlington built Class J 72 no. 69023. This was built at North Road Works in 1951, as its 2,151st locomotive, to an 1898 design by Wilson Worsdell.



Some of these local groups currently (post-Covid) struggle to recruit active volunteers (although simple subscriptions for membership are rising) suggesting that while the railway heritage is of value, it is not of value enough for large numbers of people to offer their time and support on a regular basis.¹⁴⁶ This is not an issue specific to the railway heritage sector, however. Nationally, formal volunteering has declined from an estimated 11 million people in the UK in 2019-20 to 8 million in 2020-21 and informal volunteering has dropped

from 25 million to 15 million in the same time period.¹⁴⁷

¹⁴⁶ Andie Harris Associates 2022 Culture Recovery Fund for Heritage for the Friends of the S&DR

¹⁴⁷ Volunteering and Charitable Giving - Community Life Survey 2020/21 Report available at: <https://www.gov.uk/government/statistics/community-life-survey-202021-volunteering-and-charitable-giving> [accessed 260522]





Figure 62. NERA volunteers gather once a week at the Goods' Agents' Offices to work on their archive collection

Monthly open days do take place at the Carriage Works by NELPG and the A1 Trust and less regularly at the Goods Shed by DRPS. The museum offers free access during special events such as Heritage Open Days and low-price family tickets through the rest of the year. Targets for visitor numbers up to 2019 were 58,000¹⁴⁸ but this was never realised and recent targets have been more modest. The current investment is set to increase this aspiration considerably to 250,000.

In addition to the work of the museum in focussing on the S&DR and raising the profile of the rail heritage, it also has a strong programme of education, receiving an award in 2021 from the Sandford Award for Heritage Education. This is an independently judged, quality assured assessment of education programmes at heritage sites, museums, archives and collections across the British Isles. It is the second time the museum has been awarded the accolade - the first was back in 2016. The judges' comments in 2021 highlighted the strengths of the museum's offer:

"Head of Steam – Darlington Railway Museum has huge significance as an example of the developing railway era during the industrial revolution. As such, it is of special interest at local, national and international levels.

"Not only is the physical resource of buildings, railway lines and engines exceptional, but also is the array of creatively designed and presented resources, carefully woven into exciting

¹⁴⁸ Report to DBC Cabinet December 8 2016



learning programmes.

“The Museum has taken careful steps to make it accessible to all. Everyone is offered a most enjoyable visit around a dramatically engaging learning space.”

This strong education programme focussing on the S&DR and the industrial revolution will encourage a younger generation of rail enthusiasts to enjoy the RHQ and learn about the role of the S&DR in developing the modern railway.



Figure 63. Sarah Gouldsbrough, the museum's learning and access officer with the latest Sandford Award.

The wider work of the Friends of the S&DR with a Facebook following of over 2,000, is also helping to raise the profile of the railway heritage to non-railway enthusiasts and as a result there is a greater appreciation and sense of pride amongst the wider population in the contribution of Darlington to the world-wide railway revolution. They produced a series of self-guided walks along the S&DR, of which two feature all the accessible RHQ buildings. This in turn led to the production of a Heritage Trackbed Audit in 2016 which highlighted concerns regarding the condition of a number of these buildings and the prevalence of fly-tipping around the Skerne Bridge. The Friends joined with the councils to have the S&DR declared a Heritage Action Zone and an action plan grew out of the previous documents which had a strong local community input. Last year they published a book on the S&DR containing some of the key facts about the railway and attempting to bust many of the myths about it.¹⁴⁹

¹⁴⁹ Friends of the S&DR 2021.





Figure 64. The Friends about to embark on a guided walk around the railway heritage of Darlington, centred on the RHQ



Figure 65. Crowds gather to celebrate the new landscaping around the Skerne Bridge and its award of a Transport Trust Heritage 'red wheel' plaque unveiled by H.M. Lord-Lieutenant of County Durham, Mrs Sue Snowden in 2017

This wider appreciation has led to significant investment in the railway heritage around North Road by Darlington Borough Council, the Tees Valley Combined Authority and the formation of a Rail Heritage Board. Much of the work preparing for 2025 has therefore been driven by the local community in partnership with the local authorities and other managing agencies.

The Skerne Bridge was voted by the public in Historic England's campaign Irreplaceable: A History of England in 100 places as one of top ten irreplaceable places in the Travel category and has now been published in the associated book. It has also been awarded a Red Wheel plaque by The National Transport Trust.

The museum field in front of the station was of considerable communal value in the days that live steam events were held at the museum. Prior to 1975 it was used as a locomotive scrap yard and while this was not an aesthetically attractive place, nor great for wildlife, it was



popular amongst train spotters keen to pay respects at this celebrity graveyard. The space is less-used now and is only open on special events days. Similarly, while the Goods Shed and Carriage Works are of considerable value to the groups who use them, they are less accessible for the general public to enjoy on a daily basis. The Goods' Agents' Offices are not open to the general public but is used by NERA members and the model railway club.¹⁵⁰ The Lime Depot has been neglected, inaccessible and until recently in private ownership and so it has not inspired any wider appreciation as an historic building.

Communal value therefore tends to concentrate on the museum which is the only accessible building (for a fee) and while some elements of the RHQ are of considerable communal value, the full potential of the RHQ as a whole is not currently realised and there remains a lack of appreciation amongst the non-railway community. This is set to change by 2025.



Figure 66. Ed Bolam, caretaker at the Carriage Works on behalf of NELPG

¹⁵⁰ The lease for NERA states that they can only use the rooms as an “office, repository and archive” and for “no other purpose”. NERA’s policy is that any public access to NERA archive items takes place in the Ken Hoole Study Centre, with any items held in our McNay Street archive brought to the KHSC for viewing. (Neil Mackay pers comm email dated 26.7.22)



The Rail Heritage Quarter is of Limited Ecological Value

Limited habitats and species numbers with some bluebells

The RHQ as a whole is of limited ecological value with 69 species recorded across the site and 13 broad habitats.¹⁵¹ The habitats are of poor to average conservation importance with the exception of woodland habitats which are slightly above average. None of these habitats are deemed to represent more than local value for nature conservation and the majority are of low or negligible ecological value.¹⁵²

No NVC plant communities were recorded in the 'Outstanding' or 'Very Good' categories. Bluebell was the only protected plant species recorded during the 2021 NVC survey; bluebells are listed under Schedule 8 of the Wildlife and Countryside Act and are therefore protected from damage or uprooting.¹⁵³

The ecological value of the RHQ for the following features is:

-  Bats – low/local
-  Great Crested Newt – low
-  Otter – low
-  Reptiles – low
-  Birds – local
-  BAP and other species such as hedgehog and notable butterflies - low

Overall, the RHQ therefore has limited or even negligible significance for nature conservation interest. This does however represent an opportunity to enhance habitats and create better linkages between the RHQ and existing habitats in the wider area, possibly by using redundant railway line.

¹⁵¹ EcoNorth Nov 2021, 7

¹⁵² EcoNorth Oct 2021, 42

¹⁵³ Ibid



7.0 THE SIGNIFICANCE OF THE INDIVIDUAL ASSETS IN THE RHQ

This section looks in more detail at the significance of the individual heritage assets within the RHQ. To avoid duplication of the very detailed Statements of Significance that already exist for some of the assets, this section concentrates on the external special interests and the relationships between the buildings so that it provides an overview of the whole RHQ.

The Protecting Significance section moves straight from this assessment of significance and is transferred into the Integrated Action Plan towards the end of this document.

Site 1: The S&DR 1825 Mainline and (site of) the Level Crossing over Durham Lane (now High Northgate)



Historic interest – considerable

The special interest of this stretch of mainline is its direct descent from the Stockton & Darlington Railway's mainline of 1825. This was the start of the modern railway network that we know today. The success of this railway led to others based on the lessons learned by the S&DR including the use of standard gauge.

It is also of considerable interest because it has been continually used since 1825 as part of our modern railway network making it internationally significant.

Archaeological interest – limited

As the route has been continually used since 1825, it is unlikely that any archaeological remains survive from the first days of the S&DR. The trackbed was widened, replaced, updated, widened again and therefore survival of early remains seems unlikely, but not impossible. Other stretches of line which went out of use in the 1960s do still occasionally reveal S&DR culverts and scattered amongst wasteland in neglected areas of tracks, sleeper blocks are sometimes found.¹⁵⁴

However access to assess this potential is unlikely as the line would have to be closed for safety reasons while archaeological work took place.

Protecting significance of the mainline

-  Maintain use as live line
-  The Conservation Area should be extended to include the mainline

¹⁵⁴ For example along Tornado Way



Site 2: The Darlington Branch Line



Figure 67. The Darlington branch line today bypassing the lime depot in the distance which had its own spur carrying waggons into the depot

Historic interest – considerable

As with the mainline, the special interest of this stretch of branch line is its direct descent from the Stockton & Darlington Railway's Darlington branch line of 1825. While much has been destroyed, the first 0.69km does survive and has continued in rail use since 1825. The current trackbed was used by DRPS when live steam events still took place here.

Archaeological interest – some

As with the mainline, the continuing use of the route means that ground disturbance has taken place over 200 years. However, the level of change will have been less invasive than on the live mainline and so there is some potential for below ground remains relating to the early

railway. The archaeological potential is much greater for sidings, rail spurs and structures associated with the carriage works.

Protecting significance of the branch line

-  Sustain the line's use for railway purposes
-  Sustain the line's use as standard gauge
-  Large scale ground disturbance (as opposed to routine track maintenance) within the area should be accompanied by archaeological investigation

Site 3: The Skerne Bridge

The Skerne Bridge is listed grade I – the highest level of listing possible. It is listed primarily because of its considerable architectural and historic interest.





Figure 68. Skerne Bridge in 1970 when it was absorbed into the gasworks. Photo: John Proud courtesy of Win Proud.

Architectural interest - considerable

- 🏰 Its elegant proportions and restrained embellishment, are a particularly fine example of Georgian masonry bridge design, the quality of the structure demonstrated by its continuous use for rail traffic since its opening in 1825.
- 🏰 It is the most impressive and technically challenging engineering structure built for the opening of the Stockton & Darlington Railway
- 🏰 The south face is less altered and therefore of higher architectural interest than the north which is a result of much later widening and which obscures the architectural interest on that side. The original obscured north facing elevations may survive behind the north widening works.

Historic interest - considerable

- 🏰 It is the most famous work of the architect Ignatius Bonomi, designed and completed in less than eight months
- 🏰 The bridge is seen as the embodiment of the momentous achievement of the Stockton and Darlington Railway, the railway that was so influential in the development of other railways both in England and abroad.¹⁵⁵

Archaeological interest - unknown

- 🏰 The various phases of later works to the embankments and as part of widening the bridge, have obscured the earliest phases of works attributed to Bonomi. It is possible that the original bridge structure and the embankments do survive behind later less significant works and so retain important evidence of early railway engineering, including evidence of early strengthening works.

Overall, the archaeological interest is uncertain but merits consideration in any future works.

¹⁵⁵ List Entry Number: 1475481



Artistic interest - considerable

- 🖼️ It is of considerable artistic interest as the subject matter of works of art and its repeated use on S&DR invoices, headed notepaper, and most recently (1990), the Bank of England five-pound note.
- 🖼️ In particular, the views towards the bridge from the position of Dobbin as the artist of the well-known Opening Day of the S&DR painting merits cherishing. This is newly revealed by the demolition of the gasworks but still diminished by later development which also suffers from vandalism.

Then and Now.....

Figure 69. The opening day painted by John Dobbin in 1875. Photo: Darlington Borough Council



Figure 70. The same view in 2022 after the gasworks site was cleared in preparation for the new RHQ car park



Ecological value – varies poor to average

The landscape around the Skerne Bridge has recently been planted with wildflowers and bee loving plants which has considerably enhanced the ecological value of the area. However, the canalisation of the river from the mid to late 19th century has limited the wildlife value of the Skerne in this location.

Features of **no interest** or where there is a negative impact on significance:

- 🚧 There are cracks in the pedestrian arches that require investigation (informal discussions with Network Rail suggest that they are of no immediate concern but need monitoring)
- 🚧 There is graffiti inside the west pedestrian arch
- 🚧 Vegetation growing from the parapets is damaging the stonework and the embankments are now covered in self-seeded trees which would never have been permitted in the past
- 🚧 The positioning of lighting interferes with views of the bridge
- 🚧 There are dumped car parts and bikes in the Skerne and litter bins are sometimes over-flowing
- 🚧 The gabions are being prised open to access rocks



Figure 71. Left: The current lighting is an unwanted intrusion in photographs of the bridge. Also visible, vegetation growing along the parapets. Right: The bins need emptying more often.

Protecting the significance of Skerne Bridge

- 🚧 Conserve or enhance the views towards the bridge from Dobbin's position in his painting. Use the viewpoint on High Northgate as an interpretation feature and viewing platform (provide an app to create an ornate picture frame for photos from this point, for example)
- 🚧 Ensure landscaping of the car park does not lead to the view being compromised now



or in the future (trees or bushes will grow and it is unlikely that resources will be available to control their growth. Landscaping should camouflage the cars however). The acquisition of the gasworks site is also an opportunity to remove more fencing from the area.

Regular visual inspections are taking place annually by Network Rail on the structural condition of the bridge, but they don't appear to be flagging up the vegetation growth along the parapet. Self-seeded trees also obscure the NW wing wall and should be reduced, but unless this affects the structural condition of the bridge, is outside Network Rail's remit. Inspection reporting concentrates on structural condition and so does not normally cover negative features such as graffiti. More detailed inspections by Network Rail take place every six years with a further assessment of strength every 18 years.

Network Rail do plan to improve the appearance of the bridge in the run up to 2025, but longer term other mechanisms will be required to address non-structural issues such as graffiti.



Figure 72. Meeting with Network Rail and DBC officers and Friends of the S&DR to discuss the management of Skerne Bridge

- Regular visual inspections will provide a baseline against which future monitoring should take place
- Ensure that any maintenance uses appropriate traditional materials and does not introduce modern materials such as cement which can damage the stonework (this is the current policy of Network Rail). Selective erosion of stonework in the pedestrian arches suggests that cement has been used in the past.



- 🗑️ The railings on the approach to the site are unattractive and once the car park is in place, will be redundant. They should be removed. More recent railings around the gas pipes largely serves to trap litter. Waste bins need emptying more often.
- 🗑️ Regular clearance of dumped objects in the Skerne should continue to take place. Objects are being thrown in to the river from the road bridge to the north and then carried downstream. If the railings are heightened on this road bridge, it will reduce the fly tipping into the river (currently consisting of road traffic cones, road safety barriers and a shopping trolley).
- 🗑️ Ensure any future path lighting scheme does not obscure or diminish views of the bridge. The existing lamp posts are difficult to avoid in any photographs of the bridge. Commission a light strategy that includes lighting the bridge. This strategy could include the 1856 road bridge and the main approaches to the RHQ and should also consider impacts on wildlife.
- 🗑️ Can the gabions be partially buried to prevent the stones and rubble being accessed? Feedback suggested that some people thought they were unattractive.
- 🗑️ The damaged interpretation panels are due to be replaced with QR codes due to vandalism.¹⁵⁶

Site 4: The site of the 1826-7 Merchandising Station



Figure 73. The merchandising station c.1827-30

Archaeological interest – considerable

This was demolished in 1864 therefore its interest is primarily archaeological.

- 🗑️ The site of the station appears only to have been partially developed once since demolition, as a urinal and public toilet from the late 19th century and that was restricted to the NW part of the bay nearest the road. Foundations are (allegedly) visible on the site which merit investigation. It is unlikely that the foundations or cellars were removed when the building was demolished in 1864; indeed the ground levels internally seem quite high suggesting considerable demolition debris as well as fly-tipping. It is therefore of considerable archaeological interest because of its potential to provide information about this early station and its subsequent uses.
- 🗑️ The surviving later stone walls around the site have an association with the station building as they formed retaining walls in 1856 preserving the old ground levels around the station and separating them from the newly lowered road levels. They are visible in sketches of the station. There may also be evidence in the retaining walls of the

¹⁵⁶ The Bishop Line CRP Officer (F Machnicki) arranged for the production of these panels in her previous role at DBC and can be contacted for more information if necessary



mainline and on the trackside of the original building.

-  The live line embankment wall has been heightened with brickwork. This dates to the demolition of the station building in 1864 as early drawings of the station suggest it was all built in stone. The piers in the brickwork are aligned with the bay walls below.



Figure 74. The site of the former Merchandising Station. The railway embankment has either had buttresses added or these are the remains of the station walls which separated each unit/cottage. The latter interpretation seems most likely because their uneven size matches early depictions of the station. The photo is undated but is possibly late 1960s/ early 1970s. Photo: John Proud Collection, courtesy of Win Proud.



Figure 75. The remains of the Merchandising Station 1974. Photo: John Proud Collection, courtesy of Win Proud



Historic interest - considerable

-  The building was the first merchandising/goods station associated with the modern railway and so is of considerable historic interest.
-  It is also of considerable historic interest because it was associated with Mary Simpson, the S&DR's first female employee (as opposed to the wives of employees who regularly covered in some way).¹⁵⁷ Other officers associated with the building include Benjamin Heighington who was appointed as an agent to oversee the coaches department and passengers services there in 1837 and George Longstaff who ran the portage at Darlington Station from October the same year with support from two other officers. T. Hutchinson was located in the Merchandise Office which may also have been located here as the Goods' Agents' Offices had not yet been built.¹⁵⁸
-  It was also converted into early railway housing and may have been home/offices to a number of early railway workers at a time when railway job descriptions were still developing.

Protecting the significance of the Merchandising Station (site of)

-  The site of the station merits archaeological evaluation to test what survives below ground, then a programme of landscaping to display the site appropriately. Site clearance and tree removal should be carried out by professional contractors under archaeological supervision, then the excavations could offer training in archaeological excavation to the local community, under professional supervision.
-  The embankment walls could be recorded using laser scanning or digital photogrammetry to record possible station features.
-  The recent work to clear some of the fly tipping should continue and be expanded to include deeper layers of tipping. The self-seeded trees are likely to be damaging any archaeological remains.
-  The site should feature in RHQ interpretation
-  The staff located here 1827-64 merit additional research which could inform the above (this would complement the Head of Steam's Digital Station project which hopes to use volunteers to find out more about the people who worked on the railway, through recording information found on staff records and other objects in the collections).

¹⁵⁷ Such as Mrs Anderson covering for Joseph Anderson at the Spot Lane depot in New Shildon while he was away on business elsewhere on the line

¹⁵⁸ TNA RAIL 667/9 Minutes 8.9.1837; 15.9.1837' 29.9.1837 and 13.10.1837



Site 5: Kitching's Ironworks/ Foundry (site of)

Figure 76. Kitching's foundry building remains c.1969 [taken from fig 50 in University of York CMP 2004]

The buildings associated with the foundry have been demolished, therefore its primary interest is archaeological.

Archaeological interest - considerable

- It is likely that the building foundations and demolition debris survive below ground. This means that the site is of high archaeological potential and considerable archaeological interest.



Figure 77. Surviving walls in 1973. Photo: John Proud Collection courtesy of Win Proud)



Historic interest - considerable

- 🏰 The historic interest of the site is also considerable because it represents the first industry to migrate here from the town centre, attracted by the transport potential of the railway, but more particularly for the opportunity to make its locomotives. The first locomotive they built was the Enterprise no.25 for the S&DR in 1832.¹⁵⁹
- 🏰 It is also of interest because of its associations with the Kitchings who were Quakers; William Kitching was also a Committee member of the S&DR.
- 🏰 The survival of plans from 1847 showing the layout and function of the buildings adds to this historic interest.
- 🏰 In 1860 the foundry was sold to the Stockton & Darlington Railway to enable them to extend their own works. Part of the general engineering work was later transferred to the Whessoe Foundry Co at Darlington with much of the best machinery. The works therefore represent some of the later acquisitions of the S&DR.

Ecological value – poor

The foundry site is mostly open grassland west of the museum and so also has some limited ecological value.

- 🏰 The amenity grassland over the site has been identified for biodiversity improvements to raise its ecological value which is poor

Protecting the significance of Kitching's Foundry

- 🏰 Works which will result in ground disturbance should be monitored archaeologically (the proposed footbridge for example). By doing this over two phases, the trial excavation will inform the best approach to recording and mitigation as part of a second phase.
- 🏰 The site could be the subject of a professionally led community excavation
- 🏰 The images of the buildings which survived until 1975 with neo-Gothic windows could inform the design of any new structures in this area

Site 6: The 1833 Goods Shed



Figure 78. The south elevation of the Goods Shed 2012

A more detailed Statement of Significance can be found [here](#) or [here](#).

The Goods Shed is a nationally important building listed grade II*. It represents the early phase

¹⁵⁹ [https://www.gracesguide.co.uk/W. and A. Kitching](https://www.gracesguide.co.uk/W._and_A._Kitching) [accessed 260522]



of adaptation of existing building types associated with the formative years of the railway industry. Its significance can be broken down as follows:

Architectural interest - considerable



🏠 The Goods Shed is associated with the Merchandising Office of 1840 in particular and the wider group of early railway related buildings in the RHQ. This relationship between the buildings is of considerable architectural interest

🏠 Early station buildings and their associated structures such as goods sheds survived in vast numbers at the beginning of the 20th century but have subsequently 'suffered grievously from attrition and clearance'.¹⁶⁰ Consequently this very early example is now rare making

the structure of considerable architectural interest.



🏠 The south elevation of the Goods Shed was designed to be the principal elevation as viewed by customers approaching from High Northgate and what is now McNay Street. It is currently treated as a rear elevation and is obscured by machinery and building materials. Despite some later alterations, its original design is still legible including its distinctive archways.

🏠 The later installation of radial windows is also of considerable significance; these have become distinctive features and are much valued in terms of the building's aesthetics and should be retained and carefully restored.

🏠 The clock tower is important because of its purpose to unify time across S&DR territories and as a precursor to the standardisation of time across the United Kingdom.

Architectural interest - some

🏠 The north elevation has been through more change and is therefore less sensitive to further change, but the position of the openings and the relationship between this façade and the railway (and sidings) is an important factor in understanding the way the building functioned.

¹⁶⁰ Historic England 2017, 10



- 🏠 The west side of the building has been more altered than the east and so offers fewer constraints to future change.

Historic interest - considerable

- 🏠 The Goods Shed is the earliest surviving example of a railway warehouse built on one level, an experimental design by Thomas Storey.¹⁶¹ It represents a shift away from the 1826-7 design of the Merchandising Station on the other side of High Northgate which was a two storey depot with goods arriving by rail on the top storey and being dropped down to road level for collection, to a building where goods could move directly from rail to road with no change in levels. This method was also used at the later c.1840s GNER Merchandising Station on the north side of the mainline (now demolished, site 8). Ultimately the design of bringing in goods on a building's short axis was abandoned at much later goods sheds in favour of bringing waggons in at the gable end with a longer indoor area from which to unload. The use of several sidings to lead traffic from the mainline for unloading was also a significant change from the arrangement at the Merchandising Station and this method would go on to be used at future Goods Stations across the country where space was not limited (such as busy urban centres, in which case turntables were used).¹⁶²
- 🏠 The clock tower is of considerable interest because it housed the railway company's 'principal clock' and because of the associations of railways with the need to harmonise time throughout their operating area and later the country.

Archaeological interest - considerable

- 🏠 The lack of historic documentation relating to the Goods Shed means that there is a heavy reliance on the archaeology of the building's fabric if we are to understand its evolution more fully. This means that it is of considerable archaeological interest.
- 🏠 Similarly, despite a detailed laser scan in 2020 and further photography in 2021,¹⁶³ access to the archaeological information of the interiors has been hindered by machinery and intrusive masonry paint and so the full archaeological potential of the building has yet to be realised. This means that the extent to which the clock mechanisms survive, the original flooring survives beneath the current concrete surface or hidden phasing within the walls and roof structure is not yet fully understood.
- 🏠 Externally it is possible that sidings will survive below ground and their presence could help to explain how the building functioned to future visitors. Other features shown on early mapping could also survive below ground and would enhance understanding and appreciation of the goods yard and how it functioned over time. A number of buildings and petrol interceptor tanks have existed around the Goods Shed which may have truncated the early railway remains, but there is still considerable archaeological potential that should be explored prior to development. This is necessary to help to understand the significance of the surroundings and because it may also be necessary to alter foundation design or layout to protect any remains considered to be nationally important.¹⁶⁴
- 🏠 While the north elevation has been through more change than the south, it contains

¹⁶¹ Fawcett 2001, 20

¹⁶² Purcell Architecture Ltd 2021, 62

¹⁶³ Purcell Architectural Ltd 2021 and Vindomora Solutions Ltd June 2021, 144

¹⁶⁴ Archaeo-Environment 2013, 6



important evidence of earlier uses, for example the blocked arch to bay 1.¹⁶⁵

- 🏠 The shape and size of the openings are evidence of original uses (loading versus rail) and subsequent alterations. Internally the original 1833 north wall survives in part evidence of the original extent and form of the building.

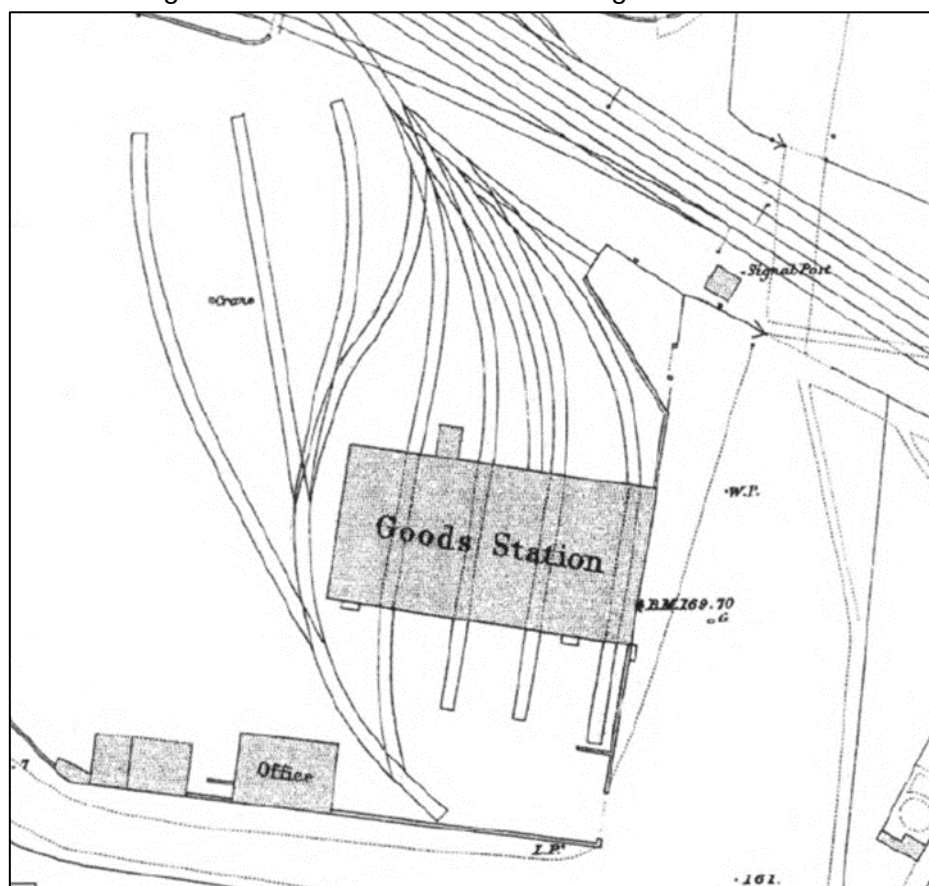


Figure 79. The layout of sidings between the Goods Shed/Yard and the mainline – evidence of these may still lie below ground and one later siding is still above ground.

Archaeological interest – limited

The signal post in the bushes appears not to be in-situ and is not from the earliest phases of railway development. It does however add to the railway character of the area.

Communal value - limited

The Goods Shed has been leased by the Darlington Railway Preservation Society since 1984. The DRPS originally opened the Goods Shed to the public regularly and organised a number of steam events and railway carnivals, usually at the behest of the museum which contracted the Society to run the events to help boost museum visitor numbers during school holidays. The building therefore made a positive contribution to the communal value of the museum. However, museum staff at the time decided to reduce the number of these events in 2003 and the track that was used was condemned in 2005 and so the ability of visitors and community to appreciate the heritage diminished. Concerns over the safety of the building resulted in the Borough Council imposing rules preventing public access to the Goods Shed, although some repair works carried out by the council improved safety in 2016 and open days have started

¹⁶⁵ Archaeo-Environment 2013, 6



to take place again post-Covid. The communal value has therefore been diminishing since 2003 with few opportunities to increase subsequently.

Features of **no interest** or where there is a negative impact on significance:

- 🚧 The lack of adequate maintenance has been the greatest threat to the significance of the building
- 🚧 Intervening clutter, fencing and dumped materials, few of which are railway related have detracted from the building's appearance
- 🚧 Cementitious materials have obscured archaeological information and are potentially damaging to the building
- 🚧 The lack of access to the clock tower means that its internal condition is unclear. The propping up of the internal clock tower structure with a locomotive is not safe.



Figure 80. Cement has been used to repoint the building in the past. This has damaged the stonework on the Goods Shed. This photo is of the east elevation wall.

Protecting the significance of the Goods Shed

- 🚧 The south facade should be restored as the principal elevation (for pedestrian access) and the arched opening sizes retained.
- 🚧 Externally a sense of symmetry on the north and south elevations needs to be retained and enhanced.
- 🚧 The visual relationship between the Goods Shed and the Goods' Agents' Offices should be restored by removing intervening clutter, fencing and self-seeded trees (in order to achieve biodiversity net gain, replacement planting of native species may need to take place elsewhere).
- 🚧 As above the visual relationship between the Goods Shed and the Station should be restored by removing intervening non-railway clutter and fencing
- 🚧 A regular programme of inspection should take place to identify maintenance issues quickly before remedial costs escalate.
- 🚧 Ensure that any maintenance uses appropriate traditional materials and does not introduce modern materials such as cement which can damage the stonework
- 🚧 Subject to what is found inside the clock tower, a clock of suitable design could be installed back on the tower (and set to Darlington time?)¹⁶⁶
- 🚧 The relationship between the shed and the sidings which ran into it should be restored visually.
- 🚧 The goods yard has long been under-used. The forthcoming works should make the

¹⁶⁶ Thank you to Kevin Kaley for this suggestion



yard more central to visitor activities.

- 🚧 New signage should not obscure views of principal elevations nor obstruct likely viewpoints for photography. However the signal post could be reused as part on on-site interpretation.



Figure 81. The Friends of the S&DR exploring the Goods Yard

Site 7: Gloucester Villa/ Railway Cottages (site of)

The site of the Railway Cottages and the revamped version as Gloucester Villa is now under Bonomi Way and therefore of no interest. The garden extended to the woodland belt forming the north boundary of the RHQ. One gatepost survives and has been retained along with a stone boundary wall. Only these features are of limited archaeological interest as evidence of these buildings and (the other) George Stephenson's home. They contribute historic character to the streetscape although are probably un-noticed by most passers-by.

Protecting the significance of the remains of Gloucester Villa

- 🚧 Retain the gatepost and boundary wall
- 🚧 Make reference to them in any forthcoming Conservation Area Appraisal (the new S&DR Conservation Area should include them)



Site 8: GNER Merchandising Station (site of)



Figure 82. GNER Merchandising Station in 1971 (also known as Hopetown Goods Shed). Photo: John Proud, courtesy of Win Proud

The site of this c.1839 building is partly under Bonomi Way and so outside the RHQ. However, map analysis suggests that it is partly in the woodland belt which forms the north boundary of the site.

Archaeological interest - **Unknown**

While the location of the Goods Shed places it partly within the RHQ, the extent to which foundations may survive of this building below ground is unknown.

Protecting the significance of the GNER Merchandising Station

- 🛠️ Any proposed ground disturbance should be investigated through trial trenching so that appropriate mitigation can take place.
- 🛠️ Include the woodland belt in the revised S&DR Conservation Area

Site 9: Goods' Agents' Offices



Figure 83. Goods' Agents' Offices in 2022 (north principal elevation)



Architectural interest – considerable

Externally, the design and materials used are a little more extravagant than earlier S&DR buildings with rock faced stone ashlar pilasters at the corners (as used on the 1833 Goods Shed) and dressed stone door and window surrounds; the string course breaks up the elevation. The door and window openings have segmental heads but the overhanging eaves give a slightly Italianate flavour, which foreshadows Harris's work on the station building two years later.

The 8/8 sashes are indicative of the building's age; the larger paned glass windows on the west gable end were not common in this area until the 1860s. The central grouping of the chimney pots adds interest to the roofscape.

The building has been repointed in the past using cement to create ribbon pointing. This is now damaging the stonework to the main building and its outside coal house. The coal house also has a substantial crack on its east elevation adjacent to the external access stair.



Figure 84. Ribbon pointing with cement is resulting in damage to the softer stonework

The north elevation is the principal elevation, therefore customers must have been encouraged, through the use of architectural design and a roadway to this elevation, rather than the one on McNay Street which tends to be the access point today via a side door (and McNay Street wasn't fully constructed until the 1870s). The intervisibility between the offices and the Goods Shed was important. Less so, because it was only necessary for a short period of time until the station was built in 1842, was the view from the east windows towards the first Darlington Station across Northgate. The principal elevation looked towards the main station



building of 1842 and mapping from the late 19th century shows a direct pathway between the Goods' Agents' Offices and the station.¹⁶⁷ Today, the location of fencing, albeit partly removed, creates a barrier between the offices and the Goods Shed and also prevents inter-visibility. Security fencing around the perimeter of the goods yard also creates a physical and visual separation between the offices and the station. Tree growth to the east of the offices obscures the intended views of the first station (now demolished), but these were only historically important for a short period of time. These self-seeded sycamores are also too close to the building and may be causing root damage and prevent adequate ventilation around the east gable.



Figure 85. Self-seeded sycamores are too close to the building and could cause root damage and restrict ventilation

A number of the architectural features internally reflect those used in the 1842 station, such as joinery details. This reflects their shared designer and contemporariness with the station. The design of the building also appears to reflect the need for heavy use such as the stone staircase. Although many features have been lost, the room layout appears to be intact which could make it easier to reconstruct the original functions.

Historic interest - considerable

The building is of considerable interest because it reflects the railway company's need to address the growing demand for goods in transit – a demand which in part led to the construction of the Goods Shed, but officers and agents, who were too few in number and too

¹⁶⁷ Durham Sheet LV.NW. Revised: 1896, Published: 1899



stretched between the needs of passengers and goods, may have still be working from the old Darlington Station on the east side of High Northgate. Dedicated staff to oversee merchandise were being appointed in 1837 and the construction of this building must have followed the need to accommodate a growing department.

The position of the Goods' Agents' Offices on the south side of the Goods Shed also reflects the approach the company wanted customers to use when travelling to collect or send goods, thus ensuring that all paperwork was properly dealt with before customers could arrive at the Goods Shed.

Archaeological interest – limited

Large scale earth moving operations around High Northgate will have removed evidence of the earlier approaches to the building. There is still some scope for buried remains to survive between the offices and the Goods Shed; historic mapping from the 1950s shows there was a short-lived building between the Goods' Agents' Offices and the station, but this is not of particular significance.

Artistic interest – some

The artistic interest of the building is largely in the positive contribution it makes to the streetscape and roofscape. It has the potential to add artistic interest and be the subject of many more artistic endeavours if the views towards it from the RHQ are restored.

Communal Value - considerable

The building is currently used by two community groups – NERA and the Darlington Model Railway Club. NERA have a ten year lease with Darlington Borough Council which is due to run out in the next couple of years; their lease is for the first floor and to share the kitchen and bathroom with the model railway club. They currently use the building to house their substantial archive collection and volunteers meet there once a week to work on the archive which is currently being packed for removal to the Hopetown Carriage Works. They have a Service Level Agreement with the Council to provide three meetings and three displays a year, although these were suspended during lockdown. The Model Railway Club occupy the building more often and have one room downstairs which links with the shared kitchen via a passage below the stone staircase.

The building was not part of the planning application to redevelop the RHQ and there is no clarity on what its future will be once the leases expire.

Protecting significance of the Goods' Agents' Offices

-  Remove fencing and other clutter from the principal (north) elevation and restore intervisibility between the Goods Shed and the station.
-  Remove self-seeded trees close to the building – native tree planting will be required elsewhere to compensate
-  Ensure that the building is used and occupied to prevent a lack of maintenance or vandalism
-  Ensure that maintenance of the building uses traditional skills and materials - the walls should have the cementitious ribbon pointing carefully removed and replaced with lime pointing.
-  Preserve and maintain traditional joinery features



-  Conserve the stone staircase, repair the crack in the west outbuilding wall
-  Ensure that the room layout is preserved
-  Before changes are proposed carry out a Statement of Significance

Site 10: Lime Depot, Hopetown Lane



Figure 86. The lime depot being visited by the Friends of the S&DR prior to being secured behind security shuttling

A more detailed assessment of significance, including of the interiors can be found [here](#).

Historic interest – considerable

The building is of considerable historical interest because of its likely association with the pioneering phase of the Stockton & Darlington Railway. From the outset, the railway promoters saw the improved transportation of lime as being a major benefit to farmers and landowners and it formed a critical element of their business plan.

Although it is not in the first phase of railway depots, it has a context based on the increasing demand for coal and the need to supply lime outside the original coal and lime depot of 1825. It also reflects the evolution of railway depots since 1825 while still sitting well within the pioneering or heroic phase of railway development.¹⁶⁸

Despite research into the building, it is still not clear if it was built by the S&DR or by a third party on S&DR land.

Architectural and Artistic interest - some

The lime depot is of some architectural and artistic interest. It occupies quite a prominent position within the Conservation Area being located on a corner and a junction. Although of relatively modest architectural detailing compared to station buildings and even some goods sheds, for a building of its type it is of unusually positive aesthetic value with its sandstone ashlar detailing and ornamented cast-iron columns facing the street frontage and its gable end arches with impost mouldings. These positive architectural features are currently obscured and marred by the patchwork of later boarding, makeshift repairs, mis-matched utilitarian

¹⁶⁸ As defined in the Historic England Listing Selection Guide for Transport Infrastructure 2017, 2-3





doors and self-seeded trees.

Figure 87. The south gable end facing Station Road

Its later light-industrial uses as a garage, storage and welders did not lend itself to much investment in the building's external appearance. Alterations were largely short term to meet an immediate need and rarely contributed towards its aesthetic appearance.

Perhaps because it has been an insalubrious looking building for so long, and not obviously connected to the railway network when seen at street level, the lime depot has not featured in many photographs, even those by renowned railway photographers.

Those architectural features which make the greatest contribution to the building's artistic and architectural interest are:

- 🏠 The brick archways and the SE archway with its feature rubbed orange brick arch in particular
- 🏠 The stone impost bands
- 🏠 The 19th-century brickwork in various bonds
- 🏠 The dressed stone facings to the lower storey's dividing walls
- 🏠 The pitched slate roof with overhanging eaves
- 🏠 The curved sandstone abutting wall
- 🏠 The cast iron columns with lily leaf capitals (not currently visible externally)

Archaeological interest – considerable

A substantial amount of the building fabric survives, and this is evidence of how the lime depot functioned. The surviving fabric is particularly important because there is little documentary evidence that tells the story. The archaeological interest also includes below-ground remains. At the lime depot, the earthwork remains of sidings survive, although they are much altered. This archaeological interest might also extend to the grassy island in the junction between Station Road and Hopetown Lane where the sidings to the rear of the depot once extended. On the yard in front of the building, it is likely that the original ground surface, probably of cobbles, survives and inside the building it is clear that the cobbled surface has survived under the modern concrete floors.

Those *external* elements of the greatest archaeological interest are:

- 🏠 The street frontage appearance of four bays to the ground level
- 🏠 The brick internal dividing walls (remains of) which created the four cells at ground floor level
- 🏠 The sense of a through-way to the NW gabled archway



-  The unaltered rear elevations with its four vents and buttresses
-  The yard space to the front
-  The street frontage at first floor level for evidence of its changing methods of providing shelter and ventilation
-  The sandstone curved wall abutting the NW end
-  The remains of altered sidings to the north, east and possibly to the south

Communal value – some

While the lime depot forms part of the Heritage Action Zone and is in the Conservation Area, the fact that it has been largely ignored by many railway enthusiasts in the past and has suffered from vandalism suggests that its value is not appreciated by everyone. Its designation as a listed building was part of a process of realisation that the building had such strong historic associations with the S&DR and this helped to overcome some ambivalence towards what was otherwise an untidy building. Social media would also support a growing sense of interest and pride in this building as seen in postings reflecting concern for its future and the hope that it can be found a new and sustainable use.

Protecting the significance of the Lime Depot

-  Restore cobbled yard to the frontage (after testing for below ground survival)
-  Maintain the external curved stone wall
-  Restore louvre shutters to first floor level and better reveal the stone impost bands
-  Replace doors with a uniform design highlighting the four cells and better revealing the stonework
-  Add artwork to the frontage showing a chaldron waggon emptying its load at first floor level
-  Use traditional materials to repoint brickwork where necessary
-  Re-open the old doorway on the NW gable end
-  Obtain specialist advice regarding moisture vapour control where the structure is built to bank (rear elevation, especially affecting the ground floor) and thermal efficiency (given the glass frontage and open to roof structure)
-  Maintain airflow by using vents to rear
-  Insert translucent material into first floor infill flooring to return the appearance of the lime platforms with the drop between
-  Agree access and guided tours with tenants and tidy appearance externally
-  The depot should feature in RHQ interpretation, perhaps as part of a whole site walkabout
-  Keep siding to the rear (site of) and spur to the building clear
-  Consider an archaeological excavation of green island on Station Road (where the branch line continued to the first depot)



Site 11: North Road Station/ Head of Steam Museum

A more detailed Statement of Significance can be found [here](#).

Historic interest - considerable

- 🚂 The station is of considerable historic interest because of its role in the pioneering days of the railway and its pre-1850 date means that it is of international significance as being among the earliest railway structures in the world.¹⁶⁹ It was sufficiently early in station design to reflect a changing environment that rapidly had to adapt to keep up with changing technology and customer expectations.
- 🚂 The matter of exactly what the station represents historically is a little more tortured. It is not the earliest station in the world. That was demolished on North Road in 1864 and was not constructed as a passenger station but a railway goods station, later becoming a passenger station. The earliest surviving purpose-built railway station is the former Liverpool Road Railway station (and station master's house) in Manchester, of 1830 (listed Grade I), designed by George Stephenson, however the some of the S&DR taverns elsewhere on the line represent an earlier embryonic form of station, especially the tavern on Aycliffe Lane near Heighington.
- 🚂 The station also had a role to play in the amalgamation of the NER and the S&DR as it was here that the newly formed Darlington Committee met between 1863 (or possibly 1861) and 1876 which controlled what had been the S&DR routes, but now formed part of the NER.¹⁷⁰
- 🚂 The historic documentation associated with the station is confusing and of variable reliability. Excluding the OS mapping of 1855 and Sowerby's town plan of 1847, both of which are remarkably detailed, the earliest plans date to the 1864 period of alterations motivated by the amalgamation of the S&DR with the NER. They show alterations which were proposed and some that never took place and much later alterations that did (in 1872 for example). They also show existing rooms that there is no longer any evidence for. A number of the later plans are undated and so provide no

¹⁶⁹ Historic England 2017, 8

¹⁷⁰ Wall 2001, 152-3



fixed point in time from which to even establish a relative chronology. The documentation is therefore confusing and so there is a greater need to rely on archaeological evidence, but this too is limited because of unrecorded phases of work which mask earlier alterations. There are Board minutes in The National Archive (TNA RAIL 667) which may throw more light on the decisions that the S&DR Board made in relation to proposed extensions to the station. These have been explored by Fawcett (2001) and his findings published, but they may merit further examination, particularly if detailed works are proposed to the buildings.

- 🚂 The station also has historic associations (including accessions) with notable individuals from the pioneering days of the railways which contribute towards its historic interest (see Appendix A).
- 🚂 The station is also the Head of Steam Museum and its collections include accessions of considerable historic interest. The current Collections Development Policy acknowledges that the most important accessions are those associated with the S&DR and are also the buildings themselves on the site.¹⁷¹
- 🚂 The collections in the Ken Hoole Study Centre also include archives belonging to NERA and some NERA archives are also at the Goods' Agents' Offices. These archives are likely to be transferred to the Carriage Works so that they are in one place which will make access easier and potentially therefore increase their communal value.



Figure 88. Just a few of the NERA archives waiting to be transferred from the Goods' Agents' Offices to the new Ken Hoole Study Centre which might be rehoused in the carriage works

🚂 Since the 2004 Conservation Management Plan was published, the museum has lost its star attraction which was Locomotion No.1 which the Plan considered to be an exceptionally significant asset and strongly associated with the site. The engine was reclaimed by the Science Museum Group in March 2021, but will spend some periods of time at the RHQ as part of a loan agreement, alternating with the replica 1975 Locomotion No.1.

🚂 The other engine with a direct S&DR connection is Derwent, built in 1845 in

Darlington at Kitching's Ironworks next door (the site of which is within the RHQ). This is of considerable importance therefore to the RHQ and a rare survival.

¹⁷¹ Collections Development Policy, Head of Steam Museum 2022-27, Para 3.2 and 3.7





Figure 89. *Derwent*, built in 1845 at Kitching's Foundry next to the former station. It was made for Messrs Pease for use on their private lines and was presented to the NER by Pease & Partners in 1898.



Amongst the artwork owned by the museum is Dobbin's painting of the Opening of the S&DR. This has become the iconic image of the opening day despite being painted 50 years later and so is of considerable historic (and artistic) interest.

Figure 90. Pease's sofa currently in the Pease Room at the museum

Architectural interest - considerable

- 🏠 The building represents a good example of an early, simple railway station, which despite several alterations, has retained a harmonised design that references this original form, assisted by the use of rough casting to hide phases of extension. The



part of the station that best reflects this is the principal south elevation, although the style continues to the east and parts of the north. The north elevation has a few elements which better reflect later high neo-Gothic styles of architecture; these are mostly in the extensions built on the east side between 1855 and 1872.

- 🏠 Its architectural form in the classical style reflects its early date and its Italianate design also reflects Harris's chosen design for the Goods' Agents' Offices.
- 🏠 The architectural interest extends to the train shed to the rear, which is original, but extended; it retains its hefty timber queen post trusses – probably now a relative rarity in the country.
- 🏠 No railway stations from the pioneering phases of the railways survive intact in their original form. It was inevitable that a new building type would go through a series of adaptations and alterations made necessary by technological advances and shifts in popularity of the train as a mode of transport. However, because this station was under-invested from the late 19th century onwards due to the popularity of Bank Top Station, the extent of architectural alterations is less than in most surviving stations and this contributes towards its considerable architectural interest.
- 🏠 The station represents the changing and adapting process in managing the issuing of tickets and postage of parcels. From those early days where tickets were issued either via agents or were purchased on board, to the gradual introduction of a class-based system strictly controlled through a ticket office, North Road station offers an insight into how this process changed from 1842 until the middle of the 20th century. These changes are reflected in the architecture of the entrances and in the provision of customer services such as class-based waiting rooms, toilets and refreshments room by 1845.¹⁷²

Architectural interest - some

- 🏠 The layout of the rooms internally is of some architectural interest, although some layouts are more intact than others and this is explored in more detail in the [2014 report](#). There have been considerable alterations to the configuration of the original rooms with walls being knocked down and rebuilt in new locations and uses altering as changing circumstances required. This adds to the archaeological and historic interest of the building, but not to the architectural interest. However, the later additions, such as the east range built in 1872, is less altered and retains more of its original room proportions.
- 🏠 The architecture of the building is also of interest because it tells us about the hierarchy of professions within station life. The Station Manager had a room with an east facing bay window from 1864 (we do not know where his office was before that date). When the station was extended eastwards in 1872, his new office was provided with a south facing bay window, a fine marble fireplace, deeply moulded coving, a picture rail and access to his office was via his assistant (who also had an external door) who could filter out visitors. An office for the Station Master does not appear on the plans until 1908 and when it does appear, his office is in a central position representing the controlling hub of the station.

Archaeological interest - considerable

- 🏠 Rail transport underwent a series of changes in the first decades and so the station

¹⁷² Wall 2001, 95



was rapidly altered and expanded particularly between its construction in 1842 until 1864. These and subsequent modifications should survive in part as archaeological evidence, in the fabric of the building and presumably in the buried remains of the rail network and iron foundry buildings across the site. The site is therefore of considerable archaeological interest.

However the use of dry lining and replastering in room interiors has resulted in a very effective masking of this evidence and has rendered it inaccessible. Externally, the render was removed and renewed in 1974 and this too masks changes, although with the eye of faith, there are some feint traces of phasing at the end of the 1842 line on the south elevation, east end.

Artistic interest - limited

Many railway structures have attracted the attention of railway enthusiasts and artists alike, and so there are some historic photographs of the station. However, there is surprisingly little for such an important building, possibly because the star attraction was often the locomotives and also because the station is hidden from street view by trees which appear to have formed part of the original setting of the station.

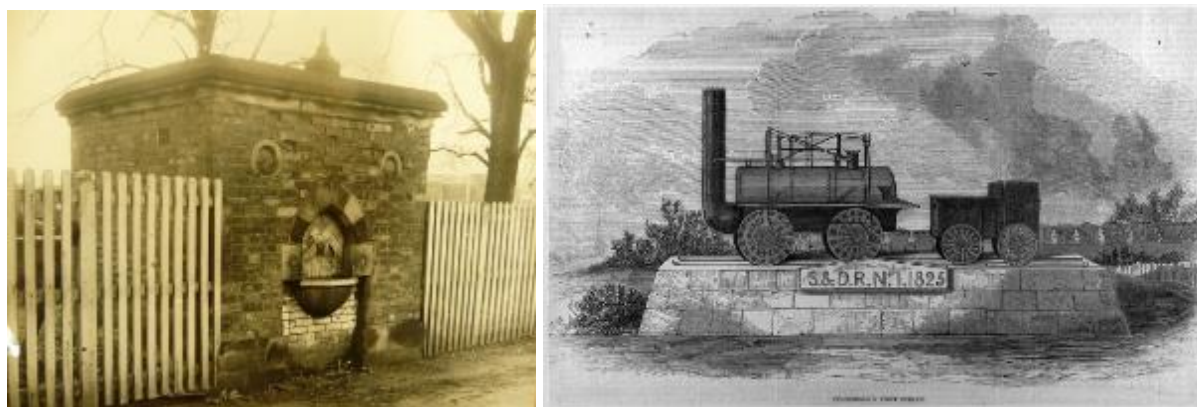


Plate 1. Left: Drinking fountain located outside the portico but now demolished (Ken Hoole Collection 1948) and Locomotion on the plinth opposite the station frontage from 1857 to 1892 (image from 'Histories of Northumberland, Durham, and Newcastle-upon-Tyne, by Mackenzie and Dent', extra-illus. set dated 1872).

The setting of the station has lost some key features from its 'public face'. Opposite the portico there was a fine Victorian brick and stone drinking fountain shown on OS maps of 1897 but probably dating to 1858. According to the LNER magazine of 1916 it was the first railway water fountain in the world.¹⁷³ Locomotion was sited beside it on a magnificent stone mount from 1857 (although there were brief proposals to place it inside a glass display case). More recently, a replica Locomotion No.1 was located outside the station entrance. These features attract attention, reinforce the significance of the site and add subject matter to photographs.

¹⁷³ This might refer to a different fountain as it refers to it being installed on a platform. (Lloyd in The Globe July 2022, 16)





Figure 91. A crude replica Locomotion No.1 outside the station in 2013.

Communal value - some

The museum is of some communal value, especially for its educational programme.

- 🏠 The museum is a major destination for school children and its education programme, award winning. Key Stage 1 and 2 History creates a number of opportunities to explore the national and international impacts of the railway and also to view this as history from their locality. The national curriculum specifically mentions significant turning points in history such as the railways.¹⁷⁴
- 🏠 The combined archives that form the Ken Hoole Study Centre also offer scope for serious research into both the site and its functions and the wider context of the North Eastern Railway. The study centre is the base for volunteers carrying out collections' tasks, but the numbers of volunteers have not bounced back to pre-Covid levels.¹⁷⁵
- 🏠 The visitor numbers to the museum have gradually increased since 2013 when they were below 30,000 to a peak in 2018 of over 44,000. Figures for the last two years have been affected by Covid and so can be discounted.

Year	Visitor Figures
2014	32,612
2015	34,071
2016	32,580
2017	36,365
2018	44,727
2019	42,746
2020 (covid year)	10,092
2021 (covid year)	20,366

This compares to an average of 175,000 visitors annually at Locomotion in Shildon which is a larger museum encompassing a number of historic buildings, with live steam and free entry.

¹⁷⁴ 2013 Reference: DFE-00173-2013

¹⁷⁵ Leona White-Hannant, curator at Head of Steam Museum 18.5.22 by email



Preston Park near Stockton is a smaller non railway museum (but with some S&DR accessions and trackbed earthworks within the grounds) and with paid for entry. It has struggled with winter visitor numbers since Covid and has had to reduce its opening hours. Ten years ago, after a £7m refit, the museum's visitor numbers were 50,000 over seven weeks with a target of 150,000 in the first year. Therefore, within the context of other museums along the S&DR corridor, the Head of Steam has lower visitor numbers and its value has not been fully appreciated. The latest investment aims to increase those numbers to 250,000.

The role for the Friends of North Road Railway Centre and Museum will certainly alter as part of the new works to the RHQ. This presents an opportunity to redefine the relationship with the museum and the study centre.

Protecting the significance of the Head of Steam Museum/former North Road Station

Adapting the buildings for future use

-  The station today is a result of a number of modifications designed to help the building adapt to future change. Therefore, future change is not impossible, but needs to respect the earlier designs.
-  Openings have been altered or inserted in the past. It is not impossible that additional openings could be altered between window and door openings, but it would need to reflect the historic character of the building, be sensitively located, respect the symmetry and numbers should be kept to a minimum. Such alterations would only be acceptable where there was a clear benefit to the building which would help to make it more sustainable and should avoid the main double door entrance areas.
-  No nearby development should dominate the existing station and train shed

Maintaining significance

-  The paintwork on the stone window sills and lintels is modern non vapour permeable paint. This has trapped moisture behind it and has resulted in the paint flaking. The stylobate is also rendered in cement which is peeling away leaving damaged stonework behind.
-  There is evidence of a loose slate on the roof visible from the station frontage.
-  Future maintenance needs to use traditional breathable materials and ensure a good air flow.

Enhancing significance and appreciation

-  The small area of woodland in front of the station is part of the original landscaping scheme (but replanted) and should be retained, although individual trees can be replaced as necessary, and features added in the spirit of the earlier drinking fountain and Locomotion.
-  The west end of the station exterior is an under-used part of the station partly occupied by Kitching's Ironworks so is of archaeological interest and any ground disturbance may expose buried remains. Development here needs to be preceded by trial excavation and a programme of archaeological recording agreed.
-  The blocking of the train shed to form an enclosed museum was necessary in 1975, but the trains outside are part of the museum's interest as they are still travelling along the 1825 route. The solid form of this blocking prevents a view of passing trains which was of course a distinctive aspect to the original train shed. It would be an enhancement of the shed's significance if the shed ends were replaced with modern visually permeable materials, even if it was only in part to create windows.



-  The approach to the station should be enhanced. The security fencing is unattractive and diminishes views of the site; it should also be removed between the station and the Goods Shed and between the other RHQ buildings. As the Network Rail North Road Station is unmanned and has no ticket barriers there is no security reason to retain the *unsightly* fencing, although some barriers are required to prevent access into the trainshed where modern railway rules and regulations apply.¹⁷⁶ A more permanent presence on the site would help to reduce vandalism and would increase security (there is no CCTV). The trees which line the access drive, while of benefit to the natural environment, also diminish views.
-  New signage should not obscure views of principal elevations nor obstruct likely viewpoints for photography.
-  The land to the south should be fully accessible while continuing its use for activities that will add value to a visit to the museum.
-  There needs to be better direct links between the live railway station and the RHQ for all visitors.
-  Council Communications need to better promote what the RHQ has to offer
-  Creating free access to the RHQ (excluding special displays or events) is likely to encourage more visitors and so will enhance its communal value.



Figure 92. Fencing and tree planting has broken up views between the railway buildings.

Museum Accessions and Archives

-  If proposals go ahead to restore parts of Edward Pease's house, consideration might be given to moving some of the direct Pease related accessions to his house such as his sofa and depending on the arrangements at his house, the town coach currently on loan from Beamish Museum. However, the new interpretation in the museum

¹⁷⁶ The removal of modern fencing which detracts from the station area is fully supported by BLCRP



includes the Pease family and any removal of Pease related artefacts would leave a gap in the display.

- NERA is concerned that the new archive will only have limited capacity for future expansion. As its archive covers the whole of the territory of the former NER, some current material and future acquisitions might be at variance with the new collections development policy.

Site 12: Hopetown Carriage Works



A more detailed Statement of Significance can be found [here](#).

Historic interest - considerable

- The carriage works is the oldest known railway carriage manufactory in the UK. It was built alongside a complex of railway structures that represent the first generation of railway buildings from our modern railway network and which now constitute the RHQ.
- Its early date meant that it rapidly had to adapt and be altered as the railway industry changed; the small four wheeled carriages used in the 1850s could access the building through the short axis and then be manoeuvred through the building, but as carriages grew in size, this approach was no longer suitable. The design did not anticipate expansion and its modest size and awkward layout were not conducive to the efficient operation of a production line process. This perhaps reflected Sparkes' limited experience with railway buildings.
- This was a lesson learned by the S&DR when they commissioned the North Road Locomotive Workshops (now destroyed). First, they purchased enough land to allow for expansion in 1858 and in 1860 and 1863 the design of the locomotive works by William Peachey, allowed for expansion by using arcading which could be easily extended and the interiors were lofty and spacious.¹⁷⁷
- Nevertheless, the building has now returned to railway use, even if it is now the place where locomotives are made or restored rather than carriages. This use was of significance and is likely to come to an end, although its connections to the railway heritage will remain.

Architectural interest - considerable

- Like the other buildings in the RHQ, the carriage works represent a simple under-stated design reflecting Quaker value of restraint. The construction materials of coursed rubble, brick and lime render made it economical to construct. The classical mouldings on the central three bays of the long elevation facing the track, also suggest architectural thought and dignity.¹⁷⁸
- They have details in common with other RHQ buildings. The use of fine impost bands

¹⁷⁷ Purcell 2021, 55

¹⁷⁸ Purcell 2021, 61



from which the archways spring from on the centre block east elevation adds elegance to an otherwise modest design and is also to be found on the lime depot nearby. The use of render is also to be found on the station. They are therefore typical of S&DR buildings and have added interest because of their group value.

- 🏠 Their low lying nature with a tall central part mirrors the station buildings opposite, albeit the heightened station building was not added until 1876. Today this adds architectural interest to the site.
- 🏠 The location of the building along the perimeter of the RHQ makes a positive contribution to the site as a whole by forming a strong boundary feature.
- 🏠 Modern blockwork offices inserted by NELPG also diminish the architectural interest but are reversible if necessary.
- 🏠 There are a number of surviving architectural features which add to the architectural interest namely the surviving parts of the staircase with decorative tread ends, the patterns store and back staircase which provide a tangible connection to the former occupation, use of and circulation through the building. ¹⁷⁹



Figure 93. The carriage works in 1971 (photo: John Proud Collection, courtesy of Win Proud)

Archaeological interest - some

- 🏠 The building has been through a number of changes and there is evidence for these changes in the building's fabric as well as the Sparkes plans of 1853. The process of adaptation has meant that a number of former openings are now blocked or windows have been converted into doors. This can be seen on the east elevation where the large central archway presumably housed timber doors. One of the flanking windows has been converted into a door and some of the windows have been blocked. These features are of some archaeological interest, but as architectural features, they offer some flexibility to allow the building to alter again in the future without loss of significance.
- 🏠 More evidence of change is probably available behind the render on the walls.
- 🏠 The site is also of high potential for below ground remains especially of structures in

¹⁷⁹ Purcell 2021, 63



the yards. Buildings and enclosures shown on early plans are not well understood but may survive archaeologically. Evidence below ground could also help to establish how early carriages were moved around the building. The early OS maps show turntables – do they survive archaeologically? ¹⁸⁰ The forthcoming capital works offer an opportunity to explore this in collaboration with professional archaeologists and volunteers.

Artistic interest – none

Communal value - limited

👉 As with other railway buildings in the RHQ, the carriage works building has significant value for those with an interest in railway heritage. This particularly applies to the organisations currently located there, the A1 Steam Locomotive Trust and the North Eastern Locomotive Preservation Group and the people who visit them on open days. The A1 Trust was formed in 1990 and now has over 2500 regular supporters¹⁸¹, although many of these subscribe without visiting the building. NELPG was formed in 1966 with the intention of preserving some of the steam locomotives still working in the North East of England. Its 600 members now own, have restored and operate, four ex North Eastern steam locomotives (three of which were built at Darlington and the fourth is main line certified), along with others owned by third parties, all of which form part of the North East's railway heritage. They hold working parties in the carriage works on Monday evenings and Thursdays. Future development will see both the A1 Trust and NELPG move out of the carriage works and be replaced by archives from the Ken Hoole Study Centre and other museum spaces.



Figure 94. Failing render and paintwork on the carriage works leading to damaged stonework

¹⁸⁰ Purcell 2021, 61

¹⁸¹ <https://www.a1steam.com/> [accessed 120522]



- 🏠 The buildings are of less value to the non-railway enthusiast. The lack of adequate maintenance in the mid to late 20th century and the first part of the 21st century has meant that its contribution to the streetscape has been negative with peeling and blistering paintwork and blocked windows. It has done little to lift the spirits of passers-by.



Figure 95. Some of the registered railway businesses associated with the Carriage Works but soon to move to a new building on the north side of the RHQ

Protecting the significance of the carriage works

- 🏠 Any future uses should attempt to convey the sense of movement through the building of the processes for which it was constructed. This does not preclude the use of walls and doors but suggests the use of visually permeable materials wherever possible.
- 🏠 Interventions such as office space constructed from modern blockwork should be removed
- 🏠 There is scope to reopen old blockings or to turn doors back into windows
- 🏠 Solar or PV panels could be inserted if they used the former roof lights as a reference
- 🏠 Cementitious materials need to be removed and replaced with lime render and limewash. The building was designed to be covered in lime render, although photos from the 2004 Conservation Management Plan showed that the central block was not rendered at upper floor level.¹⁸² The current cement render and (modern) paint is failing; both will trap moisture which is damaging the stonework. This can be clearly seen on the street fronted elevation (see fig 94).
- 🏠 Limewash will need refreshing every five years or so as part of an ongoing maintenance programme.
- 🏠 The branch line should be kept as an active track at standard gauge and the spur to the lime depot retained.
- 🏠 Any significant ground disturbance to the yards should be recorded archaeologically

¹⁸² University of York 2004, fig 141, 230



Site 13: High Northgate Bridge or Viaduct ¹⁸³

Assessing significance of the bridge when no research has been carried is difficult. The following is based on available accessible information which includes only partial access to Company Minutes in the 1830s.

Historic interest – considerable

- 🚗 The bridge represents the solution by the S&DR to the long-term problem of crossing what was becoming an increasingly busy road with an increasingly busy and wider railway. Committee minutes show that the company were well aware of the problem in the 1830s but the solutions looked too complex, disruptive and expensive to tackle at that time.
- 🚗 The solution as implemented had massive implications for accessing the rest of the site by scooping out the road and for subsequent developments along the roadside and for the height of the pavements today.

Architectural interest – considerable

🚗 The creation of the bridge and the lowering of ground levels had substantial implications for the appearance of the site and the methods of accessing it. Long retaining walls had to be constructed on the approaches to the bridge and these remain on site today as strong boundary features.

🚗 Although the decking and parapets have been replaced the original ornate piers and embankments are still in place. These abutted the first Darlington Station and can be seen in the few images of it. The piers originally housed lighting, presumably gas lights and added to the elegance of the structure. The considerable architectural interest therefore applies to the stonework, but not to the later metal parapets which are of limited architectural interest. These are in poor condition with the metalwork having eroded in places to the extent that

daylight can be seen through them.

- 🚗 Some trees have seeded themselves into the stonework and should be removed.

¹⁸³ It is referred to as a Viaduct in the official listed building description



Archaeological interest – limited

- 🚧 The very ground moving operations that helped to create this railway crossing will have also removed traces of the earlier level crossing and the various access points on to the railway's mainline. This means that any surviving buried evidence from the first Darlington Station site adjacent or the former coaching station are even more important as they may be the only places where evidence of this might come to light.
- 🚧 The stonework still has evidence of an earlier decking structure.

Artistic interest - none

- 🚧 The surviving piers and embankments are attractive, but little appreciated by the traffic passing below.
- 🚧 They are dominated by the green metal parapets which are in poor condition in places. The lozenge frames inserted into the top panels suggest a more complex decorative scheme was intended but in the mid 20th century they housed adverts. Now they are eroded.
- 🚧 There is an opportunity here to considerably enhance the aesthetic appearance of the bridge and contribute more positively towards the railway character.



Figure 96. An inter-war photograph shows that the parapets were used for advertisements. Could they be used for something more attractive that contributes to the sense of celebration in the RHQ?

Communal value – limited

The bridge does appear regularly in historic photographs circulating on social media but there is no suggestion that this equates to any particular value of the bridge itself.

Protecting the significance of High Northgate Railway Bridge

- 🚧 More research is required into the processes and designs behind the building of the bridge. The most reliable source material is the RAIL collection at The National Archive which will report on the ongoing Committee discussions regarding the problem of



crossing the Durham Turnpike through the 1840s and 50s until completion. Network Rail archives might pick up the story and cover its subsequent alterations.

- 🚧 A research project based on ground investigations nearby and archive searches would help to establish how the landscape here looked in 1825 when it was a level crossing. This would also help clarify the extent to which earth moving operations have buried the 1825 ground surface near the Goods Shed and at the site of the former station. The results could feed into the excavation report at the site of the first station (above) and also into the new interpretation programme.
- 🚧 The metal parapets on the bridge offer an opportunity to make a more positive contribution to the street below by using them as a base for artwork. This could be using the lozenge shapes as picture frames with images inside. There are constraints to decorating and maintaining artwork on the bridge, not least the need to close the road during works and the need to ensure that nothing can fall onto traffic below (thus excluding the return of plaques). As a minimum, the bridge could be decorated with temporary transfers inside the frames just for 2025 (discussed with Network Rail). These might depict, for example, Locomotion No.1, a chaldron waggon, Edward Pease, George Stephenson, 1825 and 2025 and the contemporary S&DR or RHQ logos.
- 🚧 The stonework merits a lighting scheme to enhance appreciation of its design. This needs to be designed by a lighting specialist so that it is easily maintained by Darlington Borough Council and does not distract train drivers. It could explore the return of lighting as originally designed for the bridge, but suitably altered to meet current safety requirements (i.e., blacked out on the trackside and not gas powered). A lighting strategy could include Skerne Bridge and the wider approaches to the RHQ.
- 🚧 A detailed record should be made of the structure as a baseline for monitoring condition. It will also record the earlier features left behind by the first parapet and decking. This could be combined with laser scanning of other Network Rail owned assets – Skerne bridge and the Merchandising Station (after clearance).
- 🚧 Some of the metal panelling needs to be replaced or repaired. This is in hand by Network Rail.
- 🚧 Consultation suggested that because of the dip in the road, the area under the bridge is prone to flooding and that walking below the bridge is not a pleasant experience. Highways engineers could consider options to reduce flooding and an enhanced lighting scheme would improve the pedestrian experience.

Site 14: The 1861 Engine Shed on Whessoe Road



Figure 97. The engine shed roof as seen from the mainline in 2022 (photo: Maurice Burns)

Assessing significance of the engine shed when no research has been carried out on it and



access has been restricted, is difficult. Most engine sheds have had their roofs completely renewed in the twentieth century; any shed with an original roof will be particularly rare.¹⁸⁴ However although the roof is in poor condition, we do not know its date, but it was altered in 1884 to support skylights as part of being a paint shop.¹⁸⁵ We do know that the building has been extended and altered, but photographs suggest that the main body of the building is largely intact.

Historic interest – considerable

-  The building represents some of the later building works of the S&DR and is associated with the other S&DR buildings on the RHQ and so has group value.
-  It is also associated with railway buildings in the wider area, some of which like the locomotive works and Kitching's Foundry have been lost, but the Railway Institute and some of the Rising Carr Rolling Mill buildings survive.
-  It is also associated with William Peachey who also designed parts of the station after amalgamation with the NER and the locomotive works to the north (now destroyed).

Architectural interest - considerable

-  The building is of interest because externally the original openings are still intact even if they have been reused or subsequently blocked.
-  The internal sense of space required for its use as an engine shed is also intact.
-  The roof, in poor condition, consisted of slates with later rooflights and this suggests that it might be the original roof with minor alterations and so very rare.
-  It is apparently the only example of a four road shed of Peachey's design still in existence¹⁸⁶

Archaeological interest – some

-  The walls and extensions provide evidence for the building altering through time and also for the crash in 1908.
-  The openings are evidence for how the building was used and how many engines it could accommodate.
-  Below ground remains are possible relating to sidings leading into the shed and on both sides of the shed.
-  The entire area was devoted to railway engineering so evidence is likely throughout the Whessoe Road area.

Artistic interest - none

The building has no artistic interest, but its brick boundary walls appear to have evidence of former openings and the building, plus its later extensions are not unattractive. Collectively they have some potential to enhance the view from the street, possibly framed by openings reinserted into boundary walls.

Communal Value- limited

The building is largely unappreciated even by railway enthusiasts and appears to be little

¹⁸⁴ Historic England 2017, 10

¹⁸⁵ Lloyd, Northern Echo 4th February 2013 available at <https://www.thenorthernecho.co.uk/history/10204714.unlucky-brake/> [accessed 25.7.22]

¹⁸⁶ Chris Lawson pers comm (email 23.7.22)



valued.

Protecting the significance of the Engine Shed

-  The building merits listing and is due to be reviewed as part of the Heritage Action Zone Delivery Plan. Darlington Local History Society allegedly applied for it to be listed in 2013 ¹⁸⁷
-  It is currently outside the Conservation Area but should be included in an extended S&DR Conservation Area
-  In order to inform the above and to help adapt the building without loss of significance, the building merits more detailed research.
-  Based on current available information, it appears to be an adaptable flexible space suitable for new uses, but because it is distant from the rest of the RHQ it is less likely to be visited by the majority of visitors. Discussions are underway with a variety of RHQ tenants regarding its future.
-  Alterations to its street fronted presence could help to enhance the streetscape of Whessoe Road and add interest to walkers using the proposed S&DR rail trail. This might mean restoring openings to the boundary wall or reducing boundary features and opening up wider views of the building. This would help to return some railway character to the area.

¹⁸⁷ Lloyd, Northern Echo 4th February 2013 available at <https://www.thenorthernecho.co.uk/history/10204714.unlucky-brake/> [accessed 25.7.22]



8.0 VISION

The Rail Heritage Quarter is part of the Heritage Action Zone formed in 2018 and which has a vision covering the whole of the 1825 mainline. While not specific to the Rail Heritage Quarter, its vision, covering 2018-2026 is highly relevant and captures the guiding philosophy behind this management plan and the next phase of works at the RHQ.

'By 2026, the Stockton and Darlington railway will be recognised as a world class attraction, having built on its reputation as the birthplace of the modern railways to strengthen and promote a strong cultural offer that provides a distinctive experience for visitors and residents. The world class attraction will boost the economic growth potential of the area in this pioneering approach of using our historic environment to act as a catalyst to drive forward heritage led regeneration while conserving its historic interest.

Aims:

1. To improve the management and conservation of the heritage of the Stockton and Darlington Railway
2. To encourage economic growth through the development of a world class visitor attraction, including the physical regeneration of key sites and infrastructure along the 26-mile route.
3. To deliver a world-renowned festival to celebrate the bicentenary of the Stockton and Darlington Railway in 2025.
4. To increase knowledge and awareness of the Stockton and Darlington Railway and its significance, and provide opportunities for volunteering, skills development, employment and health improvements.'

A more RHQ specific vision has since been agreed by Darlington Borough Council which drives forward the site's masterplan for 2025:

'By 2024, Darlington is recognised as the world's most historic railway town with the Railway Heritage Quarter becoming an internationally significant major visitor attraction in the Tees Valley which will be central to the Stockton and Darlington Railway's bi-centenary celebrations. This project will reveal the story of Darlington and its communities that saw an opportunity and seized it, connecting and transforming the world in the process. Our unique and authentic heritage will be reimagined with a strong narrative, varied interpretation, reimagined spaces and new experiences to engage a wider audience including local residents, businesses and visitors from around the globe. The site will act as a catalyst for heritage led regeneration and social cohesion, empowering our communities and businesses to be part of the next transformational change'.

It is proposed to retain these rather than create additional visions as they have already been adopted by all partners. However, they will need to be updated after 2025 with a view to sustaining these ambitions into the longer term and ensuring a long-term legacy for the community and the heritage assets.



9.0 ISSUES, POLICIES AND ACTIONS

Statutory Framework

Proposals which require planning permission within the RHQ will be guided by the National Planning Policy Framework (NPPF)¹⁸⁸ and the Darlington Local Plan.¹⁸⁹ Both require developments to be sustainable and both set out guidance to help inform the planning and listed building consent process. Policies and actions in this Plan seek to be compliant with national and local planning policy.

The NPPF notes that ‘Conservation is an active process of maintenance and managing change. It requires a flexible and thoughtful approach to get the best out of assets as diverse as listed buildings in every day use and as yet undiscovered, undesignated buried remains of archaeological interest.’ The process of creating this RHQ management plan will help to ensure that change is informed and by exploring all conservation interests, will identify issues early on and look for opportunities for synergy while reducing the risk of conflict.

The NPPF also acknowledges that keeping buildings in active use consistent with their significance is the best way of conserving them. The buildings in the RHQ are entering a period where uses will change and so generating a process to oversee, manage and monitor this process over the next few years is set out in the policies and action plan. The actions conform to the guidance in the NPPF by flagging up the significance of the heritage assets and their settings and the need for decisions on their future to be informed by that significance.

The NPPF also expects local planning authorities to look for opportunities within Conservation Areas or within the setting of heritage assets to enhance or better reveal their significance. This report has outlined bullet points where this can be achieved.¹⁹⁰

The Darlington Rail Heritage Quarter includes a number of listed buildings as follows:

-  1825 Skerne Bridge (Grade I)
-  1833 Goods Shed (Grade II*) - At Risk
-  1840 Goods' Agents' Offices (Grade II)
-  c.1840 Lime Depot (Grade II) - At Risk
-  1842 North Road Station/Museum (Grade II)
-  1856 Carriage Works (Grade II)
-  1856 North Road Bridge (Grade II)

[The Planning \(Listed Buildings and Conservation Areas\) Act 1990](#) provides specific protection for buildings and areas of special architectural or historic interest.

Most, but not all, of the RHQ, sits at the north end of the [Northgate Conservation Area](#) formed in 2007 (see fig 98 below). The boundary of this Conservation Area is under review as part of creating a S&DR wide Conservation Area. Those parts of the RHQ excluded from the current Conservation Area are the 1861 Engine Shed, the route of the 1825 mainline (which is live trackbed) and possible buried archaeology to the north of the line including the GNER

¹⁸⁸ NPPF 2019 available at <https://www.gov.uk/guidance/conserving-and-enhancing-the-historic-environment> [accessed 180522]

¹⁸⁹ Darlington Borough Council 2021. Available here: <https://microsites.darlington.gov.uk/media/2284/local-plan-adopted-feb22-print.pdf> [accessed 180522]

¹⁹⁰ NPPF 2021, para 206



Merchandising Station and Railway Cottage/ Gloucester villa. The review of the Conservation Area boundary will also produce a new Conservation Area Character Appraisal in due course.

The [Darlington Local Plan](#) has NPPF compliant policies on the historic environment¹⁹¹ but because of the national importance of the town's railway heritage, also has a specific S&DR planning policy as follows:

Policy ENV 2

Stockton and Darlington Railway (S&DR) (Strategic Policy)

Proposals which will conserve and enhance elements which contribute to the significance of the Stockton and Darlington Railway and its setting, including its trackbed and branch lines, will be supported.

Proposals will be supported where they include measures that preserve any physical remains along the route, include site interpretation and where appropriate reinstate a legible route where those remains no longer exist.

Development proposals that support the development of the S&DR as a visitor attraction including the creation of walking and cycling paths along its route will be encouraged.



Figure 98. The existing Northgate Conservation Area (outlined in green) which includes most, but not all of the RHQ (outlined in red). Excluded are the 1861 Engine Shed on Whessoe Road and the 1825 mainline.

¹⁹¹ ENV1 Protecting, Enhancing and Promoting Darlington's Historic Environment (Strategic Policy). Darlington Borough Local Plan 2016 - 2036 - Adopted February 2022



The Darlington Local Plan also seeks to ensure that any development doesn't just minimise impact on biodiversity, but results in net gains. Policy ENV7 seeks to improve the wildlife value of green spaces such as the museum field. The recommendations in this management plan complement this, but the net gains in the forthcoming development are relatively modest.

This Plan will also recommend the removal of a number of self-seeded trees where they are posing a risk to buildings, diminishing designed or artistic views or obstructing our understanding of the relationship between buildings. In these instances, new planting can go some way towards mitigating the effects of these losses and should target appropriate places and habitats such as the River Skerne Proposed Green Corridor (but not obscuring the Skerne bridge).

The policies attach particular importance to creating wildlife corridors so that habitats are linked. The River Skerne Proposed Green Corridor is one such corridor.¹⁹² One of the improvements suggested in the Local Plan is the return of a more natural river course; this would in effect return the river to its appearance in the Skinner sketch and the Dobbin painting and could enhance the view of the bridge. However due to later 19th and 20th century development, including the location of the new RHQ carpark, the options to do this are limited.

RHQ Issues and Policies

In addition to the statutory framework, this Conservation Management Plan process has identified a number of issues common to the whole site which have the potential to impact on significance. In order to ensure that the site is managed with a view to enhancing significance, these issues have helped to inform a number of management policies or principles and an Action Plan, that will guide future decision making. Not every policy has an action, but should guide future decision making.

This section starts with general issues and policies for the whole RHQ and then narrows down to the buildings and spaces between them.

General RHQ issues, policies and actions

Issue: Plan Adoption

POLICY CMP 1 Plan Adoption.

This CMP will be adopted by RHQ stakeholders and reviewed regularly.

Reason: To help stakeholders work efficiently in a mutually supportive and integrated way and to take advantages of synergies and resolve conflicts. An annual review on progress of CMP actions and a refresh of Action Plan where required can include small regular updates and refreshes to take account of regular progress. A ten yearly review can incorporate new information, legislation and strategic targets as required.

CMP 1 ACTION:

1. CMP to be adopted via formal procedures with stakeholder groups
2. CMP to be rapidly reviewed annually
3. CMP to have a more thorough review every ten years

¹⁹² Policy ENV7b



Issue: Accountability**POLICY CMP 2 Accountability**

This Conservation Management Plan will be available publicly via the council website and the websites of key stakeholders.

Reason: The Plan should inform future works and management decisions and so be available for all to consult but also to assist with accountability for decisions and actions.

CMP 2 ACTION:

4. Publish this CMP on relevant websites

Issue: Adapting to climate change**POLICY CMP 3 Climate Change**

The RHQ will be managed so that we minimise our carbon footprint and do everything we can to make a positive contribution to tackling climate change

Reason: Climate change poses considerable challenges for historic building stock. It is likely to result in increased rainfall and flooding and therefore adequate building maintenance is vital, especially to roofing and rainwater goods. It will be necessary to increase the capacity of rainwater goods in future, and to make alterations to valley gutters. It may be possible to install PV or solar panels in buildings with valley roofs if the roofing materials is not original to its construction (see also policy DC 1c in the Darlington Local Plan).

The RHQ will offer live steam events which could be perceived to be damaging to our environment (and a fire risk to parched grass). The carbon emissions of steam engines is very low; the latest figures from the Heritage Railway Association suggests that total steam locomotive emissions were just 0.023% of the UK's total carbon dioxide emissions.¹⁹³ For comparison, the heritage railway sector produces a carbon output similar to approximately 300 single flights across the Atlantic but there are over 84,000 such flights across the Atlantic every year.¹⁹⁴

The Classic Car world has introduced a carbon off-setting scheme where tree planting takes place to counter the impacts of driving classic cars. The scheme however is aimed at 'anything with wheels or tracks' and owners of heritage locomotives or event organisers could also participate. The organisation the [Federation of British Historic Vehicle Clubs](https://trees.fbhvc.co.uk/) can also put together bespoke packages to carbon capture one-off events.¹⁹⁵

CMP 3 ACTION:

5. Seek expert guidance (by historic building specialists) before retrofitting insulating materials into historic buildings
6. To reduce our consumption of electricity and gas, office spaces need to be insulated

¹⁹³ <https://www.nymr.co.uk/as-the-government-moves-to-ban-coal-the-heritage-railway-association-calls-for-compromise> [accessed 16.5.22]

¹⁹⁴ <https://www.nymr.co.uk/as-the-government-moves-to-ban-coal-the-heritage-railway-association-calls-for-compromise> [accessed 16.5.22]

¹⁹⁵ <https://trees.fbhvc.co.uk/> [accessed 19.7.22 – thank you to Howard Walker, Chair of the Friends of North Road Railway Centre and Museum Committee for flagging this up]



- and renewable sources of energy investigated.
7. Conversion of buildings into new uses will be mindful of the need to have a minimal or zero carbon impact.
 8. Visitors will be encouraged to travel to the RHQ by train
 9. To minimise the impact of live steam events we will require engine owners and drivers to pre-heat locomotive boilers with a 'warming fire' lit the day before use as this both reduces emissions from trying to raise steam too quickly and protects boilers from damage from rapid heating and expansion. We will take advice on other mechanisms to limit the environmental impact of live steam events including investigating carbon capture via tree planting.

See also policies HB1-2.

Issue: A consistent approach to conservation regardless of ownership

POLICY CMP 4 Consistent Conservation

We will work with other stakeholders to ensure a high and consistent standard of conservation across the RHQ regardless of ownership

Reason: Ownership within the RHQ has been simplified and clarified since the last Conservation Management Plan was issued in 2004. The Lime Depot is now in Council ownership bringing the last early railway related building into the same management as the rest of the site. A small parcel of land that belonged to the Museum Trust founded in 1975 has just been acquired by the Council as has the site of the former gasworks which also includes Dobbin's view of the Opening Day of the S&DR.

Otherwise, ownership remains split between Network Rail and Darlington Borough Council. Network Rail's priority is of course health and safety, and this can conflict with the wider conservation needs of heritage assets or accessing the assets by the public. However such conflicts are not always inevitable and can be resolved through constructive discussions. The creation of the Rail Heritage Board and its Executive has created a platform from which positive discussions can take place to try to resolve such conflicts.

The tenancy agreements for the early railway buildings are currently being reviewed by Darlington Borough Council. This creates an opportunity to make more explicit the responsibilities for maintenance and reporting procedures where there are problems. It is also an opportunity to require open days and site tours in return for tenancy as a means to enhance the RHQ's communal value

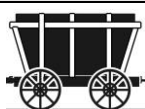
CMP4 ACTION:

10. RHQ and Council officers will work with Network Rail to resolve conflicts between conservation and enhancement of heritage assets and rail safety
11. New tenancy agreements will have clear responsibilities for building maintenance and standards of site appearance

Issue: Working with local communities – valuing volunteers

POLICY CMP 5 Valuing Volunteers

We value the role volunteers play in providing expertise, time and enthusiasm in the RHQ. The Council is committed to involving volunteers in appropriate positions and in ways which



are encouraging, supportive and which develop volunteering. The Council recognises its responsibility to arrange its volunteering efficiently and sensitively so that the valuable gift of the volunteer's time is best used to the mutual advantage of all concerned. It is not a substitute for paid employment but complements the role of paid staff. We will foster good working relationships between paid staff and volunteers.

Reason: Volunteering can be beneficial to all parties and add considerable value to the RHQ experience. In a time when fewer people are agreeing to offer their time for nothing and when council budgets are often under strain, it is important that volunteers are not taken for granted and that the reciprocal benefits are acknowledged. This will be a key role for the new volunteer co-ordinator(s). The changes about to take place on site also present opportunities for the railway interest groups to re-define their roles within the RHQ.

CMP 5 ACTION:

12. New tenancy agreements will set out expectations for site tours and open days to enhance the RHQ's communal value
13. We will have clear lines of communication between RHQ/DBC staff and volunteers, and we will keep volunteers informed of developments and events

Issue: Promoting the RHQ

POLICY CMP6 Promoting the RHQ
The RHQ will be given high levels of local, national and international exposure that goes beyond 2025

Reason: Advertising for the museum has been relatively poor in the past and despite considerable investment in the RHQ by Darlington Borough Council and the Tees Valley Combined Authority plus the innovative cross council co-operation leading to 2025, knowledge about these achievements is not getting out to local residents or the wider heritage rail community. Better communications will also enhance the RHQ's communal value and ensure continuing political support beyond 2025. Bishop Line Community Rail Partnership are also happy to help promote travelling to the RHQ by rail and welcome discussions to progress this.

CMP 6 ACTION:

14. An improved communications strategy is required (also in consultation with Bishop Line)

Issue: Creating a coherent RHQ

POLICY CMP7 A coherent RHQ
A strong sense of place will be introduced by removing barriers between buildings and via coherent floorscaping treatments and interpretation.

Reason: For many decades the site has been broken up with security fencing and so views between buildings have been disrupted and opportunities to walk from one historic building to another has not always been possible. This has made it more difficult to appreciate the



heritage assets and the historic relationships between buildings. For this to be understood there needs to be better flow through of the site and better use made of the spaces between to enhance the visitor's experience and understanding.

Coherence and a sense of arrival can also be obtained through a consistent approach to floorscaping (whilst retaining historic features). The current landscaping proposals on McNay Street include closing it to through traffic. This will not prevent local businesses or residents from accessing their premises by vehicle.

CMP 7 ACTION:

15. Remove fencing between buildings and green spaces and allow free movement once inside the RHQ area (excluding North Road Bridge and the 1861 Engine Shed).
16. Perimeter fencing should be of a quality and aesthetic that represents the significance of the RHQ and not based purely on security.
17. Ensure that new floorscaping treatments allow historic materials to be retained such as scoria blocks and cobbles (usually now limited to back lands and verges)
18. Floorscaping can be used to create accessible surfaces that incorporate heritage features (such as rails) rather than destroying or burying them.
19. A consistent and distinctive approach to floorscaping treatments should be used to help convey a sense of arrival into the RHQ.

Issue: An accessible RHQ

POLICY CMP 8 An accessible RHQ

Travelling to the RHQ by train will be actively encouraged.

A direct route will be provided for people arriving to the site by car or public transport and who have mobility difficulties

Reason: Direct access between the railway station at North Road and the museum site has been limited in the recent past. Visitors arriving by train have had a long detour to walk from the station to the museum, despite them being adjacent to each other. This is particularly challenging for people with mobility difficulties or carers with young children. Travelling by train to the RHQ should be encouraged and made as easy as possible. This will also help us to reduce our carbon footprint (see policy CMP3) and increase communal value.

The main approach to the site will be via an eye-catching flight of steps that will draw people into the site from High Northgate and the main RHQ car park. However, this approach is not suitable for others with mobility difficulties. Creating a fully accessible approach will be challenging on a site with such varied levels.

However, a project is taking place to improve access to the new RHQ welcome building from the station platform by means of a new DDA compliant ramp, which means it will be accessible to all rail passengers and can also be used by visitors using the street entrance on McNay Street. The rear access through the gate in the fence may still be used at the discretion of the museum.¹⁹⁶

¹⁹⁶ Felicity Machnicki, Bishop Line Community Rail Partnership



CMP8 ACTION:

20. Create a direct access between the live railway station and the RHQ for all visitors and staff arriving by train. (This is now partly in hand as part of the RHQ development.)

Issue: Vandalism

POLICY CMP9 Vandalism

We will deal with damage caused by vandalism promptly.

Reason: Where damage is left untreated, the site will start to look neglected and this in turn will encourage more vandalism. Despite the site being fenced off and the use of CCTV, the museum has suffered from vandalism and the theft of leadwork from the roof. This was only resolved by removing the lead and replacing with an alternative of no monetary value.¹⁹⁷ It is likely that vandalism will continue, despite the retention and repair of existing perimeter fencing. Places are less likely to be vandalised if there is a permanent presence on site as there was during the 19th century. The station and the carriage works both incorporated residential accommodation in the past and RHQ buildings could still be used in part, for that purpose.

ACTION:

21. Ensure there are sufficient budgets to respond to repair damage caused by vandalism
22. Have emergency procedures to obtain rapid advice and consents for work required because of vandalism

General historic interest issues, policies and actions

Issue: Enhancing historic interest

POLICY H1 Enhancing historic interest through further research

We will work with our partners to fill the gaps in our knowledge in relation to the provision of passenger services in Darlington and the lives of railway workers who lived and worked in Darlington 1825 -1863

Reason: This CMP has identified gaps in our knowledge. It is in our interest to fill those gaps so that the material can be used to ensure accurate interpretation of the RHQ. This is now potentially in hand via the Digital Station project and the need to select archives as part of UNESCO's Memories of the World project already identified in the HAZ Delivery Plan. This could lead to a larger digitisation project making national archives more accessible.

ACTION:

To do this, we will:

23. Feed into the regional research agendas to help identify priorities for research.
24. Using the resources of the Ken Hoole Study Centre and the Local Studies library

¹⁹⁷ Leona White-Hannant, curator Head of Steam Museum pers comm



we will make information freely available to researchers including census returns in return for copies of the resulting research.

25. We will collaborate in providing original source material on the internet.
26. Encourage new research into passenger provision at the level crossing and the methods used between 1825 to 1842 for joining the line at Darlington
27. Encourage new research into the individuals and families who had jobs with the S&DR at Darlington.
28. Use the above in future interpretation at the RHQ

POLICY H2 Relationship with other railway assets

We will work with our partners to fill the gaps in our knowledge in relation to the provision of passenger services in Darlington and the lives of railway workers who lived and worked in Darlington 1825 -1863

29. Use on site interpretation to signpost visitors to related sites such as Edward Pease's House (subject to it being conserved), the Railway Tavern, Henry Pease's former gardens at the Denes and the statue of Joseph Pease at High Row.
30. Subject to the long-term future of Pease's house, consider whether accessions relating directly to him (such as his sofa and town carriage) are better located at the house or remain at the museum

General architectural interest issues, policies and actions

Issue: Managing change in historic buildings

POLICY HB1

Managing change in historic buildings

The RHQ officers will have procedures in place for getting rapid advice on unforeseen works to historic buildings and the need for further consents

Reason: The RHQ buildings are nationally important listed buildings which have planning permission and listed building consents to undergo alterations to transform the site into a major visitor attraction. Carrying out such large-scale change without loss of significance can be challenging. Agreed works may have to be altered due to unexpected discoveries during the construction phase. When this happens procedures should be agreed to call on the Council's Conservation Officer for advice and if a Conservation Officer is not available, then seek advice from Historic England.

ACTION HB1:

31. Set up procedures for getting rapid advice on unforeseen works to historic buildings and the need for further consents

POLICY HB 2

Traditional vapour permeable materials will be used on historic buildings

Reason: The buildings on site were constructed using traditional materials such as lime.



Cement was not used. The introduction of 'non-breathable' materials such as cement, gypsum or modern paint can result in damp, blistering paintwork and consequent damage to the building fabric. Only traditional, vapour permeable materials should be used when carrying out alterations or repairs to the historic buildings. This does not preclude introducing modern materials into modern extensions.

If cement, modern paint or gypsum has previously been used and there are no consequent problems, then it can be left. However, where these need to be repaired, the modern materials should be carefully removed and replaced with traditional ones such as lime render, lime plaster or limewash.

It is worth bearing in mind that reasonable compromises are acceptable to listed buildings when complying with Part L of Building Regulations on Thermal Efficiency so that their significance is not harmed by modern interventions.¹⁹⁸

ACTION HB2:

32. Traditional materials will be used when carrying out alterations or repairs to historic building fabric because these are the only materials the buildings were designed to use and because they are the only sustainable materials with a minimal carbon footprint.

Issue: Avoiding neglect and promoting maintenance

POLICY HB3 Avoiding neglect and promoting maintenance

Historic building stock (and any modern extensions) will be routinely inspected and maintained to sustain their significance

Reason: The buildings require regular monitoring and maintenance. Some of the designs lend themselves to maintenance problems such as valley guttering found on both the station and the Goods Shed. Rainwater goods filled with dead leaves lead to overspill and damp walls. Poor plumbing leads to leaks within the building fabric, often mistaken for rising damp. If the building has been coated in cementitious renders or modern paintwork, this moisture is retained in the building walls leading to damp. The quicker these are identified, the cheaper the remedy and reduced chance of damage to museum accessions or building fabric.

Limewash needs to be regularly renewed as part of an ongoing maintenance programme.

Network Rail have a system of inspections in place based on rapid annual inspections, six yearly detailed inspections and 18 yearly assessments of strength (for bridges). However, these inspections do not seem to be flagging up rapid vegetation growth on Skerne Bridge or Northgate Bridge.

ACTION HB3:

33. Set up a regular maintenance plan targeting buildings after severe storms and at the end of autumn.
34. Ensure all tenants have contact details to report damage to buildings quickly, even outside office hours

¹⁹⁸ <https://historicengland.org.uk/images-books/publications/energy-efficiency-historic-buildings-ptl/heag014-energy-efficiency-partll/> [accessed 230522]



35. For longer term information on building condition, commission a programme of quinquennial surveys for all buildings (and Network Rail to review the reporting process of annual visual inspections)
36. Ensure there is an adequate budget to allow the ongoing maintenance of the historic building stock and that contractors are suitably qualified for the work (in heritage skills)

Issue: Renewing historic building fabric

POLICY HB4. Renewing historic building fabric

Periodic renewal of elements of RHQ significant places, is normally desirable providing it was intended or inherent in the design. However it is not desirable if any harm is caused to their special interests and that interest would not be recovered over time. This will always be discussed with the Council's Conservation Officer first and if appropriate, Historic England (see also policy HB1).

Reason: Periodic renewal, such as re-covering roofs, differs from maintenance in that it occurs on a longer cycle, is usually more drastic in nature and often has a greater visual impact. It involves the temporary loss of certain heritage values, such as the patina of age on an old roof covering, or the value of a dying tree as a habitat for invertebrates; but these values are likely to return within the next cycle, provided the replacement is physically and visually compatible (normally 'like for like', to the extent that this is sustainable).

By contrast, the consequence of not undertaking periodic renewal is normally more extensive loss of both fabric and heritage values.

The justification required for periodic renewal will normally be that the fabric concerned is becoming incapable of fulfilling its intended functions through more limited intervention; and additionally, in the case of landscapes, that succession planting cannot achieve the objective in a less drastic way. Harm to values that will normally be recovered during the next cycle can, in most cases, be discounted, but potential permanent harm cannot be ignored in making the decision.¹⁹⁹

ACTION HB4:

37. Periodic renewal to historic buildings will always be discussed with the Council's Conservation Officer first and if appropriate, Historic England (see also policy HB1)

Issue: New buildings or alterations

POLICY HB5. New buildings or alterations

New work or alterations to the historic buildings is acceptable if:

There is sufficient information comprehensively to understand the impacts of the proposal on the significance of the place;
 the proposal would not materially harm the values of the place, which where appropriate, would be reinforced or better revealed;
 the proposals aspire to a quality of design and execution which may be valued now and, in the future, and,
 the long term consequences of the proposals can, from experience, be demonstrated to be

¹⁹⁹ Historic England 2008, 52



benign, or the proposals are designed not to prejudice alternative solutions in the future. We will continue the tradition of ensuring that future alterations respect the architectural designs from previous phases and that future development sustains the scale and massing of existing buildings which are low lying and relatively small with modest designs harmonised across the grouping.

Reason: The recognition of the public interest in the significance of a place is not in conflict with innovation, which can help to create the heritage of the future. Innovation is essential to sustaining cultural values in the historic environment for present and future generations but should not be achieved at the expense of places of established value.²⁰⁰

Issue: Rooms with Views

POLICY HB6. Rooms with Views
We will retain or restore intended sight lines between historic buildings

Reason: A number of our historic buildings were designed to have inter-visibility as part of their successful operation. These views help to understand how the RHQ worked in the 19th century and also enhance our understanding of the role of each building (see fig 49).

ACTION HB6:

38. Ensure new planting does not obscure intended views between buildings
39. Remove self-seeded trees or bushes where they obscure intended views (but see Ecology Policies)
40. Remove fencing which diminishes the visual relationship between buildings. Where fencing is required select styles with visual permeability and gaps for wildlife to pass through

Issue: The wider railway setting for the RHQ

POLICY S1. The wider railway setting
The wider setting of the RHQ will also be marketed as the birthplace of the modern railway as well as the gateway to the RHQ.

Reason: The RHQ will be the main visitor attraction in Darlington and one of the key honeypot sites along the 26-mile-long S&DR route. However significant railway interest of national and international importance exists in Darlington, but outside the RHQ. While general railway heritage interest exists throughout the town (Quaker houses, Joseph Pease's statue, Bank Top Station) there is a concentration from the ring road northwards. This includes Edward Pease's house and site of his gardens (currently being recorded and assessed while options are considered for its future), the place where John Dobbin grew up next to Edward Pease, North Lodge and Park (villa and park with Pease family connections), the fragmentary remains of the branch line and depot at Westbrook, railway managers houses at Westbrook, Henry Pease's gardens of 1836, now the Denes, the Railway Tavern (one of the earliest railway taverns in the world and the only one to be continuously used as a tavern for nearly 200 years),

²⁰⁰ Historic England 2008, 58



Faith House (modest terraced house incorporating a Pease donated reading room) and the later Railway Institute north of the RHQ.²⁰¹ Other buildings contribute towards the railway character of the area such as the rolling mills and the surviving Works clock at Morrison's supermarket.

These heritage assets add interest and build up anticipation on the journey as well as additional opportunities for visitors to spend money in local businesses such as the Railway Tavern. This wider area along Northgate should be marketed as the gateway to the RHQ and an enhanced public realm and conservation of Pease's house and gardens will provide a setting and approach worthy of world class heritage.

The current Town Investment Fund concentrates on Northgate as the approach to the RHQ and will create a more attractive and interesting approach while instilling a sense of civic pride not currently possible. The approach along Northgate should be part of this journey and clear indications provided via public realm that visitors and residents are in the birthplace of the modern railway.

ACTION S1:

41. This message can be reinforced through public realm works (including enhanced lighting) as well as the proposed Town Investment Fund capital works.
42. It can also be supported with the proposed extended S&DR Conservation Area (forthcoming and actions for sites 1 and 7) and an improved communications strategy (see policies CMP6 and S1).

General archaeological interest issues, policies and actions

Issue: Archaeological recording

POLICY ARCHAEO1.

- A) Ground disturbance within the RHQ will be accompanied by archaeological recording
- B) Planned ground disturbance will be preceded by trial trenching in areas of high archaeological potential in order to help design the works and set appropriate budgets
- C) Works to historic buildings will be accompanied by a programme of archaeological recording

Reason: The whole RHQ has been through several phases of development, mostly railway related, and this means that many areas are of high archaeological potential. While developments requiring planning permission will be assessed as part of that process and appropriate conditions imposed, ground disturbance can also reveal deposits that may merit preservation *in situ*. In some cases these remains could be nationally or internationally important. Archaeology can also be revealed when plasterwork or render is removed from walls.

Where there is a risk of works exposing buried remains, trial trenching should take place

²⁰¹ The Railway Institute, designed by the local architect John Ross and built in 1861, at the corner of Whessoe Street and North Road. Fawcett 2012, available from: <http://www.railwayarchitecture.org.uk/Location/Darlington/Darlington.htm> [accessed 25.7.23]



designed to assess the extent and condition of deposits. This will help to design the development to either avoid impact, or mitigate it, use the opportunity to retain and expose the remains or confirm that there are no issues. This matters to make sure that designs don't need to be revisited after budgets are set or works delayed. It also ensures, that where planning permission is required, that planning officers have adequate information to make an informed decision.

ACTION ARCHAEO1:

43. In principle, ground disturbance or the removal of plaster or render should be recorded archaeologically whether the works require planning permission or not.
44. Planned ground disturbance will be preceded by trial trenching in areas of high archaeological potential in order to help design the works and set appropriate budgets

Area of highest archaeological potential for significant below ground deposits are shown on figure 52.

General artistic interest issues, policies and actions

Issue: protecting artistic views and creating new ones

POLICY: ART1. protecting artistic views and creating new ones

We will restore or protect historic viewpoints while ensuring that new landscaping and conservation works enhance views and make a positive contribution towards the streetscape and conservation area.

Reason: Signage, planting, fencing and landscaping can obscure views of historic buildings and make it difficult to take photographs. Low lying hedging or bushes can soon grow into a barrier that makes appreciation of an asset difficult. Historic views such as Dobbin's view of the Skerne Bridge are part of the site's significance and merit protecting. RHQ buildings such as the Lime Depot and Carriage Works currently make a negative impact on the streetscape but have the potential to make a positive one.

ACTION:

45. Ensure planting schemes require no regular maintenance to avoid obscuring views
46. When micro-siting light posts, signposts or interpretation panels, avoid historic and likely future viewpoints and principal elevations
47. Create new viewpoints to be used by visitors to the RHQ

General ecology issues, policies and actions

Issue: Enhancing ecological value

POLICY E1 Enhancing ecological value

We will actively seek to achieve a biodiversity net gain within the RHQ and protect and create wildlife corridors to nearby habitats.



Reason: With a 60% decline in flying insects between 2004 and 2021²⁰² we also need to do our bit to enhance the ecological value of the RHQ. The two main reasons for this decline is increased temperatures and fragmented habitats. We will create and protect wildlife corridors that link to better habitats and increase the numbers of wildlife habitats within the RHQ.

ACTION:

48. Install bat boxes on each building (Kent, Schwegler 2F, Beaumaris Woodstone Midi or similar)
49. Improve existing wildlife corridors that link with nearby green spaces (the Skerne and the Denes). Could redundant railway line help to form a wildlife corridor between the river Skerne and the RHQ?
50. Ensure that site fencing has entry points for hedgehogs
51. Enhance the wildlife value of the museum field with a native perennial wildflower and species rich seed mix
52. Control invasive species such as *cotoneaster.sp*
53. Any tree planting should be of native species (preferably locally sourced)
54. Retain fallen deadwood as it is of high value to invertebrates, birds and small mammals
55. Find vapour permeable and bat friendly alternatives to Type 1F bitumen roofing felt for attic spaces in buildings where bats might be present
56. Avoid light spill into the key habitat areas (cross reference this for any forthcoming lighting strategy)
57. Create an ecologically sensitive management regime to protect and enhance the RHQ spaces and buildings.

²⁰² Ball, Riggs, Still et al 2021 Bugs Matter Technical Report available at <https://cdn.buglife.org.uk/2022/05/Bugs-Matter-2021-National-Report.pdf> [accessed 16.5.2022]



10.0 INTEGRATED ACTION PLAN

Specific actions have been linked to policies or individual buildings above. In order to provide this in a format that creates priorities and identifies possible conflicts and opportunities, this has also been provided in a tabular form below which can be easily updated.



10.0 DARLINGTON RHQ INTEGRATED ACTION PLAN

Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
GENERAL RHQ CMP ACTIONS							
CMP1 - Plan Adoption	1. CMP to be adopted by all partners.	✓		Failure to agree, or lack of time to review or reach decisions	Adoption and mutual working will reap significant benefits for all. Will maintain momentum of CMP work and ensure regular progress. Essential if investment in planning and conservation are not to be wasted and long-term objectives achieved.	DBC ; NR; FoSDR; NERA; DRPS; BLCRP; NoR	135
	2. CMP to be reviewed annually.	✓	✓	As above	As above	As above	
	3. CMP to have a major review ever ten years		✓	As above	As above	As above	
CMP2 Accountability	4. CMP to be put on DBC web site and on	✓			Makes the CMP available for all to consult but	DBC ; NR; FoSDR; NERA;	136

Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
	the web sites of any other stakeholders				also to assist with accountability for decisions and actions.	DRPS; NoR; BLCRP	
CMP 3 Climate Change	5. Seek expert guidance (by historic building specialists) before retrofitting insulating materials into historic buildings	✓	✓	There are not many specialists available	Done well it can reduce running costs	DBC	136-7
	6. To reduce our consumption of electricity and gas, office spaces need to be insulated and renewable sources of energy investigated	✓	✓	This can have an adverse effect on historic buildings and museum accessions if not carried out properly	Done well it can reduce running costs	DBC	
	7. Conversion of buildings into new uses will be mindful of the need to have a minimal or zero carbon impact.	✓		This can be challenging as historic buildings rely on vapour control which requires air flow.	Done well it can reduce running costs	DBC	
	8. Visitors will be encouraged to travel to the RHQ by train	✓	✓	Currently there are barriers between the station and the RHQ	This will add to the rail experience considerably	NL; DBC; NoR; BLCRP	
	9. To minimise the impact of live steam	✓	✓			DBC; A1 Trust; other	



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
	events we will require engine owners and drivers to pre-heat locomotive boilers with a 'warming fire' lit the day before use as this both reduces emissions from trying to raise steam too quickly and protects boilers from damage from rapid heating and expansion. We will take advice on other methods of reducing the carbon footprint of our live steam events					heritage rail groups	
CMP 4 Consistent Conservation	10. RHQ and Council officers will work with Network Rail to resolve conflicts between conservation and enhancement of heritage assets and rail safety	✓				DBC ; NR; BLCRP; NoR	137
	11. New tenancy agreements will have	✓	✓			DBC ; NELPG;	



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
	clear responsibilities for building maintenance and standards of site appearance					DRPS; NERA; DMRC; FoSDR; A1 Trust	
CMP 5 valuing volunteers	12. New tenancy agreements will set out expectations for site tours and open days to enhance the RHQ's communal value	✓				DBC ; NELPG; DRPS; NERA; DMRC; FoSDR; A1 Trust	137-8
	13. We will have clear lines of communication between RHQ/DBC staff and volunteers and we will keep volunteers informed of developments and events	✓	✓	Volunteering has been under strain since Covid and there may not be enough people available	Volunteers can enhance the visitor experience	DBC ; FoSDR; NERA; DRPS; NELPG	
CMP6 Promoting the RHQ	14. An improved communications strategy is required	✓	✓	Post 2025 political support will weaken and demand made of PR teams elsewhere	Better communications will also enhance the RHQ's communal value and ensure continuing political support	DBC ; TVCA; RHB; NoR; BLCRP	138



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
					beyond 2025. An opportunity to increase passenger numbers on trains.		
CMP7 A coherent RHQ	15. Remove all unnecessary fencing to open up the RHQ and allow free movement once inside (excluding the Skerne bridge, North Road Bridge and the 1861 Engine Shed).	✓				DBC ; NR; BLCRP; NoR	138-9
	16. Perimeter fencing should be of a quality and aesthetic that represents the significance of the RHQ and not based purely on security.	✓		Insufficient budgets to replace existing fencing		DBC ; NR; BLCRP	
	17. Ensure that new floorscaping treatments allow historic materials to be retained such as scoria blocks	✓				DBC	



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
	18. Floorscaping can be used to create accessible surfaces that incorporate heritage features (such as rails) rather than destroying or burying them.	✓	✓	This may conflict with accessibility CMP8		DBC	
	19. A consistent approach to floorscaping treatments should be used to help convey a sense of arrival into the RHQ.	✓				DBC	
CMP 8 An accessible RHQ	20. Create a direct access between the live railway station and the RHQ for all visitors and staff arriving by train.	✓		Potential security issues outside opening times.		DBC; NR; BLCRP; NoR	139-40
CMP9 Vandalism	21. Ensure there are sufficient budgets to respond to repair damage caused by vandalism	✓	✓	Insufficient budgets to cope with repeated vandalism resulting in more security fencing and a diminished visitor experience	This ensures that the site appears well-maintained to sustain a positive visitor experience. Use new comms	DBC; NR; BLCRP; NoR; Durham Constabulary; British Transport Police	140



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
					strategy to report on vandalism with a strong message on its unacceptability. Over time as the local community takes pride in its heritage, control over vandalism may also come from the wider community.		
	22. Have emergency procedures to obtain rapid advice and consents for work required because of vandalism	✓	✓			DBC	
General historic interest							
H1 Further research	23. Feed into the regional research agendas to help identify priorities for research.	✓	✓			FoSDR; DBC; NERA; HE	141
	24. Using the resources of the Ken	✓	✓			DBC	



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
	Hoole Study Centre and the Local Studies library we will make information freely available to researchers including census returns in return for copies of the resulting research.						
	25. We will collaborate in providing original source material on the internet.	✓				DBC; TNA; FoSDR	
	26. Encourage new research into passenger provision at the level crossing and the methods used between 1825 to 1842 for joining the line at Darlington	✓				FoSDR ; HE	
	27. Encourage new research into the individuals and families who had jobs with the S&DR at Darlington.	✓	✓			DBC ; FoSDR	
	28. Use the above in future	✓	✓			DBC	



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
	interpretation at the RHQ						
H2 Relationship with other railway assets	29. Use on site interpretation to sign post visitors to related sites such as Edward Pease’s House (subject to it being conserved), the Railway Tavern, Henry Pease’s former gardens at the Denes and the statue of Joseph Pease at High Row.	✓	✓			DBC	141
	30. Subject to the long term future of Pease’s house, consider whether accessions relating directly to him (such as his sofa and town carriage) are better located at the house or the museum	✓	✓			DBC	
General architectural interest							
HB1 - 2 Managing change in	31. Set up procedures for getting rapid advice on unforeseen works	✓				DBC	141



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
historic buildings	to historic buildings and the need for further consents						
	32. Traditional materials will be used when carrying out alterations or repairs to historic building fabric because these are the only materials the buildings were designed to use and because they are the only sustainable materials with a minimal carbon footprint.	✓	✓	It can challenging finding contractors with the right experience	This will help meet climate change targets	DBC	
HB3 Avoiding neglect and promoting maintenance	33. Set up a regular maintenance plan targeting buildings after severe storms and at the end of autumn.	✓				DBC	142
	34. Ensure all tenants have contact details to report damage to buildings quickly, even outside office hours	✓	✓			DBC; NERA; FoSDR; DRPS; A1 Trust; NELPG	
	35. For longer term information on	✓	✓		Allows repairs etc to be	DBC	



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
	building condition, commission a programme of quinquennial surveys for all buildings				planned and dealt with before they escalate		
	36. Ensure there is an adequate budget to allow the ongoing maintenance of the historic building stock including removal of self-seeded vegetation from historic building structures	✓	✓	Insufficient funds for maintenance		DBC	
HB4. Renewing historic building fabric	37. Periodic renewal to historic buildings will always be discussed with the Council's Conservation Officer first and if appropriate, Historic England (see also policy HB1)		✓		Synergy with HB 1-2	DBC	143
HB5. New buildings or alterations	No action – principles to be applied and compatible with NPPF and Local Plan					DBC; HE	143



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
HB6. Rooms with Views	38. Ensure new planting does not obscure intended views between buildings	✓				DBC	144
	39. Remove self-seeded trees or bushes where they obscure intended views (but see Ecology Policies)	✓	✓	Can conflict with ecology E1		DBC	
	40. Remove fencing which diminishes the visual relationship between buildings. Where fencing is required select styles with visual permeability and gaps for wildlife to pass through	✓				DBC	
S1. The wider railway setting	41. Reinforce railway heritage in the wider area through public realm works including enhanced lighting, as well as the proposed Town Investment Fund capital works.	✓			Synergy with Towns Fund and Conservation Area Management Plan (forthcoming)	DBC	144



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
	42. It can also be supported with the proposed extended S&DR Conservation Area and an improved communications strategy	✓			Synergy with communications strategy CMP6	DBC	
General archaeological interest							
ARCHAEO1. Archaeological recording	43. In principle, ground disturbance or the removal of plaster or render should be recorded archaeologically whether the works require planning permission or not.	✓	✓	Can delay works	Results can feed into research strategy and general knowledge regarding the building. It can then inform future changes.	DBC	81-2. fig 53 145
	44. Planned ground disturbance will be preceded by trial trenching in areas of high archaeological potential in order to help design the works and set appropriate budgets	✓	✓		Designs can be altered more cheaply if informed by what is likely to be found	DBC	
General artistic interest							



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
ART1. protecting artistic views and creating new ones	45. Ensure planting schemes require no regular maintenance to avoid obscuring views	✓				DBC	146
	46. When micro- siting light posts, signposts or interpretation panels, avoid historic and likely future viewpoints and principal elevations	✓				DBC	
	47. Create new viewpoints to be used by visitors to the RHQ	✓				DBC	
General ecological interest							
E1 Enhancing ecological value	48. Install bat boxes on each building (Kent, Schwegler 2F, Beaumaris Woodstone Midi or similar)	✓		Avoid bat boxes being placed in areas where historic buildings are to be lit	Requirement of planning permission	DBC	146-7
	49. Improve existing wildlife corridors that link with nearby green	✓	✓			DBC, NR	



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
	spaces (the Skerne and the Denes)						
	50. Ensure that site fencing has entry points for hedgehogs	✓				DBC	
	51. Enhance the wildlife value of the museum field with a native perennial wildflower and species rich seed mix	✓	✓	This may conflict with recommendations to increase the use of his space for events including love steam and as a fully accessible space	Requirement of planning permission	DBC	
	52. Control invasive species such as cotoneaster.sp	✓	✓			DBC	
	53. Any tree planting should be of native species (preferably locally sourced)	✓		But refer to ART 1 and HB6	Requirement of planning permission	DBC	
	54. Retain fallen deadwood as it is of high value to invertebrates, birds and small mammals	✓	✓			DBC	
	55. Find vapour permeable and bat	✓		This may have to be aspirational as		DBC; HE; NE; SPAB	



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
	friendly alternatives to Type 1F bitumen roofing felt for attic spaces in buildings where bats might be present			there is currently no accepted material			
	56. Avoid light spill into the key habitat areas	✓	✓			DBC	
	57. Create an ecologically sensitive management regime to protect and enhance the RHQ spaces and buildings	✓	✓		Requirement of planning permission	DBC	
SITE SPECIFIC ACTIONS							
Site 1: The S&DR 1825 Mainline	Maintain use as live line	✓	✓		Will sustain significance	NR	16 92
	The Conservation Area should be extended to include the mainline	✓			Synergy with policy S1	DBC; HE; DCC	
Site 2: The Darlington Branch Line	Sustain the line's use for railway purposes	✓	✓		Will sustain significance	DBC	18 93
	Sustain the line's use for standard gauge	✓	✓		Will sustain significance	DBC	
	Large scale ground disturbance (as	✓	✓		Synergy with ARCHAEO1	DBC	



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
	opposed to routine track maintenance) within the area should be accompanied by archaeological investigation						
Site 3: Skerne Bridge	Conserve or enhance the views towards the bridge from Dobbin's position in his painting	✓	✓			DBC	19 93-7
	Ensure landscaping of the carpark does not diminish Dobbin's view now or in the future, but landscaping should camouflage cars. The acquisition of the gasworks site is also an opportunity to remove now redundant fencing.	✓		Dobbin's viewpoint on High Northgate is in private ownership	Will enhance the RHQ experience and enhance the setting of the bridge	DBC	
	Regular inspections already take place by Network Rail to assess condition and carry out essential repairs/remove self-seeded trees, but	✓	✓	Issues of graffiti are a lower priority for NR as it does not affect structural integrity and there are many competing	Will enhance the RHQ experience and enhance the setting of the bridge, plus keep the bridge	NR ; possible role for volunteer groups to remove graffiti?	



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
	vegetation growth continues to damage the parapet and obscure the wing walls.			demands nationally. Loss of trees conflicts with ecology policy E1	in better condition		
	Laser scanning could provide a baseline against which future monitoring could take place	✓			Combine with scanning of the former merchandising station and High Northgate Bridge to save on costs	NR; HE	
	Ensure that any maintenance uses appropriate traditional materials and does not introduce modern materials such as cement which can damage the stonework	✓	✓		This is NR policy already	NR	
	The railings on the approach are unattractive and should be removed. The more recent railings around the	✓	✓		Could be managed by volunteer coordinator	DBC; FoSDR	



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
	gas pipes serve largely to trap litter.						
	Extensive self-seeded tree cover obscures the embankments and wing walls. Can trees be reduced on the approaches to the bridge?	✓			Harmful to wildlife. Can alternative native plantings take place elsewhere?	NR; DBC; HE	
	Regular clearance of dumped objects in the river has recently taken place by the Environment Agency but objects are still being thrown in from the road bridge upstream. The railings on the road bridge should be heightened to make it more difficult to throw shopping trolleys etc into the river.	✓	✓		Could be managed by volunteer coordinator	EA; DBC; FoSDR	
	A new lighting strategy could design a scheme suitable for path users that also highlights the bridge without distracting	✓	✓	Lighting should not light up riverbanks	See E1 and ART1	DBC	



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
	train drivers and does not intrude in photographs of the bridge (as the current lampposts do)						
	Vandalism issues suggest that interpretation panels may not survive on site and so virtual interpretation, or more robust structures or artwork will be required.	✓				DBC	
	Bury the gabions to stop the theft of boulders	✓				DBC	
Site 4: The site of the 1826-7 Merchandising Station	The site of the station merits archaeological evaluation to test what survives below ground, then a programme of landscaping to display the site appropriately.	✓		Network Rail are concerned about public accessing the mainline or archaeological work undermining the railway embankment	The site is of the highest significance and merits exploration. The building had cellars so investigation should also look at risk of undermining	DBC; NR; FoSDR; DCC (archaeology)	23-7 98-100
	The embankment walls could be recorded using laser	✓			Can be used as a baseline for future condition	DBC; NR; FoSDR; HE	



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
	scanning or digital photogrammetry to record possible station features.				monitoring. Save costs by doing Skerne Bride and High Northgate bridge at the same time		
	The current council work to keep the site clear of fly tipping should continue. The site is very overgrown and subject to the outcome of site investigations, trees should be removed because they damage archaeological deposits	✓	✓		Potential help from volunteers		
	The site should feature in RHQ interpretation	✓			The nature of interpretation will depend on the outcome of trial excavations	DBC ; FoSDR	
	The staff located here 1827-64 merit additional research which could inform the above	✓	✓	Lack of volunteers willing to research	Ken Hoole volunteers or FoSDR, NERA could contribute	DBC ; FoSDR; NERA	



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
Site 5: Kitching's Foundry (site of)	Works which will result in ground disturbance should be monitored archaeologically (the proposed footbridge for example) using a two phased approach of test pits followed by an appropriate Written Scheme of Investigation	✓		Planning permission has been granted without a trial excavation to inform a programme of recording		DBC; DCC	30-1 101-2
	The site could be the subject of a professionally led community excavation	✓	✓	Once the footbridge is in place there will be no access to the footprint	This would add to communal value	DBC; FoSDR	
	The images of the buildings which survived until 1975 with neo-Gothic windows could inform the design of any new structures in this area (if required)		✓	No budgets to construct new buildings and new footbridge will prevent further development at that spot	New development here can be innovative while still referencing the past and comply with Local Plan policies on sustainability	DBC	
Site 6: The 1833 Goods Shed	The south facade should be restored as the principal elevation	✓			Included in development plan already	DBC	31-3 102



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
	Externally a sense of symmetry on the north and south elevations needs to be retained and enhanced.	✓			As above	DBC	
	The visual relationship between the Goods Shed and the Goods' Agents' Offices should be restored by removing intervening clutter, fencing and self-seeded trees	✓		In order to achieve biodiversity net gain, replacement planting of native species may need to take place elsewhere, see E1	Synergy with CMP 7 and HB6 and Goods Shed actions	DBC	
	As above the visual relationship between the Goods Shed and the Station should be restored by removing intervening clutter	✓			Synergy with CMP7 and HB6	DBC	
	Security fencing which separates the Goods Shed from the station should be removed	✓			Synergy with HB6	DBC	
	A regular programme of inspection should take place to identify maintenance issues quickly before more	✓	✓		Synergy with HB3	DBC	



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
	expensive damage takes place.						
	Ensure that any maintenance uses appropriate traditional materials and does not introduce modern materials such as cement which can damage the stonework. Ribbon pointing should be carefully removed and replaced with pointing in lime	✓	✓		Synergy with HB2	DBC	
	Subject to what is found inside the clock tower, a clock of suitable design could be installed back on the tower (set to Darlington time?)	✓			Will enhance significance and make a contribution to the streetscape and roofscape	DBC	
	The relationship between the shed and the sidings which ran into it should be restored visually.	✓			Already part of the landscaping scheme	DBC	
	The goods yard has long been under-	✓	✓		Synergy with CMP4	DBC; NERA	



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
	used. The forthcoming works should make the yard more central to visitor activities and ensure that it is kept clear of clutter.						
	New signage should not obscure views of principal elevations nor obstruct likely viewpoints for photography.	✓			Synergy with ART1	DBC	
	Restore and reuse the signal post (and remove trees) and reuse in interpretation. The post is not in its original location so can be moved.	✓			Enhances the railway character of the area	DBC	
Site 7: Site of Gloucester Villa/Railway Cottages	Retain gatepost and stone boundary wall and include in the revised S&DR Conservation Area	✓			Enhances the historic character of the streetscape	DBC; DCC; HE	33 107
Site 8: GNER Merchandising Station (site of)	Any proposed ground disturbance should be investigated through trial trenching so that	✓	✓	No proposals for ground disturbance. Tree cover could make this difficult.	Synergy with ARCHAEO-1	DBC; FoSDR	35 108



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
	appropriate mitigation can take place.						
	Woodland belt should be included in the extended S&DR Conservation Area	✓				DBC; DCC; HE	
Site 9: Goods' Agents' Offices	Remove fencing and other clutter from the principal (north) elevation and restore intervisibility between the Goods Shed and the station.	✓		DBC wish to retain fencing for security reasons. Can this be revisited by strengthening security on McNay St?	Synergy with CMP 7, HB6 and Goods Shed actions	DBC	36 108-112
	Remove self-seeded trees which are also too close to the building and may be causing root damage	✓		In order to achieve biodiversity net gain, replacement planting of native species may need to take place elsewhere, see E1		DBC; NERA, MRC	
	Ensure that the building is used and occupied to prevent a lack of maintenance or vandalism	✓	✓		Its continued railway related use sustains significance	DBC; NERA, DMRC	
	The building merits a survey and		✓				



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
	Statement of Significance to guide future alterations and uses						
	Ensure that maintenance of the building uses traditional skills and materials – remove ribbon pointing and replace with pointing in lime	✓	✓		Synergy with HB2	DBC	
	Return the north door to the principal access point	✓			Will enhance significance and create a more accessible route for users with restricted mobility (a chair lift has already been installed)	DBC; NERA; DMRC	
	Preserve and maintain traditional joinery features	✓	✓		Will sustain significance	DBC	
	Conserve the stone staircase	✓	✓		Will sustain significance	DBC	
	Ensure that the room layout is preserved	✓	✓		Will sustain significance	DBC	
	Investigate the crack in stonework on the	✓				DBC	



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
	coal house adjacent to the external stairs						
Site 10: Lime Depot, Hopetown Lane	Restore cobbled yard to the frontage	✓		Some test clearing of grass should be conducted first to check on the extent of cobble survival	To enhance significance, make a positive contribution to the streetscape and discourage dog fouling	DBC ; FoSDR	37-39 112-4
	Maintain external curved stone wall (with lime pointing)	✓			Will sustain significance	DBC	
	Return louvre shutters in glass or translucent material to first floor level and better reveal the stone impost bands	✓			Will considerably improve the building's contribution to the streetscape and the conservation area	DBC	
	Replace doors with a uniform design highlighting the four cells and better revealing the stonework	✓			Will considerably improve the building's contribution to the streetscape and the conservation area	DBC	



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
	Add artwork to the frontage showing a chaldron waggon emptying its load at first floor level	✓		Insufficient funds for non-essential artwork	Opportunity for FoSDR to raise additional funds?	DBC; FoSDR	
	Use traditional materials to repoint brickwork	✓				DBC	
	Create a new doorway on the NW gable end	✓				DBC	
	Obtain specialist advice regarding moisture vapour control where the structure is built to bank (rear elevation, especially effecting the ground floor) and thermal efficiency (given the glass frontage and open to roof structure)	✓				DBC	
	Maintain vents to rear and use to provide air flow; interior uses should not block these	✓				DBC; FoSDR	
	Insert translucent material into first floor infill flooring to return	✓				DBC	



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
	the appearance of the lime platforms						
	Agree access and guided tours with tenants and to keep tidy appearance externally	✓				DBC; FoSDR	
	The depot should feature in RHQ interpretation, perhaps as part of a whole site walkabout	✓	✓			DBC; FoSDR	
	Keep siding to the rear (site of) clear	✓	✓			DBC; FoSDR	
	Consider an archaeological excavation of green island on Station Road (where the siding continued to from the lime depot)		✓			DBC; FoSDR	
Site 11: North Road Station/ Head of Steam Museum	The station today is a result of a number of modifications designed to help the building adapt to future change. Therefore, future change is possible providing that it	✓				DBC	39-44 115-123



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
	respects the earlier designs.						
	New insertions need to reflect the historic character of the building, be sensitively located, respect symmetry and numbers should be kept to a minimum. Such alterations would only be acceptable where there was a clear benefit to the building which would help to make it more sustainable and should avoid the main double door entrance areas.	✓	✓			DBC	
	No nearby development should dominate the existing station and train shed in terms of scale and massing	✓	✓			DBC	
	External paintwork to windows needs to be removed and	✓				DBC	



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
	replaced with a lime paint.						
	Regular maintenance inspections are required. Currently some slates have slipped from the roof creating a high risk of water ingress which will damage the museum collections and are potentially a risk to the public.	✓	✓			DBC	
	Keep air vents at ground and eaves level clear so they continue to ventilate the building. Ensure no non-breathable paints or plasters are used internally or externally.	✓	✓			DBC	
	The small area of woodland in front of the station is a replanting of the original landscaping scheme and should be retained, although individual trees can be replaced as	✓				DBC	



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
	necessary, and features added in the spirit of the earlier drinking fountain and Locomotion.						
	The west end of the station exterior is an under-used part of the station. This is the area partly occupied by Kitching's Ironworks so is of archaeological interest and any ground disturbance (such as the new footbridge) may expose buried remains. Development here needs to be preceded by trial excavation and a programme of archaeological recording agreed.	✓				DBC	
	The blocking of the train shed to form an enclosed museum was necessary in	✓				DBC	



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
	1975, but the trains outside are part of the museum's interest as they are still travelling along the 1825 route. The solid form of this blocking prevents visual permeability which was of course a distinctive aspect to the original train shed. It would be an enhancement of the shed's significance if the shed ends were replaced with modern visually permeable materials, even if it was only in part.						
	The approach to the station could also be enhanced. The security fencing may be necessary but is unattractive and diminishes views of the site; it should also be removed between the station and the Goods Shed	✓				DBC	



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
	and ideally between the other RHQ buildings. A more permanent presence on the site would help to reduce vandalism and would increase security.						
	New signage should not obscure views of principal elevations nor obstruct likely viewpoints for photography.	✓				DBC	
	The museum field should be accessible every day to move between buildings and for use for picnics while continuing its use for special events.	✓	✓			DBC	
	There needs to be more direct links between the live railway station and the RHQ for people of all mobility ranges.	✓			There is a working group already established to progress this in readiness for 2025.	DBC; NR; NoR, BLCRP and TVCA	
	Council Communications	✓	✓			DBC	



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
	need to better promote what the RHQ has to offer via a new communications strategy						
	Creating free access to the RHQ (excepting special displays or events) is likely to encourage more visitors and so will enhance its communal value.	✓	✓			DBC	
	The Friends of the North Road Railway Centre and Museum will need to redefine its relationship to the museum. This might also create opportunities for the role of other volunteers in the museum and study centre.	✓			See policy CMP 5 on volunteering	FNRRCM; DBC	122 137
Site 12: Hopetown carriage works	Any future uses should attempt to convey the sense of movement through the building of the	✓				DBC	47-9 123-6



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
	processes for which it was constructed						
	Interventions such as office space constructed from modern blockwork should be removed and if office space is required use visually permeable materials and low ceiling heights instead. The reuse of previously blocked windows/ doors is likely to be acceptable	✓				DBC	
	Solar or PV panels could be inserted if they used the former roof lights as a reference	✓			Would contribute towards climate change targets	DBC	
	Cementitious materials need to be removed and replaced with lime render and limewash as the stonework is currently being damaged (this could be exacerbated by road salt).	✓			This is part of the RHQ development	DBC	



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
	Limewash will need refreshing every five years or so as part of an ongoing maintenance programme. Modern paint should not be applied to stonework as it will trap moisture		✓			DBC	
	The branch line should be kept as an active track at standard gauge and the spur retained.	✓	✓			DBC	
	Any ground disturbance to the yards should be recorded archaeologically	✓			Potential for a community excavation	DBC	
Site 13: High Northgate Railway Bridge or Viaduct	Research into the process of agreeing its design is required		✓		Would help to fill a gap in our knowledge and add to historic interest	FoSDR; NR	49-53 126-9
	A research project based on site investigations (combined with trial excavation at the merchandising	✓	✓		As above, but also to generate exciting virtual interpretation. The results could feed into	FoSDR; DBC	



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
	station site) and archive searches would help to establish how the landscape here looked in 1825 when it was a level crossing. This would also help clarify the extent to which earth moving operations have buried the 1825 ground surface near the Goods Shed and at the site of the former station.				the excavation report at the site of the first station (above) which in turn may capture information about the original ground levels		
	The metal parapets on the bridge offer an opportunity to make a more positive contribution to the street below by using them as a base for artwork. This could be using the lozenge shapes as picture frames with images inside of early locomotives of key S&DR players such	✓		Network Rail are concerned to avoid anything that requires maintenance and therefore road closure. They are also concerned that plaques should be to attached (as previously) in case they fall on traffic below. They would	This would instill a sense of pride in our railway heritage in an area with heavy traffic and a loss of historic character. In doing so it would also advertise the RHQ and enhance communal value.	NR	



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
	as Stephenson and Pease.			consider a temporary transfer based artwork for 2025.			
	Prior to the above, the panels need restoring as they have become eroded	✓			This is in hand by Network Rail	NR	
	The bridge was designed with an attractive lighting scheme. Its original stonework is still beautifully executed and deserves to be highlighted. A new lighting scheme could help to enhance the bridge's appearance and the wider RHQ area.	✓		There are a number of safety issues and maintenance considerations. Lighting should not distract train drivers. It should be robust enough to withstand traffic. There is a risk that damaged lighting won't be replaced.	This would instill a sense of pride in our railway heritage in an area that has lost much of its railway character. The lighting strategy should also include Skerne Bridge and High Northgate	DBC; NR	
	A detailed record should be made of the structure as a baseline for monitoring condition. It will also record the earlier features left behind by the first parapet and decking.	✓			Carry out as part of the same contract to record the Skerne bridge and the embankment wall at the site of the	NR	



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
					merchandising station to save costs		
	The dip in the road below the bridge collects standing water which is one of several reasons that pedestrians report that walking below the bridge is not pleasant (pigeons are the other reason).	✓		The road is at a much lower level so water collection is inevitable.		DBC	
Site 14: The 1861 Engine Shed on Whessoe Road	The building may merit listing.	✓			Part of the HAZ Delivery Plan	HE	53-4 129-131
	It is currently outside the Conservation Area but should be included in an extended S&DR Conservation Area	✓			This option is currently being explored as part of the HAZ Delivery Plan	DBC; DCC, HE	
	In order to inform the above and to help adapt the building without loss of significance, the building merits more detailed research.	✓				HE	



Policy/Issue	Action	Timescale 2022-5	Timescale 2025-32	Constraints & conflicts	Synergies & opportunities	Lead & stakeholders	Page numbers in main report
	Alterations to its street fronted presence could help to enhance the streetscape of Whessoe Road and add interest to walkers using the proposed S&DR rail trail. This might mean restoring openings to the boundary wall or reducing boundary features and opening up wider views of the building.	✓		Non-essential work which may not have a budget	This would help to return some railway character to the area.	DBC; NR	
ABBREVIATIONS							
BLCRP DBC DCC DMRC DRPS EA FoSDR HAZ HE	Bishop Line Community Rail Partnership Darlington Brough Council Durham County Council Darlington Model Railway Club Darlington Railway Preservation Society Environment Agency Friends of the Stockton & Darlington Railway Heritage Action Zone Historic England		NE NR NELPG NERA NoR RHB SPAB TNA TVCA	Natural England Network Rail North Eastern Locomotive Preservation Group North Eastern Railway Association Northern Trains Ltd Rail Heritage Board Society for the Protection of Ancient Buildings The National Archive Tees Valley Combined Authority			



11.0 CONCLUSION

The significance of the Rail Heritage Quarter as whole is its association with the Stockton & Darlington Railway which marked a key step in the development of the modern railway network which spread throughout the country and the world. It is one of the most important collections of railway buildings in England and possibly one of the most important historical sites in terms of the historical development of the railway system in the world.

The challenges in protecting this significance fall into a number of areas all covered in this report, but perhaps the most important is appropriate and timely maintenance beyond 2025. This Plan has highlighted the need to remove modern damaging materials from the historic buildings stock (which is due to take place on some buildings before 2025) and to ensure that there is a maintenance programme that uses traditional materials. A programme of regular inspection, reporting and action needs to follow.

The forthcoming capital works also create opportunities. This includes creating a coherent sense of place, removing physical and visual barriers and restoring intervisibility between buildings or historic views. There are conflicts however. Some of the barriers are trees and this conflicts with the need to increase and link wildlife corridors especially along the river Skerne. Further, the removal of fencing (and enhancing access directly from the railway station) increases the risk of security breaches. As the primary overwhelming significance of the site is the railway buildings and the relationships between them, the solutions need to favour the significance of the buildings and in the case of tree loss, look to other places identified in the Local Plan (such as other stretches of the Skerne river bank) to replace the planting with native species.

The target visitor numbers for the RHQ are ambitious. To sustain high visitor numbers beyond 2025, an invigorated communications strategy will be required to ensure that the site remains on the visit list for locals and visitors alike and continues to have the political support of elected members so that budgets are ring fenced for maintenance and continuing site development including refreshed museum displays.

A considerable number of people representing key partners contributed to the writing of this CMP by freely sharing information and expertise. Detail and action plans identifying policies and actions to address the above, along with other aspects of the site management, were agreed with these partners.

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APPENDIX A - THE PIONEERS OF THE RHQ

John Carter

JOHN CARTER AND THE SAVING OF THE SKERNE BRIDGE

This is an extract (with updates) from an article on John Carter by Brendan Boyle which was first published in *The Globe* in July 2017, 3.

The most evocative image of the early railways anywhere in the world is, without doubt, John Dobbin's Opening of the Stockton and Darlington Railway in 1825, depicting the packed processional train, hauled by Locomotion No.1, crossing Ignatius Bonomi's glorious Skerne Bridge. It was the source for many subsequent paintings and drawings - including that on the Bank of England £5 note from 1990 to 2002.

But is it wrong in a fundamental detail? Was the bridge, as painted, not actually Bonomi's design? Was it not really like that in 1825 - not that graceful?

Darlington-born Dobbin, brought up a quarter-mile from the painting's viewpoint (next door to Edward Pease in fact), surely witnessed the opening scene but he was only 10 at the time. Rather oddly, despite becoming a landscape artist in his twenties he didn't record the historic event that took place on his doorstep until its 50th anniversary in 1875. He would have recalled clearly the excitement of the day, but for the details of the bridge and its setting Dobbin must have returned to his old vantage point. After all, the bridge's appearance was unchanged, wasn't it?

Well no, it wasn't actually. Apparently unrealised by railway and architectural historians, the Skerne Bridge showed signs of weakness just three years after being brought into use. Bonomi may have been the Surveyor for Bridges for Durham county as well as an architect but he had never designed a railway bridge before.²⁰³ Nor could he have anticipated the volume of use it would get, and so soon.

His client, the Railway Company which had briefed him, certainly hadn't. It had, for instance, initially expected an export trade of coal from Stockton - all of it passing over the bridge - of around 10,000 tons,²⁰⁴ but in the year to 30 June 1827 that trade reached 18,000 tons, and in the following 12 months exceeded 52,000 tons.²⁰⁵ Meanwhile, passenger traffic, originally forecast to be minimal, was estimated at 30-40,000 people by 1826-1827.²⁰⁶ With usage like that, the bridge - a crucial link in the line - would be under severe pressure. Literally. By late 1828 or very early 1829 the Company had become concerned at detectable damage to the 'battery' or embankment of the bridge, to either side of its central portion. For a solution, they turned not to Bonomi, but to their part-time inspector of works and designer of buildings, John Carter.

Carter was not a trained architect or bridge surveyor but an experienced stone mason with a good knowledge of the bridge, having acted as inspector of it for the Company during its

²⁰³ George Stephenson was originally commissioned to build the bridge in iron and stone but had trouble with the foundations and the Company eventually asked Bonomi if a stone arch could be designed; by November 1824 he was giving advice on its construction. It is known that the bridge had to be strengthened at the sides seven years later. See 'Ignatius Bonomi of Durham, Architect', JH Crosby, City of Durham Trust, 1987.

²⁰⁴ See 'A Report Relative to the Opening a Communication by a Canal or a Rail or Tram Way, From Stockton, By Darlington, to the Collieries' (the 'Overton Committee'), 1818.

²⁰⁵ Actually 18,588 tons by June 1827, which the S&DR directors said in a report to the Company general meeting of 10 July 1827 "surpassed their most sanguine expectations". And 52,290 tons by June 1828. From 'The North Eastern Railway: Its Rise and Development', WT Tomlinson, 1915, p136.

²⁰⁶ Tomlinson, p131.



construction.²⁰⁷ His age was the same as Bonomi's (both were born in 1787) but their backgrounds were not - Bonomi was the son of an Italian architect, his godfather was the Earl of Aylesford, he designed homes for the aristocracy and achieved a listing in the Oxford Dictionary of National Biography.²⁰⁸

Carter was a village man, a son of Heighington, born a mile and a half from the spot where in 1825 George Stephenson would place Locomotion 1 on the rails. He designed for the S&D some of the oldest railway buildings still existing anywhere in the world - yet he isn't mentioned even in the histories of Heighington.²⁰⁹

He seems to have first come to the attention of railway historians in Bill Fawcett's excellent 2001 book.²¹⁰ Carter was also commissioned to design the S&D's three railway pubs, at Stockton (1826), Darlington and Aycliffe Lane (now Heighington Station; both 1826-27) - three of the first four railway pubs in the world and all still standing (albeit not all as pubs). Bill also revealed that "the best-known of early S&D buildings, the so-called booking office at St John's crossing in Stockton" was another of Carter's designs.²¹¹ The distinctive, canted-fronted building (1825-26) was actually the weigh house and office built to collect tolls at Stockton end of the line. It also still stands, just along from the Company's former pub. Mr Fawcett touched on much of John Carter's work for the S&D (albeit not his work on the Skerne Bridge embankment) but said nothing about him as a person, or why, after being one of the most-named individuals in early Company records he disappeared from them around 1830. I have now found out much more about Carter and believe he is somebody who deserves proper recognition for his work on this pioneering railway.

John Falcus Carter was born in Heighington to parents who had married in Heighington and grandparents (or at least one set of them) who had done likewise.²¹² His name seems to have been a tribute to a great-uncle, John Falcus, who was clerk of the Kirk Merrington Turnpike Road which ran through the village; a respected position requiring an educated man.²¹³

Everything about Carter's personal life revolved around Heighington except for one thing: his wife Jean was Scottish - from Perthshire - a rarity in an English village at that time. As there is no record of their marriage in Heighington they presumably married in Scotland.²¹⁴ The

²⁰⁷ See 'A History of North Eastern Railway Architecture, Vol. 1: The Pioneers', Bill Fawcett, North Eastern Railway Association, 2001; p13, based upon NA RAIL 667/30, 17 Dec 1824.

²⁰⁸ See 'Bonomi, Ignatius Richard Frederick Nemesius (1787-1870)', Peter Meadows, Oxford Dictionary of National Biography, Oxford University Press, 2004.

²⁰⁹ Such as 'The Parish of Heighington, A Thousand Years of History', Hilary W Jackson, WEA Darlington Branch, 1990.

²¹⁰ Fawcett 2001.

²¹¹ Fawcett 2001, p13

²¹² John Falcus Carter was christened in Heighington in 1787; no date is given but the order of the parish record suggests it was probably late May or early June: Durham Diocese Bishop's Transcripts, Heighington parish 1765-1821 (familysearch.org). His parents were not named in the summary transcript but were almost certainly Thomas Carter and Ann (nee Blakey) who married at Heighington in July 1786. Ann's parents - Carter's grandparents - Thomas and Margaret Blakey (nee Falcus) had married in Heighington in 1761. Marriage information: 'Marriages from the Heighington Registers (1570-1837)' (<http://genuki.cs.ncl.ac.uk/Transcriptions/DUR/HEI.html>).

²¹³ . A John Falcus of Heighington, clerk, published official notices for the turnpike trust between at least 1767-89: see Newcastle Courant 6 June 1767, 25 Jan 1777, 27 Mar 1779 and 31 Jan 1789, and Newcastle Chronicle 5 Mar 1774. He died in 1790. He seems to have been a gardener at Walworth Castle when younger in 1759 (property sale notices in the Newcastle Courant 23 June to 28 July 1759), which suggest he could have been born in the 1730s. John Carter's grand-mother Margaret Blakey (nee Falcus) was likely to have also been born in the 1730s or c.1740 in order to have married in 1761. The rarity of the surname in the village and apparent similarity in ages suggest that John and Margaret were closely related - perhaps brother and sister.

²¹⁴ Jane, 'first daughter of John Carter, native of this parish, by his wife Jean Stuart (sic), native of Dunning, County of Perth, North Britain', was born on 12 June 1812 and baptised in Heighington on



couple had six - or probably seven - children baptised in Heighington between 1812 and 1828. John was described in their baptismal records as a mason, one of two listed in the village in Parson & White's 1828 directory. On some occasions, he was described as a builder. He must have stood out as someone literate and with good draughting and organisational skills to be taken on by the Railway Company as part-time Inspector of Masonry by 1824. Freemasonry connections with at least one of the founding Pease family may have helped.²¹⁵

Living so close to the new railway line will have been a considerable advantage as Carter designed and supervised S&D projects along its whole length, from Stockton to the Haggerleases branch beyond Shildon. He was probably the world's most frequent railway passenger in the 1820s...

The last date I have found for John Carter in the S&D files at the National Archives was 26 December 1829. He may have simply fallen out of favour with the Company but illness more likely played a part. He certainly had intimations of his mortality by October 1830 as - at the age of just 43 - he made a will (the S&D's solicitor Francis Mewburn was one of the witnesses and probably drafted the legalese).²¹⁶ He died on 23 January 1831 and was buried where he was baptised, at St Michael's church in Heighington. Carter left at least three houses in the village to be sold off "with all convenient speed after my decease". The executors were to invest the proceeds and:

"to pay the interest dividends and annual produce... into the proper hands of my dear wife Jean Carter for... [her] benefit... and for the maintenance education and bringing up of my children". The houses can't have raised a fortune, however,²¹⁷ as the Carter family went on to live simply: Jean became a grocer; their eldest daughter Jane married a Darlington blacksmith (she called her first son John Carter Lightfoot); and his youngest child William became a trooper in the Horse Guards. John's fifth-born, Caroline, did go on to become a member of one of the wealthiest households in England - but only as a housemaid.²¹⁸ Not a mason, an architect or a saviour of a railway line among them: John himself had been the lot.

However there remains a mystery. When the S&DR decided to double the line in 1831 they also needed to widen the bridges. The contractor responsible for doing this, was one John Carter, from Heighington!

John Harris (1812-1869)

John Harris took up his duties with the S&DR in 1836 and remained resident engineer until 1847. After completing his term of pupilage with Thomas Storey, he became Engineer to the

the 19th: Bishop's Transcripts, parish records as above. Jean Stewart was the daughter of Alexander Stewart and Jean Marshall of Dunning, born 26 Dec 1788: Scotland Births and Baptisms, 1564-1950 (familysearch.org).

²¹⁵ John Falcus Carter's gravestone is one of the most elaborate in St Michael's churchyard in Heighington, heavily embellished with symbols which appear to a layman to go beyond stone masonry into freemasonry. Although Quaker beliefs - the core religion of the S&DR's founders - are not normally considered compatible with Freemasonry the website of Darlington Freemasons' Restoration Lodge says with pride that: "In the early days many men of note have been members... members of the well-known Pease family were in the Lodge, including one who was a founder of the Stockton and Darlington Railway." (www.restoration111.org/history.html).

²¹⁶ The will is in the North East Inheritance database of Durham University (familyrecords.dur.ac.uk/nei/data/neisearch.php).

²¹⁷ The estate was valued at probate at £300.

²¹⁸ The later family details come mainly from Censuses 1841 onwards. In the 1851 Census Caroline Carter was one of thirteen staff in the Westminster household of the banker Henry Hoare and his wife Lady Mary.



Stockton and Darlington Railway Company, and was engaged both in the maintenance of the permanent way and works of that line, and in the construction of new works and branches connected to it. He was one of the earliest to recommend and adopt wooden sleepers for railways in preference to stone blocks, which at that time (1839) were commonly used (ICE 1871 obituary). His duties as resident engineer included responsibility for all new works on the railway whether civil engineering or buildings. Harris was responsible for S&D buildings until the summer of 1844 during which time he extended the Goods Shed in what must have been one of his first jobs as resident engineer and he designed the first proper station for Middlesbrough and the nucleus of the present North Road station (Fawcett 2001, 115). In the year that North Road Station opened, he was also Assistant Engineer on the construction of Middlesbrough Dock and he supervised the construction of the Shildon Tunnel (ibid). Given the extent of his responsibilities it does beg the question to what extent his role at North Road Station was 'hands on'. However, his association with the station, as its first designer and the person who set out the Italianate style which others would follow, is therefore of considerable historic interest. The S&DR bridge over High Northgate dates to 1856, therefore after the period when Harris worked for the S&DR, but the name HARRIS appears alongside the date of the bridge on the parapet. Further research is required, ideally by trawling company minutes, for find out if John Harris was used to design the bridge on a consultancy basis.

Thomas MacNay



McNay Street, just off North Road, is named after Thomas MacNay. He was the S&DR's secretary 1849-69 and company director of South Durham Ironworks on the Blackwell Estate along with H. Pease, J. B. Pease, and A. Kitching. (see Holmes 1975, 64)

However, his career with the S&DR started with a more humble position. Born at Wallsend, he was apprenticed to Hawthorn's Engineering Works at Newcastle.

MacNay joined the S&DR in October 1832. Initially employed on trial as a storeman, he went on to become the company's draughtsman and accountant. He was appointed Secretary of the S&DR in 1849. Self-educated, he was instrumental in the creation of the staff's Railway Institute in Shildon and the most vocal proponent of Shildon's first library.

After spells as the Secretary of the Auckland and Weardale, Wear Valley and Middlesbrough branches of the NER, he ended his days as Secretary of the Railway's Darlington branch. He oversaw the construction works for the Carriage Works in 1853.

One of his most significant contributions to rail safety was as part of a team which introduced the block signalling system across the network. This prevented two trains entering the same section at any one time.²¹⁹ This he did along with W. Bouch, G. Stephenson, R. Brown & J. Dixon who investigated block signalling after the tail-end collision in Stockton Cut on 4 April

²¹⁹ George Smith 2019 A Railway History of New Shildon



1865.²²⁰ It was Bouch, MacNay & Stephenson who went on the fact-finding visit to London to view the block system in operation and who came back to recommend it to the Board.²²¹

His associations may therefore be stronger with Shildon and possibly the S&DR's former offices in the town centre (all destroyed), but the street name (incorrectly spelled) keeps his associations with the S&DR alive. He is therefore of some historic interest to the RHQ.

*William Peachey*²²²



Peachey started to work for the S&DR about 1858 and his role started at a relatively junior level. Unlike many other S&DR appointments, he was not a Quaker, but a Baptist and this may have resulted in him obtaining fewer commissions from the S&DR and certainly fewer private commissions from the Directors. He was the designer of the 1861 Engine Shed on Whessoe Road (allegedly). He was referred to as the S&DR's architect in 1862 and briefly an architect for the NER after the amalgamation and in both capacities he made a number of significant alterations to North Road Station. His main contribution to the station was the alterations after the amalgamation with the NER and it is his set of plans which are the earliest to survive dating to 1864. He designed glazed verandah roofs to extend the shelter of the island platform and he extended the island platform. He altered the configuration of many rooms and supervised the construction of the first floor in 1876 before moving to York.²²³ He was responsible for a variety of buildings from further afield and was happy to produce buildings to the classical Italianate style such as Saltburn Station or Grange Road Chapel (1870-1) in Darlington or the neo Gothic such as Middlesbrough Station, but his true love appears to have been for the neo Gothic.²²⁴ His neo Gothic tendencies were restrained however at the station where the architectural character had already been established in the Italianate style. However there are a few flourishes of large doorways with deep roll moulding, but these appear to pre-date his appointment suggesting that he was not responsible for them. His association with the RHQ is therefore of **considerable historic interest** because much of his designs provide the present day character of the station.

Edward Pease (1767-1858)

George Stephenson might have never been employed by the S&DR if it had not been for Edward Pease. Edward Pease's associations are stronger at his home further south down

²²⁰ TNA RAIL 667/212

²²¹ Thank you to Neil Mackay of NERA for this information

²²² Image from

<http://www.railwayarchitecture.org.uk/People/architects/William%20Peachey/William%20Peachey.htm> [accessed 16.11.14]

²²³

<http://www.railwayarchitecture.org.uk/Location/Darlington/Darlington%20North%20Road%20Station.htm> [accessed 16.11.14]

²²⁴

<http://www.railwayarchitecture.org.uk/People/architects/William%20Peachey/William%20Peachey.htm> [accessed 16.11.14]



Northgate (and currently outside the RHQ), but he enabled the railway to be designed and paid for through his Quaker and banking associations plus his own personal wealth. He influenced the design of buildings through his desire for architectural simplicity and this is why the RHQ buildings are modest and classical. He went on to be acknowledged as the Father of the Railways by his contemporaries and the next generations and as such was invited to lay the foundation stone for the plinth for Locomotion No.1 in 1857 at North Road Station (he declined due to his age. The plinth has long gone and Locomotion No.1 has been transferred to Locomotion in Shildon, but will make regular long stay visits to the RHQ). The strong Quaker influence also ensured that the company would go on to employ or have strong links with many other Quakers such as the Kitchings and Sparkes.

The museum has a number of exhibits that relate directly to Edward Pease including a sofa accessioned as having come from his kitchen, but more likely to be from his parlour. The museum also has on loan, Pease's town carriage from 1840.

The RHQ also has connections with other Pease family members. It was Joseph Pease who funded the restoration of Locomotion No.1 so that it could be made into a museum piece. Henry Pease developed gardens alongside the branch line – these survive as The Denes, but are outside the RHQ.

Joseph Sparkes (1817-55)

JOSEPH SPARKES, Architect and Builder, Darlington, has a Vacancy, in his OFFICE, for a well-educated Youth, as an APPRENTICE. Good hand-writing, and a taste for Mechanical and Architectural Drawing desirable. A Friend preferred. Darlington, 4th Month, 1853.

Extract from The British Friend, 5th month 1853, p130. Presumably the successful candidate would work on the plans for North Road Station.

Sparkes was a local architect and a Quaker who was responsible for the alterations of North Road Station dating to 1853, with Harris as contractor. He also designed a number of other local buildings including the Mechanics' Institute in Darlington in 1854. Sparkes and Harris lengthened the departure platform at both ends and may have also lengthened the

train shed at the same time. The ends of the train shed walls were fitted with rusticated stone piers which Sparkes had also designed at the nearby carriage workshops (Fawcett 2001, 116). These in turn were copied a few years later for an additional set to terminate yet another extension. However an earlier sandstone pier exists which seems to predate the other ones suggesting that the design may have originated with the 1842 building and that would be to the credit of Harris. Nevertheless as the designer of the first major extension to the station his association is of some historic interest.

George Stephenson (1781-1848)

George Stephenson was responsible for the design of the first railway engines, track and engineering features used on and adjacent to the site. It was Stephenson who introduced the use of 'standard gauge' and it was Stephenson who brought to the S&DR many construction workers and engineers from Northumberland and Newcastle to work on the line. Some of these workers left with Stephenson once the initial construction phase was complete, others stayed behind to construct more buildings, extend the line and drive or maintain locomotives.



Stephenson's national historic importance adds weight to this aspect of the significance of the site, as much of his early railway design was tested on the early Stockton & Darlington route. However, he moved away to work elsewhere shortly after the railway opening and the route of the Darlington branch line was not the one that Stephenson had surveyed (although he was tasked to design the depots). His considerable historic interest is therefore associated with the whole line rather than the RHQ where his impact was of some historic interest.

The other George Stephenson (1807-1881)



This George Stephenson was to have a huge influence on the running of the S&DR and was a well-known, perhaps a feared presence amongst the staff who worked within the RHQ and beyond.²²⁵

George's first railway job in 1835 was as a platelayer.²²⁶ His talents were evidently more desk-oriented, though, as by 1839 he was a clerk in the Company's Railway Coach office in Darlington, in a position of modest seniority - a letter of complaint from a junior colleague suggests that he could be overbearing.²²⁷

The June 1841 Census recorded George, still a clerk, by himself in one of five dwellings (three occupied by railway families) at what the enumerator described as 'Railway Station'. It is not clear which buildings these were as

proposals to build North Road station

- which eventually incorporated a number of cottages - were not accepted by the Company before August 1841.²²⁸ It is likely that they were the cottages converted out of the first merchandising station of 1827.

By March 1847, however, a directory was describing him as a 'superintendent' for the railway²²⁹ and the family's home was now said to be 'Railway Cottage' - a large detached property in its own grounds just north of the railway on North Road.

A year later, at the age of 39, he was listed in another directory as 'station master'.²³⁰ The 1851 Census confirmed his occupation as station master and his abode as Railway Cottage. He occupied that post for a handful of years, continuing his upward progression by being promoted soon to the role of passenger superintendent. Then in 1854 he succeeded to responsibility also for the Railway's goods movements.²³¹ In other words he became the

²²⁵ Boyle December 2020, 3

²²⁶ DST, 12 Nov 1881

²²⁷ Letter from Thomas Hutchinson to Samuel Barnard, S&DR Company Secretary, 8 Aug 1839. (National Archives RAIL 667/1114.) Hutchinson was a 20-year old clerk. He went on to work many years for the S&DR as their coal agent at Stockton.

²²⁸ The Early Railway Buildings at North Road, Darlington Borough Council (DBC), April 2006 (para.5.5). In 1830 the S&DR company considered converting two bays of the lower floor of the former Merchandising Station into cottages. In 1833 it was converted into a passenger station which included one dwelling and then further conversion of the space created more cottages in 1835 and 1843 (Bill Fawcett 2001, 17-18).

²²⁹ White's directory 1847 (March).

²³⁰ Slater's directory 1848 (June).

²³¹ Northern Echo (NE) 12 Nov 1881



manager of both goods and passenger traffic for the whole S&DR network. His office remained at North Road station - the heart of the S&DR - and his home at nearby Railway Cottage.

The development of railway stations on the S&DR had taken a lead from coaching inns and so unsurprisingly, the S&DR invested in inns to provide hospitality and shelter. Soon, these railway taverns were to be found along the line. George Stephenson had strong views about this and wrote to *The Times* and copied in many other newspapers across the land from his offices (presumably the Goods Agents offices on McNay Street) in 1860.²³²

*'Stockton and Darlington Railway, Manager's-office,
Goods and Passenger Department, Darlington, Sept 6.*

Dear Sir, - You ask for my opinion 'as to the effects of selling drink at Railway Stations'. To this I can unhesitatingly reply, the effects are most pernicious. On this subject I can speak from experience, for the Stockton and Darlington Railway Company, since I became acquainted with it (twenty five years ago), has had a fair trial of both sides of the question. In the days of stage-coach travelling it was the universal custom to book passengers at inns, and when the first railway was opened, the stations were not considered complete without a portion of it being set apart for the sale of drink. Consequently full provision for supplying this kind of 'refreshment' was made at every station on the line. This arrangement, which was at first considered an absolute necessity, continued in force for several years, and this gave us an ample opportunity of witnessing the effects of that side of the question.

These effects may be summed up in a few words. The temptation to drink being placed so prominently before the company's servants, led to habits of drinking among them, and, consequently, neglect of duty. Porters were 'treated' by passengers and sometimes got to think more of the drink than their work. Cases of drunkenness occurred amongst passengers which would not if drink had not been so easily obtainable. Delay of trains not infrequently happened in order to give opportunities for obtaining this 'refreshment'. We had greater liability to accidents, which were of too frequent occurrence, together with all the annoyance and inconvenience of having men to do the work who were not always to be depended upon.

All these results being fully demonstrated by experience, led to the ultimate abolition of drink from the railway stations. Although in a pecuniary point of view it appeared a sacrifice, the duty to abolish the traffic became so apparent, that the directors could no longer hesitate to make the change. It is now some years since this was done and I am happy to say we never yet had cause to regret it.

There is not now a station on this, the oldest line in the kingdom, where intoxicating drinks are sold, and I hope that this state of things will ever continue. I am not aware that any other railway company has adopted this plan, but am satisfied that if all railway companies were to do away with the sale of drink at their stations, they would be best consulting the interests of the shareholders and the welfare of the travelling public.

There is no question but that much property and many valuable lives are annually sacrificed through drink; and, therefore, everything that we can possibly do should be done to lessen the facilities for obtaining it. I am every day more and more convinced that, if we want to prevent drunkenness we must remove the temptation to drink out of the way.

If a railway company allows drink to be sold at their stations, they ought not to be surprised if some of the men occasionally get intoxicated and neglect their duty. And when we consider that the slightest inattention of an engineman or guard, pointsman or signaller, might be

²³² Reproduced from the Durham County Advertiser (DCA), 21 Sept 1860.



productive of the most fearful consequences, it seems impossible to take too much precaution. By removing the temptation to drink as far away as possible, we adopt one great means of keeping a sober set of men. That such has been the result I am perfectly satisfied, and have no doubt that if all railway companies would follow the example they would bear me out without exception. I remain, Dear Sir, yours truly, GEO. STEPHENSON'.

George remained in the same senior managerial post for many years and continued after the amalgamation of the S&DR with the North Eastern Railway Company (NER) in 1863 when his job title was 'Goods and Traffic Manager of the Darlington Section of the NER'.²³³

His responsibilities extended a lot further than the original S&DR line: 'from Penrith in Cumberland to Loftus-in-Cleveland ... it ramified into the very heart of the Northern coal and iron fields. Besides ... the main line, he had under his control the Guisbrough, Battersby, Richmond, Stanhope, Middleton, Benfieldside, and Tebay lines - making a total of more than 200 miles'.²³⁴

He moved away from his house next to the mainline in the early 1870s to a quieter, less industrialised location at Middleton One Row, but he kept on the house at North Road for his son and to ensure that he retained voting rights in the borough. He regularly commuted to work from Fighting Cocks Station to North Road and showed considerable reluctance to retire. He died of lung disease in 1881 and is buried in West Cemetery in Darlington. His long association with the railway was probably the reason that Stephenson Street, just off McNay Street was given its name.

Thomas Storey (1789-1859)

Thomas Storey (1789-1859) was one of the many talented people brought to the S&DR through their connections with George Stephenson.

Born in Make Me Rich Farm near Ponteland on the 7th December 1789 to Alice Storey (nee Hindmarsh) and William Storey; he went on to be educated at Stamfordham. He served an apprenticeship under Mr. Watson, of Willington, and then in Lancashire where he was employed by Messrs. Clark, Roscoe, and Co., as their Mining Engineer in Lancashire, in Wales, and in Shropshire.²³⁵ He married Elizabeth Scott in c.1810 and together they had six children.

He was related to George Stephenson through his mother Alice, who was the sister of George's second wife Elizabeth Hindmarsh, married in 1820. Thomas was released from his employment in 1822 in order to join Stephenson on the Stockton & Darlington Railway. He moved to St. Helen Auckland to be near his work and spent the rest of his life there.

Between 1822 and 1825, before the line was open, Thomas was in charge of the construction of the S&DR from Witton Park colliery to Heighington Lane (now on the edge of Newton Aycliffe). He also oversaw the construction of the first enginemen's houses at

²³³ White's directory 1867.

²³⁴ Northern Echo, 12 Nov 1881.

²³⁵ ICE Memoirs pp182-183 Downloaded by Caroline Hardie on 25/08/22. Copyright © ICE Publishing, all rights reserved. <https://www.icevirtuallibrary.com/doi/pdf/10.1680/imotp.1860.23616>



Etherley and Brusselton.

As engineer to the S&DR,²³⁶ Storey's work extended along the whole line, but mostly as far as Darlington. This included supervising the construction of the Haggerleases branch line, designing the skew bridge near the terminus, surveying the Middlesbrough branch line (and the alternative route not chosen at Haverton Hill) in 1827. He attended parliamentary committees to be cross examined on the proposed Middlesbrough branch in 1828, designed a stone bridge to cross the old route of the river Tees, oversaw and contracted out the work on the Middlesbrough branch – much of his work overlapping with his work on the Haggerleases.²³⁷ He also designed and oversaw the construction of the Goods Shed at North Road in Darlington between 1832-3, designed new bridges as part of the widening of the S&DR mainline in 1831-3 and trained up the S&DR's next engineer John Harris who took over in 1836.²³⁸

No wonder at the opening ceremony of the Haggerleases branch in 1830, one of the many toasts was to '– "Mr Storey", to whose professional skill and individual perseverance the Company and the public are alike indebted".²³⁹

Storey's obituary published by the Institution of Civil Engineers²⁴⁰ described Storey:

'In person, Mr. Storey was tall and athletic, and capable of undergoing great fatigue. He possessed great decision of character, and was deservedly respected for his strict integrity and honesty of purpose. He was as scrupulously just, as an employer, towards those who served under him, as he had been when an agent, to those under whom he served. During the last few years, he lived in retirement, his health not permitting him to undertake any great public work.'²⁴¹

He died after a short illness, on the 15th of October 1859, aged seventy years old.²⁴² This was only three days after Robert Stephenson whose death dominated the local press.

Thomas is buried in the churchyard at St Helen's Auckland with other family members.

²³⁶ Bill Fawcett pers comm, quoted in Archaeo-Environment 2013, 26. However the 1828 Parson & White's Directory Vol II listed '**Thomas Storey, Agent to the Railroad Co.**' under St. Helen's rather than engineer.

²³⁷ Archaeo-Environment 2018, 45

²³⁸ Archaeo-Environment 2013, 83 and List Entry Numbers: 1478390, 1478497, 1478498 for surviving listed bridges designed by Storey between School Aycliffe and Darlington

²³⁹ Durham Chronicle 8th May 1830

²⁴⁰ He had been a Member of the Institution of Civil Engineers for thirty years, having been elected on the 12th of May 1829

²⁴¹ Thomas Storey Obituary 1860 ICE Virtual Library p182 Accessed <https://www.icevirtuallibrary.com/doi/pdf/10.1680/imotp.1860.23616> 17/01/22

²⁴² Thomas Storey Obituary 1860 ICE Virtual Library p182 Accessed <https://www.icevirtuallibrary.com/doi/pdf/10.1680/imotp.1860.23616> 17/01/22

