

An aerial photograph of Durham City, showing the River Ure flowing through the center. The city is surrounded by lush green trees, and the Durham Cathedral is visible in the background. A stone bridge crosses the river in the foreground.

# **Durham City Conservation Area Management Plan**

## **Part 2: Conservation Area Character Appraisals**

### **Durham City Crossgate Conservation Area**



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## I. Introduction



## 1.1 What is a Conservation Area?

The statutory definition of a conservation area as defined in the primary legislation, the Planning (Listed Buildings and Conservation Areas) Act 1990 is:

***"An area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance"***

In determining the above there is no specific set criteria upon which an area is designated, but there are a number of key elements that are generally considered including the topography and landscape, building ages and architectural styles, the materials used and detailing, street patterns, land uses, the public realm, green spaces, boundary treatments, and views, and other elements.

The extent to which buildings and structures contribute positively generally derives from their frontages onto the street that is most experienced in the public domain. But in many places the sides and rears of buildings and streets can also be viewed particularly in Durham City where many buildings and areas are seen three dimensionally owing to how the buildings respond to the landform and how the city have evolved over the centuries.

Spaces can contribute very positively, connecting buildings and places, dictating movement and creating interactions, these range from key historic Civic spaces such as Durham Market Place, to the contemporary Millennium Square, the series of narrow historic vennels and lanes, and the riverside footpaths providing different experiences.

Green spaces are in abundance in Durham City and are fundamental to its special character and visual appearance, they vary widely in type, use and extent ranging from large areas of ancient woodland, local nature reserves, community allotment gardens, public parks, private front gardens in the streetscene, roadside verges and street trees.

The surrounding landscape and green infrastructure assets can have high scenic and aesthetic qualities that enhance the setting of buildings, streets, spaces and the city as a whole. While all of the above, and the varying topography can provide very different visual experiences, create notable historic landmarks and a range of different views that adds to the area's distinctiveness and sense of place.

The designation of a conservation area gives the Local Planning Authority (LPA) certain statutory duties:

- **s69(1)** requires the LPA to designate any areas which they consider to be of special architectural or historic interest as conservation areas,
- **s69(2)** requires the LPA to review such designations from time to time.
- **s71(1)** requires the LPA to formulate and prepare proposals for the preservation and enhancement of its conservation areas from time to time.
- **s72(1)** requires that when assessing applications for development in conservation areas, the LPA must pay special regard to the desirability of preserving or enhancing the character or appearance of the conservation areas.



## 1.2 What is the purpose of this appraisal

The key objective of this character appraisal is to define the special interest of Durham City Crossgate Conservation Area. It identifies and evaluates the contribution of the different elements and features contributing to its distinctiveness, sense of place, character and appearance that justifies its designation. It then identifies the issues, problems, potential threats the conservation area faces, and the opportunities, that helps to inform the overarching realistic and deliverable management aims set out in the management strategy.

The appraisal will provide an important tool and evidence base to inform the areas on-going management to ensure its special architectural and historic interest is conserved and where possible enhanced moving forwards. It has been prepared in accordance with Historic England's *Advice Note 1, Conservation Area, Appraisal, Designation and Management*, 2nd ed. (2019)

The appraisals form part 2 of the Durham City Conservation Area Management Plan (CAMP) process. Part 1 is the Durham City Strategic Context document, and part 3 the Management Strategy

The documents should be read in combination, the purpose of the Strategic Context document is to;

- Set out the approach to the protection of the City's special architectural and historic interest and how this can deliver other positive outcomes.
- Set out an overview of the city in terms of its special interest, history timeline, topography & landscape context.
- Provide an understanding of the seven individual conservation areas, their interrelationships and how in combination they inform the overall heritage significance of Durham City.
- Provide a understanding of the process and methodology that has been carried out.
- Set out how the Durham City Conservation Area has evolved from its original designation in 1968 through to its subdivision to seven conservation areas.
- Set out the justification for the designation of the seven new conservation areas.
- Set out how the documents work
- Set alongside other strategies and plans that are in place and emerging.



**Fig 1**, the streetscene view along part of The Avenue, a characterful suburban street dating from the late 19<sup>th</sup> century.



Together the conservation area character appraisal and wider management strategy will:

- Help decision makers to be able to assess the impact of new development proposals and change upon the areas special interest, character appearance and significance.
- Provide a detailed understanding of the areas special interest that can be used to inform future planning decisions.
- Identify positive features to be preserved, and negative features to be improved and identify potential future risks to the areas special interest and character.
- Offer solutions to the issues and potential risks through the management aims and actions.
- Identify positive opportunities for change and improvements.
- Support the delivery of good design and assist in the preparation and implementation of enhancement and regeneration opportunities when they arise.

**Fig 2**, a drone view across the Crossgate Conservation Area showing the layout and compact terraced street patterns, the viaduct spanning North Road, and the areas local and wider landscape setting with green “fingers” penetrating into the urban form.



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## 2. Overview





## 2.1 Location & Description

Durham City is centrally located within County Durham, with the Cathedral and Castle at its heart set on a dramatic peninsula overlooking the River Wear. The city is well connected to many strategic road and rail routes, including the A1(M), and the east coast mainline. The Crossgate Conservation Area occupies the majority of the southwestern part of Durham City Centre.

The conservation area boundary stretches from the river wear gorge in the east, up to North Road and Durham Viaduct in the north, the A167 in the west, and down to Potters Bank in the south.

It comprises of three distinct parts; first is the medieval core of Crossgate, Allergate and South Street. Secondly, is the post c.1900 urban expansion focused around Crossgate Peth and the residential streets of later 19<sup>th</sup> century and early 20<sup>th</sup> century terraced housing. Thirdly, is the semi-rural, landscape dominant area in the south that includes Durham School.

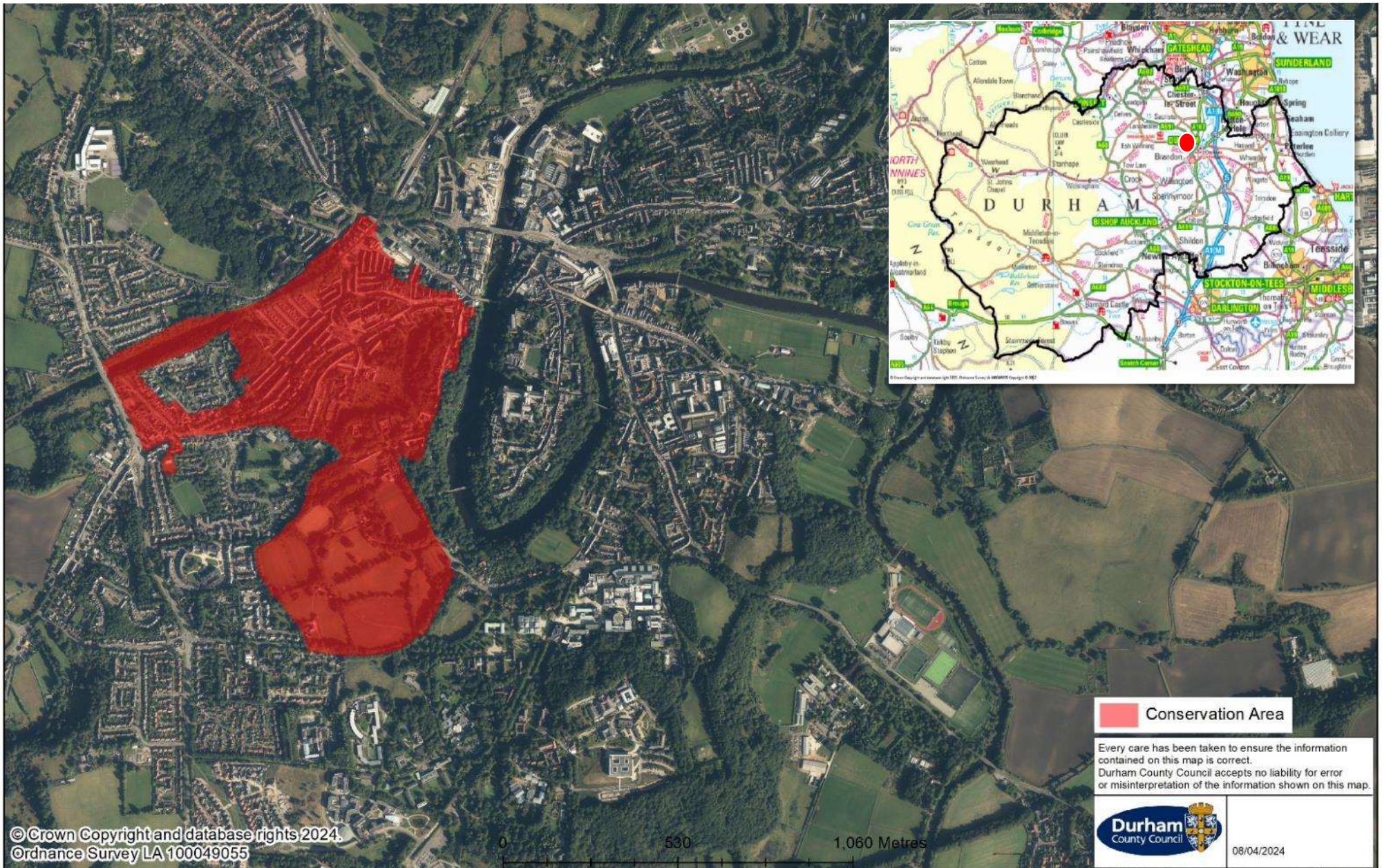
Location plans and a plan of the Crossgate Conservation Area boundary can be found on the following pages.



**Fig 3**, images showing the main streets that form the historic core of the conservation area, Allergate, Crossgate and South Street. They provide different streetscapes of high historic interest, architectural quality and diversity.



**Fig 4.** Below, a location plan of Durham City highlighted in the wider county context. Right, an aerial map showing Crossgate Conservation Area in the wider city centre settlement context



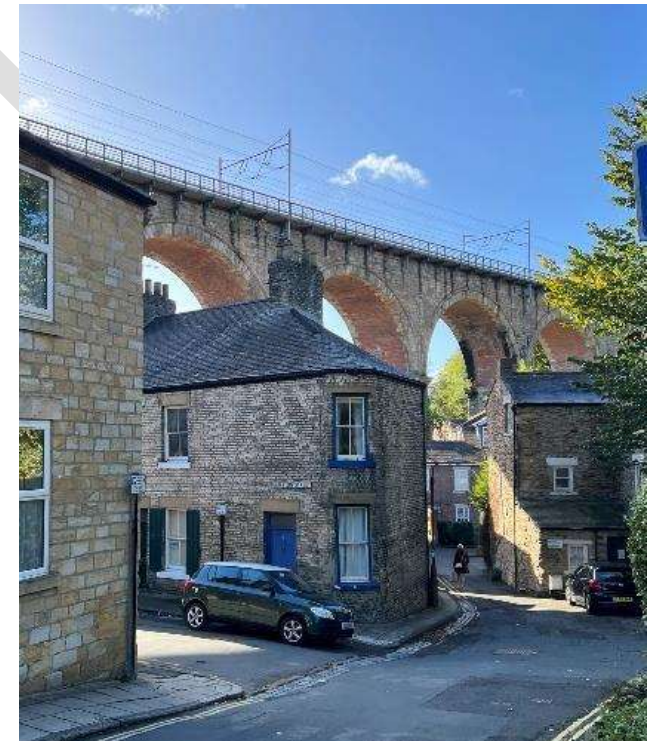


## 2.2 The conservation area boundary

An important part of the appraisal process is to provide an understanding as to how the boundary to the conservation area has been drawn, what is included and what has been excluded, and why certain physical features have been used to define it. The following provides a list of the key points that have informed the Crossgate Conservation Area boundary identification process:

- Focused on the medieval streets that are a fundamental part of the wider medieval town plan and the subsequent later areas of Victorian and Edwardian expansion that is clearly defined with areas of cohesive historic character.
- Area loosely informed by the “old borough” boundary established by c.1250.
- The western boundary logically informed by Newcastle Road that demarcates the urban edge of the city centre.
- The 20<sup>th</sup> century residential development at Farnley Ridge and Farnley Hey Road has been excluded due to being of piecemeal development with no cohesive character and of no special architectural or historic interest.
- St Johns Church is included as a notable historic landmark at this entry point into the city with community/social significance tied directly to the local area.
- St Margarets CofE Primary school and the adjacent housing has been excluded due to being dating from the C20 of no special interest.
- The railway line and viaduct provide a logical boundary to the area in the north. The cutting is included due to the high value unfolding view and experience from the train passing the city centre.
- The northeast boundary is aligned with the rear curtilages of the properties along the north side of Crossgate and Allergate. This separates the residential area from the commercial street of North Road.
- The western boundary is naturally formed by the wooded River Wear gorge.
- Potters Bank forms a natural boundary in the south separating Crossgate from the Hill Colleges (a group of colleges to the south of Durham including St Marys, Collingwood, Grey, St. Aidan’s, Trevelyan and Van Mildert).
- The southwest boundary is aligned with the route of the footpath that skirts around Durham School Grounds and the historic pedestrian route of Clay Lane.

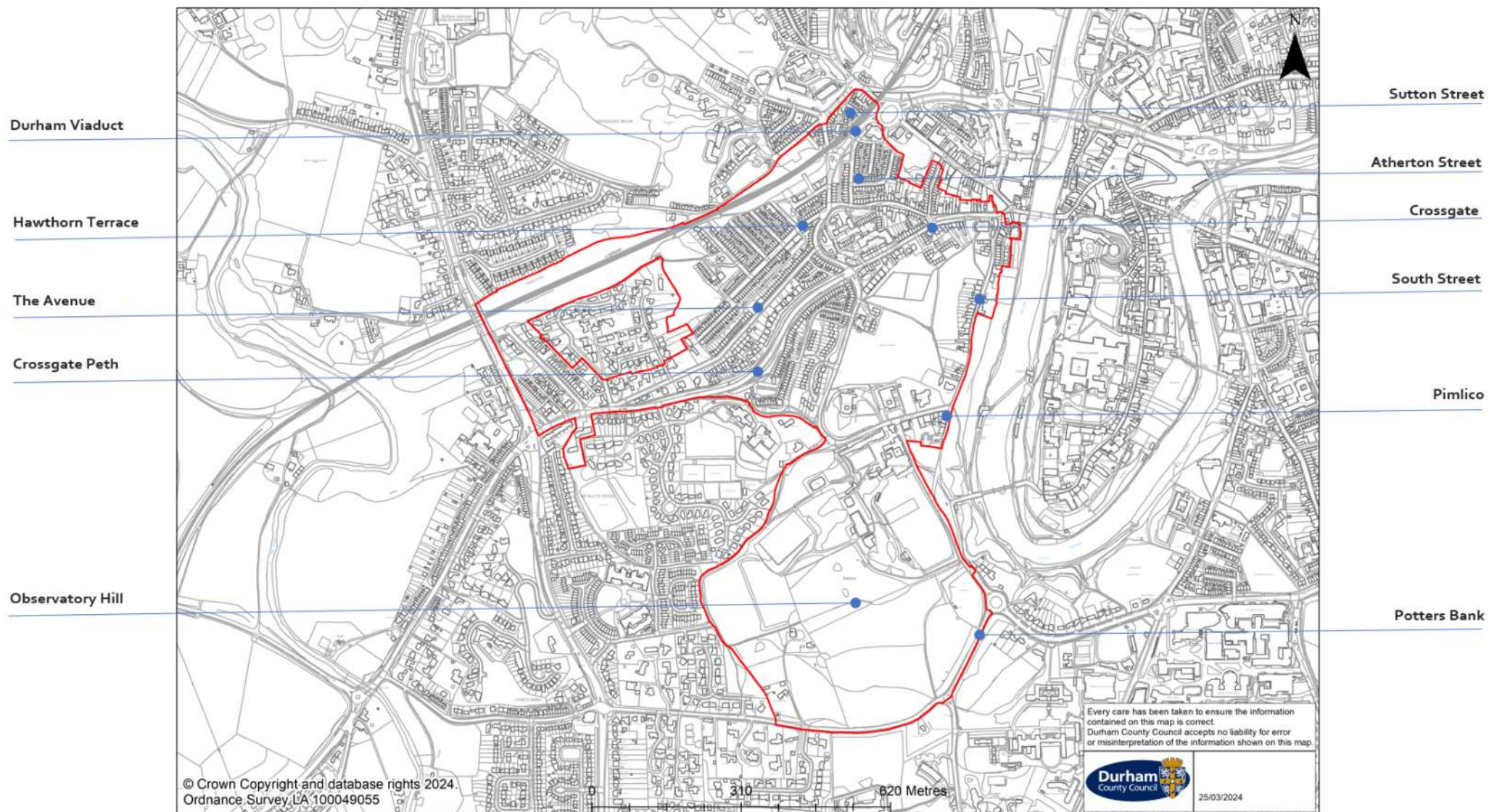
The conclusion is that the conservation area boundary is logically informed representing an important piece of Durham City’s historic townscape and part of its landscape intrinsic to its character and sense of place. This area is identified as possessing a definite architectural quality and historic interest, of legible character to merit designation, that deserves careful management to preserve or enhance.



**Fig 5**, above, the fine well preserved 19<sup>th</sup> century buff brick terrace of Lambton Street directly below Durham Viaduct.



**Fig 6,** Durham City Crossgate Conservation Area detailed boundary map.





## 2.3 Topography & Setting

The unique topography (*the physical form, features and appearance of land surfaces for example rivers, valleys, hills*) of Durham City is one of its most significant features that has shaped its plan and built form, and is a defining characteristic of its special interest.

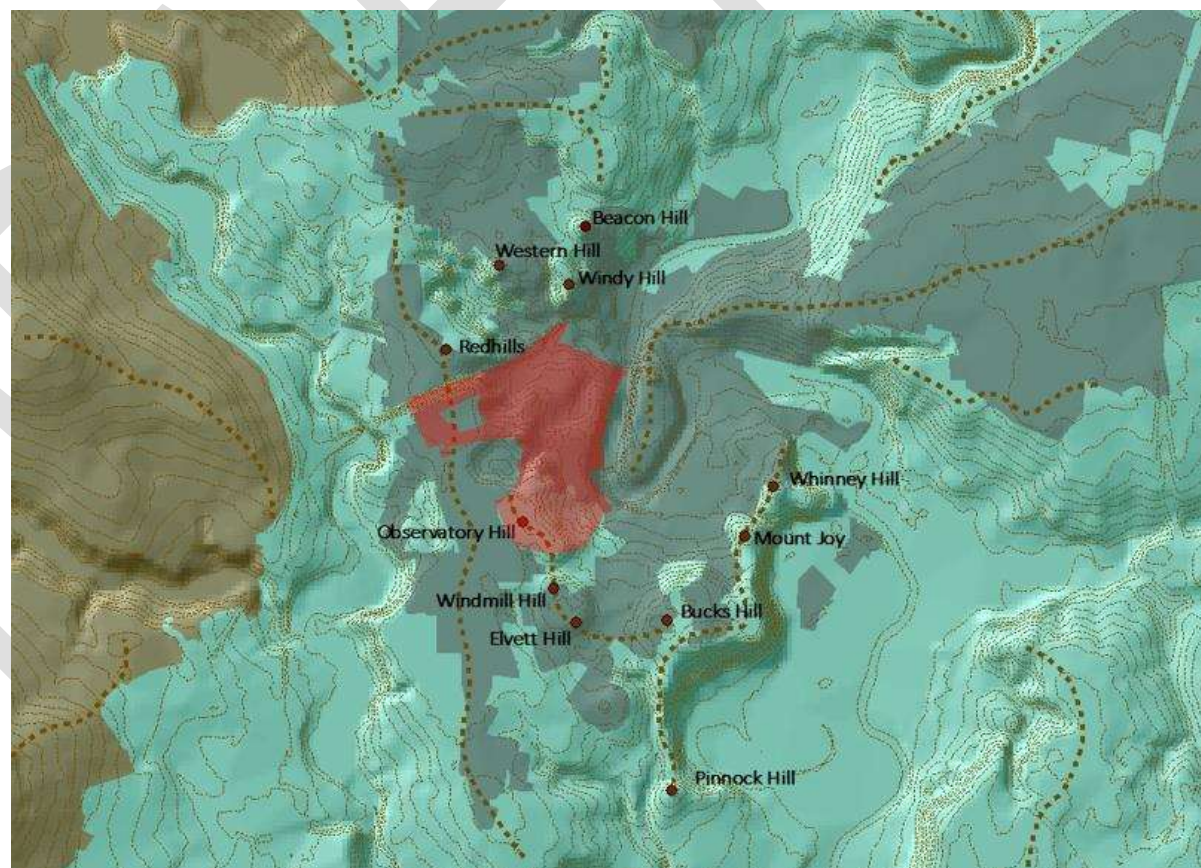
The city lies within a wide belt of coal measure in a broad valley at the confluence of two rivers, the River Browney and the River Wear. In the Ice Age, glacial deposits of sands and gravels were left and choked the river valley. In order to avoid the buried river valley, the river cut into solid rock and created a narrow steep sided gorge, resulting in the dramatic meander around the Peninsula.

The glacial deposits left in the Crossgate area gave rise to gentle and steeper rolling terrain, with nearly all of the Crossgate area constructed on land rising away from the river with the ridge forming part of the feature known locally as the 'Durham Bowl'. This topographical feature contributes significantly to the character and appearance of the conservation area.

The surrounding mature hilly landscape around the City generates a scenic green "wall" backdrop that provides visual containment to the urban area. This can be appreciated in the long ranging views from the higher ground at different points around the city where the built environment is seen nestled into the landscaping.

South Street is a unique street following an ancient route, and occupying a distinctive position perched high on the upper edge of the river gorge. The other residential streets within the area are hilly, rising and falling at different gradients intermingled with flatter areas of land. In the north the built development is punctured by the railway line travelling southwest-northeast.

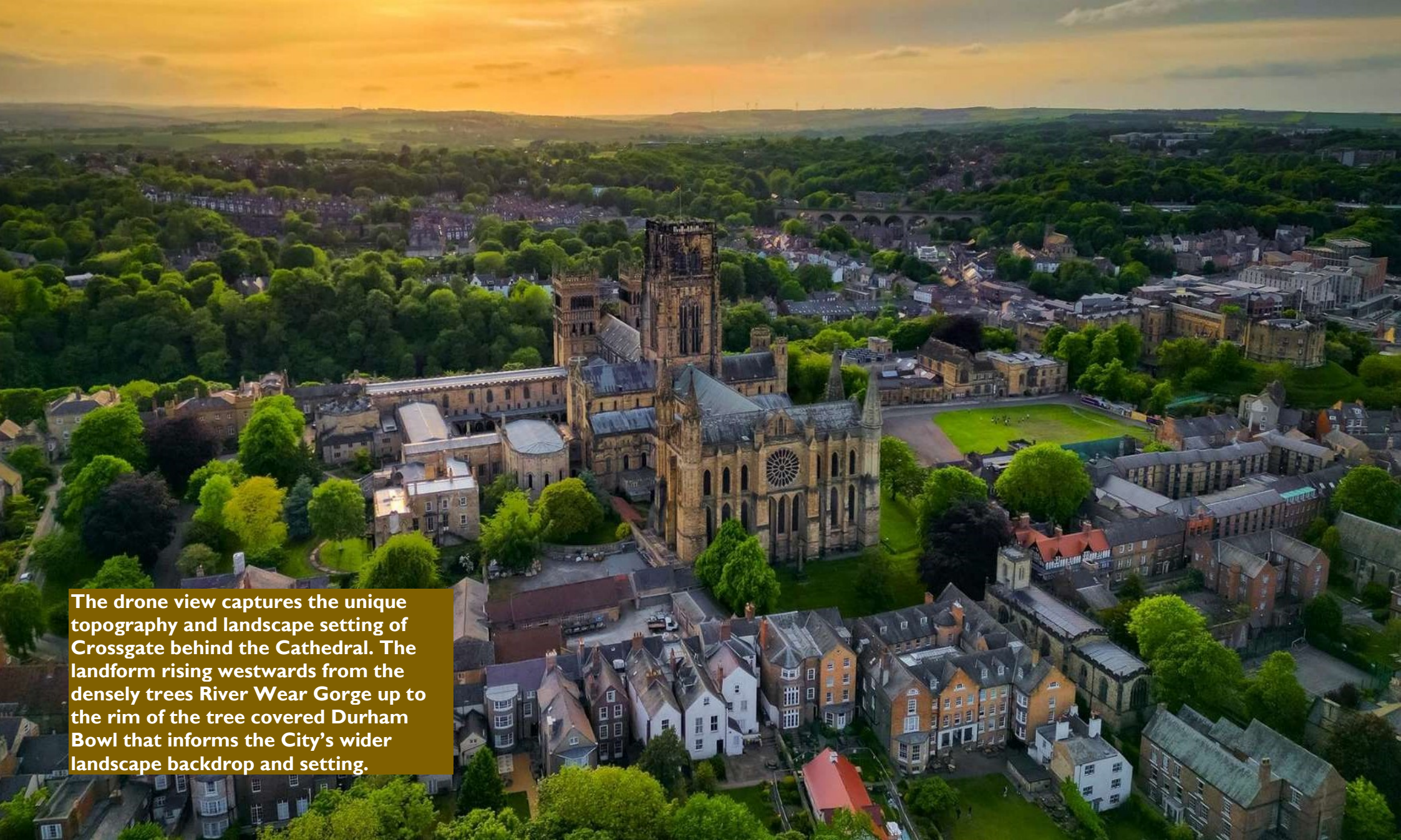
**Fig 7, A digital terrain map showing the varied topography of the city and the main ridge and hill lines with the conservation area highlighted in red.**



The setting of the conservation area is highly varied. It is dense and urban in the north, west and south with a mixture of commercial, educational, and residential uses and character.

It is natural in the east informed by richly wooded landscape that cloaks the River Wear gorge around the peninsula, and semi-rural in the south where the main landscape feature is Observatory Hill.





The drone view captures the unique topography and landscape setting of Crossgate behind the Cathedral. The landform rising westwards from the densely trees River Wear Gorge up to the rim of the tree covered Durham Bowl that informs the City's wider landscape backdrop and setting.

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An attribute of the significance and character of Crossgate Conservation Area is the role it plays as an essential part of the largely unaltered medieval plan and layout of the City. It therefore has significant group value with the other conservation areas that inform the surviving medieval town plan, that is at the heart of the inner setting of Durham Castle and Cathedral World Heritage Site.

A settlement existed at Durham by the 10<sup>th</sup> century if not earlier, most probably focussed on the Peninsula, that was chosen as the final resting place for St Cuthbert's coffin in 995. Lying at the heart of the city's Peninsula is the castle and the cathedral, with the city spanning out beyond the defensive castle walls where development emerged between, along, and at the edges of key routes. The city has retained the medieval historic street pattern together with its largely c.1900 expansion, with swathes of green space that in places creates a semi-rural character. Whilst some 20<sup>th</sup> and 21<sup>st</sup> century development has altered the townscape; it remains characterised by a wider variety of historic buildings of different periods giving it a strong identity and sense of place.

The area's simple layout remains intact together, and it has a varied aesthetic moving from place to place derived from the differing architectural styles, the relationship of buildings to each other, and the spaces that they enclose.

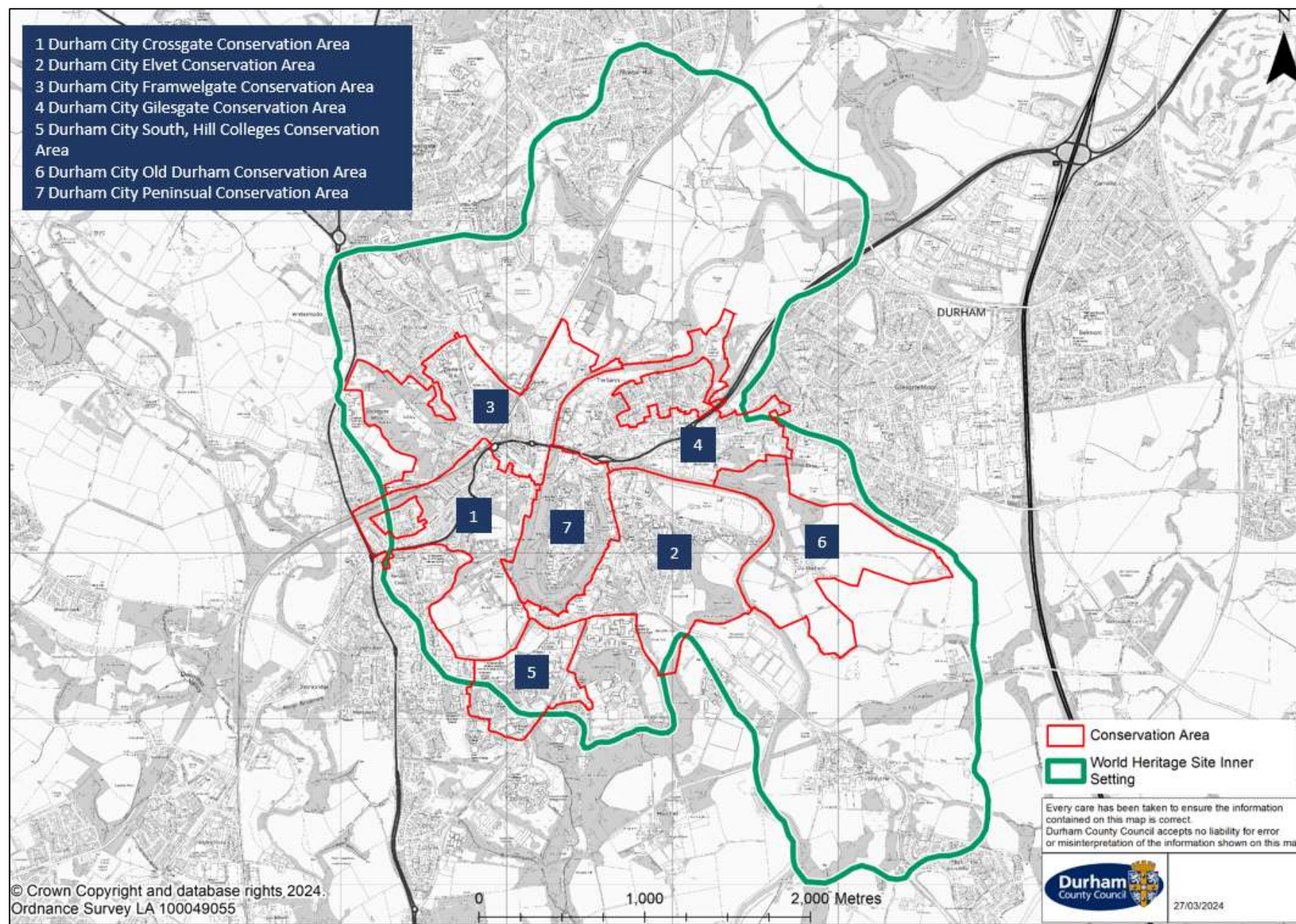
The topography of the city allows the historic evolution and multi-layered built form to be clearly appreciated, while generating a series of high value views with Durham WHS the focus of many.



**Fig 8,** the view west from the Cathedral Central tower with South Street nestled in the woodland and Crossgate Peth beyond.



**Fig 9**, map showing the intrinsic relationship between the no.7 Durham City Conservation Areas and the inner setting of Durham Castle and Cathedral World Heritage Site.





## 2.4 Historic development

The historic plan form of Durham City has a typical Medieval arrangement. This comprises of a simple single street layout with the bridges directing movement into the main Market Place to collect tolls, trade merchandise and provide entertainment to travellers and pilgrims to Durham Cathedral. The city grew up around a number of key entrances and ancient routes Framwellgate and Crossgate leading to Newcastle and Lanchester. Gilesgate in the east connecting the city to Sunderland and Hartlepool, a medieval port, and Elvet the main route to Darlington and the South.

The city has not been heavily impacted by industrial development in the same way as other towns and as a result its core medieval layout remains intact. The medieval town was organised as a group of quasi-independent boroughs under the control of the Bishop and the Priory, together with the Master of Kipper. Each borough had its own parish church, court, mill and bakehouse and the houses bordering the streets were laid out within long narrow strips of land or burgage plots. As the houses built up across the street frontages narrow alleys, or vennels were established to serve rear yards and stables, usually one for each pair of burgage plots.

The western approach to the peninsula was one of the most important the "old borough" of Crossgate. Crossgate is one of the oldest streets in the city taking its name from the medieval Nevilles Cross that still stands at the west end of Crossgate Peth or "path". At this time South Street was an important route providing access to the west and southwest of the county and an important route to the peninsula.

The church of St Margarets of Antioch was first established in the mid-12<sup>th</sup> century to serve the borough that was essentially an independent urban settlement with its own court. The area of Crossgate and Allergate was a residential area that did not have its own shops or market hence was connected to the Market Place when Bishop Flambard built Framwellgate Bridge c.1128. It is said that it is very likely that from earlier times there were dwellings in the Crossgate area possibly before the arrival of the community of monks on the peninsula in 995.

The City's population declined in the late medieval period (14<sup>th</sup> and 15<sup>th</sup> centuries) causing a shrinkage in the town and the abandonment of some of its burgage plots, particularly in the outlying streets. When growth returned many plots were reinhabited, but some streets remained undeveloped for centuries.

Growth was accommodated in enlarged dwellings and, after the Reformation, back plot or tandem development occurred off the common vennel - a practice resisted by the medieval bishops and prior. In the late 17<sup>th</sup> century, there was a period of confidence and prosperity in the City, brick buildings appeared and there was extensive redevelopment of the mediaeval fabric.

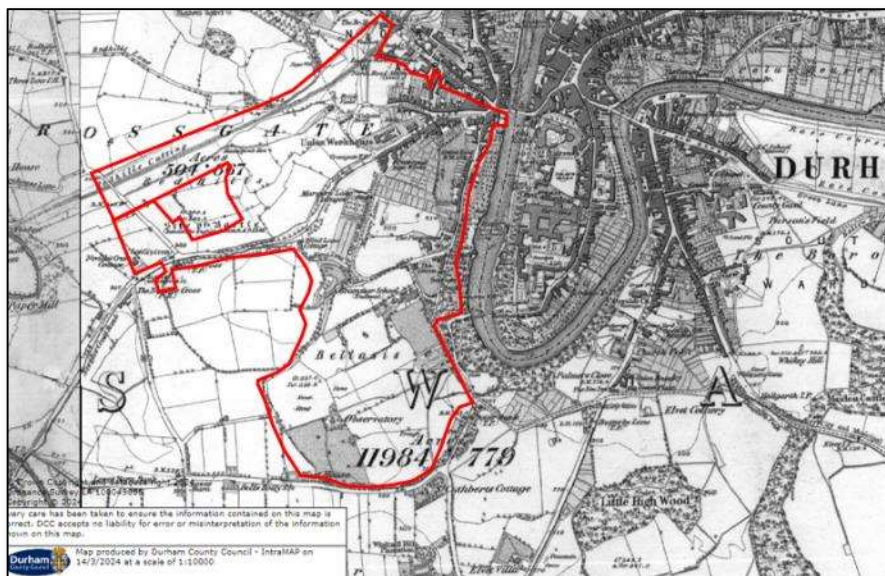
Major industrial development in the 18<sup>th</sup> and 19<sup>th</sup> century took place elsewhere in the region, though Durham lay at the centre of its important coalfield. By the mid-19<sup>th</sup> century Durham had scarcely developed beyond its medieval plan established seven hundred years before. Notable early 19<sup>th</sup> century development relates to the construction of North Road in 1830s, Union Workhouses in 1837, then slightly later Neville Street in the 1840s, followed in 1850 by Colpitts Terrace,

The improved north-south road communication being developed west of the City, coupled with the arrival of the railways led to dense residential development along the road network on the western side of the City, within Crossgate. During the later part and the 19<sup>th</sup> century and moving into the early 20<sup>th</sup> century a series of residential terraces were built to house the mining workers and their families. This markedly changed the character of the area such terraces extending west up to Newcastle Road, and northwest beyond the viaduct.

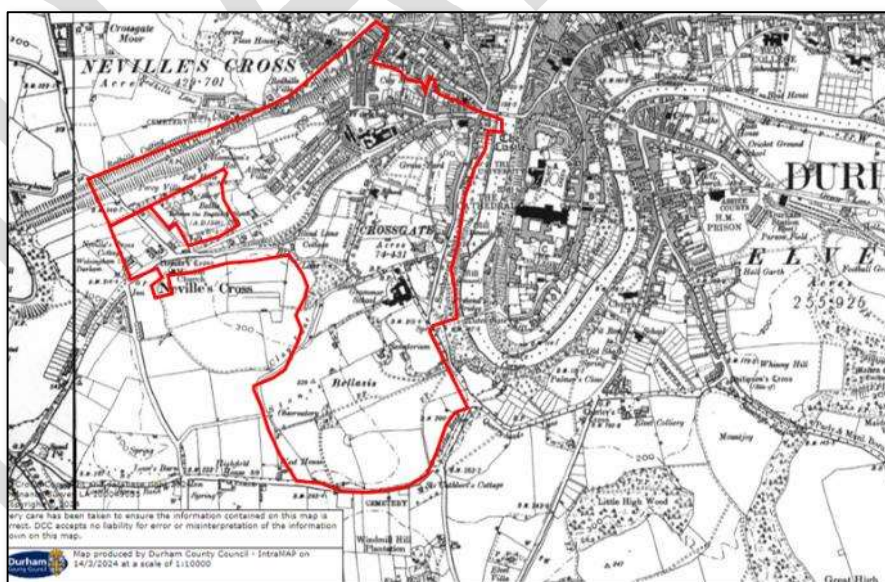


**Fig 10** historic ordnance survey maps

**OS map c.1860**, is one of best surviving guides to the plan form of the city, it shows the Crossgate area largely as its original medieval layout with residential properties concentrated along Crossgate, Allergate and South Street with the majority of the area outside of these streets undeveloped agricultural land. It includes a number of historic routes such as "Crossgate Path", Blind Lane, and Clay Lane, and buildings such as a steam mill, engine works, the Observatory, St Margarets Workhouse, Colpitts Hotel, and Durham School.

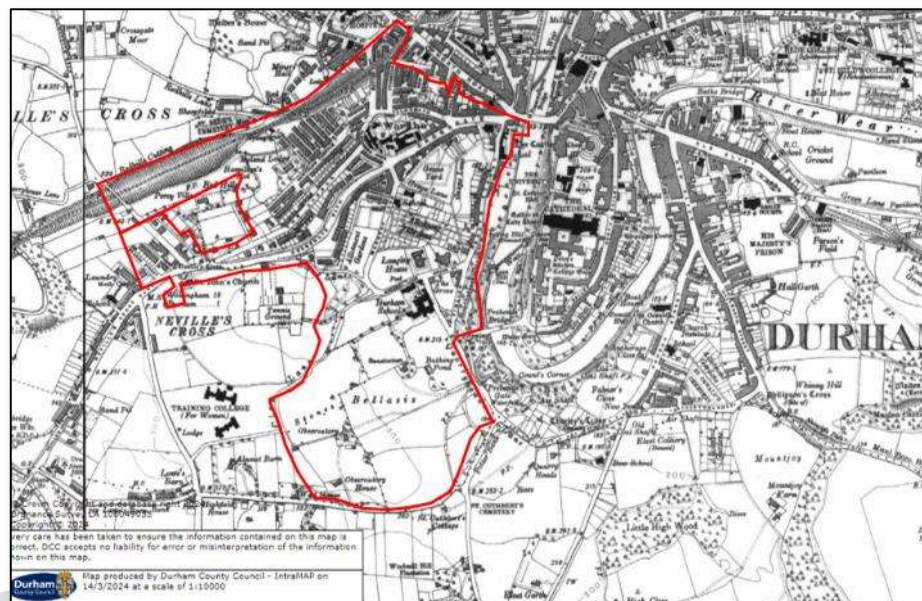


**OS map c.1898**, by the middle of the 19<sup>th</sup> century the foundations of the "modern" city were in place, the Peninsula had been opened up by the removal of its gates and fortifications, roads bypassed it to the west and the railways arrived from three different directions. The late 19<sup>th</sup> century maps show the Victorian period of expansion with the Railway line travelling into the city centre from the west and dense built development within its surroundings, North Road and Neville Street are shown along dwellings at Hawthorn Terrace, Crossgate Peth, Alexandria Crescent, John Steet, Sutton Street, and Atherton Street amongst others.

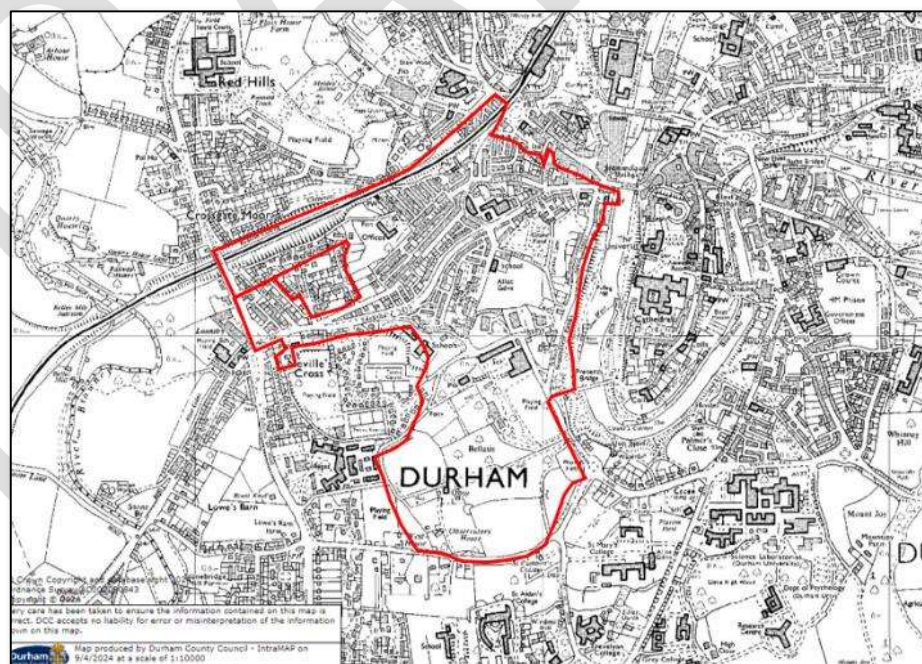




**OS map c.1923**, the early 20<sup>th</sup> century map shows further residential expansion in the western part of the city with a series of short, terraced blocks developed behind Hawthorn Terrace and North Road, and around the Nevilles Cross area. While today, George Street fronts onto Newcastle Road, it was originally a side street off Nevilles Cross Bank. Further housing development occurred on the garden land and allotments between the east side of Crossgate Peth and the west side of Margery Lane, in the form of Beech Crest, Briarville, Nevilledale Terrace, and Summerville.



**OS map c.1980-94**, the late 20<sup>th</sup> century map shows the main change to the plan form of the city being the introduction of the new "through road" that included the construction of new bridges, embankments and slip roads. This included the release of large areas of land for development.







**Fig 11**, view from original postcard along Crossgate c.1901-25  
Durham County Records Office (Ref.DR019881),



**Fig 13** old houses in south Street against east end of the church  
South Street 1901-1925 Durham County Office (Ref.DR01017)



**Fig 12** view of Durham Cathedral taken from South Street in the  
1930s Durham County Records Office (Ref.DR00493),



**Fig 14** construction of the railway viaduct c.1857 Durham County  
Records Office (Ref.DR02226),



**Fig 15** Allergate c.1960, the building was a hospital before the  
opening of the County Hospital in 1853 and was replaced by  
Hanover Court Durham County Records Office (Ref.DR00910),

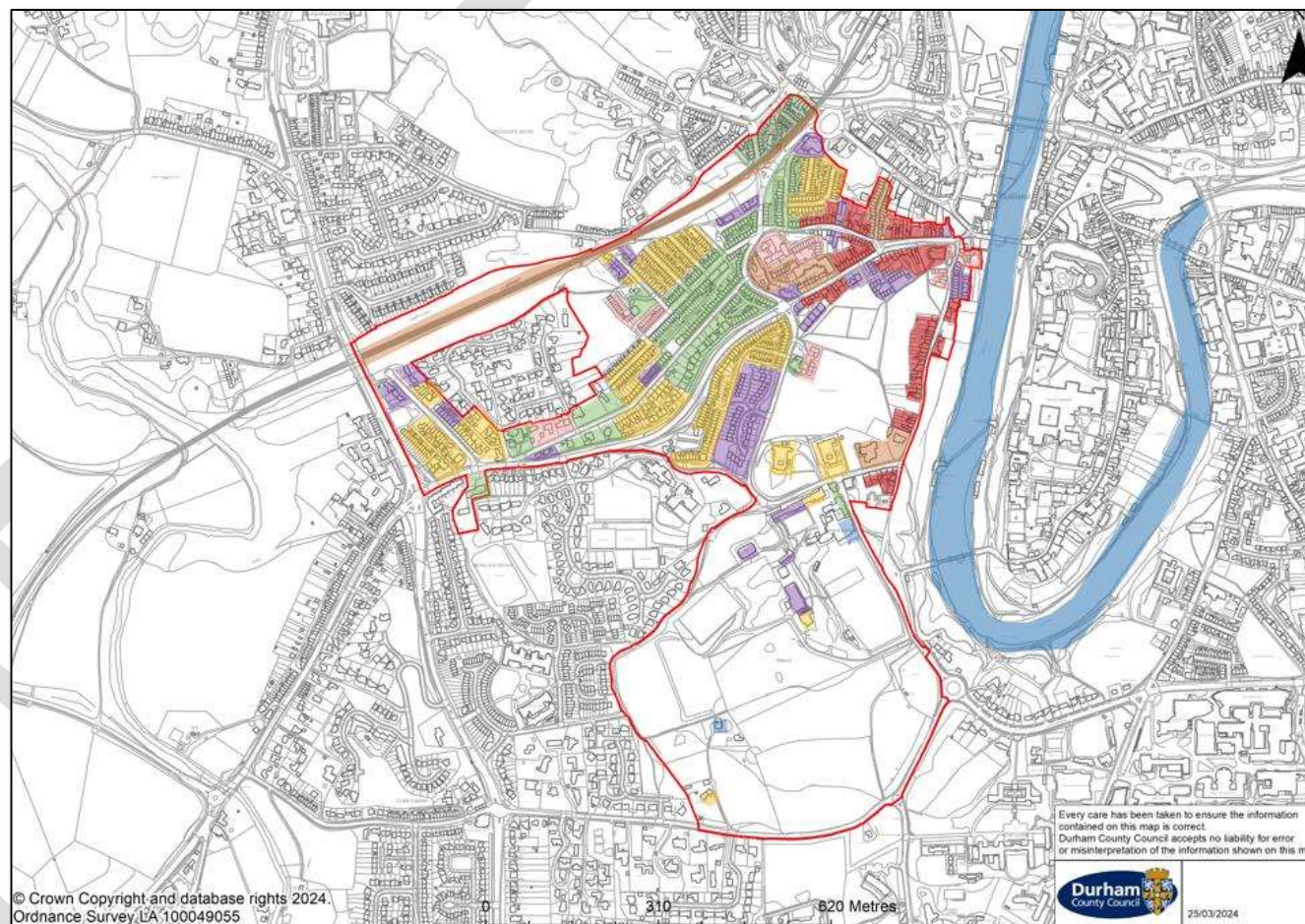


The generalised map shows a patchwork of prevailing townscape character drawn from the different development phases with the buildings concentrated in the north part where it has a strong compact urban form. This historic evolution gives rise to wide architectural variety ranging from vernacular houses, Georgian townhouses, and Victorian terracing, creating juxtaposition of styles, forms and materials.

#### Map Key

- Historic Core – C12 church, buildings ranging from C16, C17, C18 & C19
- Early to mid C19
- Mid to late C19
- Early C20
- Mid to late C20
- C21

**Fig 16** historic development map (River Wear highlighted in blue for context)





## 2.5 Summary of Special Interest

### Architectural Interest

- The areas high architectural quality and diversity ranging from vernacular houses, Georgian townhouses and cottages to Victorian workers terraces, and notable historic landmarks.
- The high number of listed buildings, locally listed buildings and non-designated heritage assets combining to generate high-quality historic streetscapes.
- The uniqueness, high quality, and grandeur of the collection of academic buildings at Durham School.
- The variation in character and distinctiveness moving from place to place.



### Historic Interest

- The areas medieval origins as one of the city's old boroughs.
- The areas importance as a fundamental part of the wider medieval town plan.
- The surviving and legible medieval layout and plan form, medieval buildings and burgage plot pattern.
- The 19<sup>th</sup> century development as an important part of the Victorian expansion of the town.



### Topography & Setting

- The unique and hilly topography of the area that is intrinsic to the setting of the wider city.
- The significant feature of the river gorge providing a natural boundary to the area and picturesque natural landscape setting.
- The varied landform influencing the built form and character for example by creating staggered and stepped roofscapes and streetscapes.
- The intrinsic physical, spatial, historic and visual relationship and setting contribution of Crossgate to the other city conservation areas.
- The areas significant value as an intrinsic part of the inner setting to Durham WHS of international significance.
- The importance of the topography in terms of the views it creates.



## Green and Blue Infrastructure Assets

- The abundance and variation in the green spaces that have historic interest, community value, and high visual amenity value.
- The contrasting open elevated areas such as Observatory Hill which are part of the Durham Bowl and contribute significantly to the local character.
- The smaller broader green spaces with visual amenity value that enhances the visual experiences of the place.
- The value of the green spaces in terms of enhancing the setting of the buildings and the important natural separation they provided.



## Views

- The wide variation of views and the changing visual experiences they provide including views of significant historic landmarks and changing intimate historic streetscapes.
- The strong visual relationship between the area and Durham WHS.



## Public Realm

- The areas of traditional floorscape enhancing the setting of the historic buildings and adding to the character and appearance of the historic streets
- The historic boundary treatments that reinforce the linear nature and sense of enclosure with the streets as well as defining building plots.
- The changing visual experiences, ambiances and senses of place, with movement through different routes, streets and spaces.
- The good connectivity and accessibility the area has with other parts of the city, including the riverbanks and peninsula.





## 2.6 Heritage Assets

Crossgate Conservation Area, a designated heritage asset in its own right, contains a numerous individual heritage assets including both designated and non-designated buildings, structures and sites that create its historic identity and distinctiveness making an invaluable positive contribution to the conservation area.



**Fig 17** Neville's Cross, a medieval monument erected to commemorate the battle of Neville's Cross on October 17<sup>th</sup>, 1346.

The designated and non-designated heritage assets within the conservation area are identified on the following page.

### Definition of heritage assets

#### Scheduled monuments

Archaeological sites and monuments which meet the test of national importance may be scheduled.

#### Listed buildings.

Listed Buildings are buildings and structures defined by the Secretary of State as being of "special architectural or historic interest". They include buildings and structures that are deemed to be of importance on a national scale.

**Grade I** buildings are of exceptional interest, (only c.2.5% of listed buildings)

**Grade II\*** buildings are particularly important buildings of more than special interest; (c.5.8% of listed buildings)

**Grade II** buildings are of special interest; (c.91.7% of all listed buildings)

#### Non-designated heritage assets and Locally Listed assets

There are buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions because of their heritage interest but which do not meet the criteria for listing.

**Fig 18** image showing the variation of heritage assets within the conservation area, St Margarets Centre (top), Pimlico (middle), walls and headstones at St Margarets Graveyard (bottom)





Fig 19 map of the designated heritage assets within the conservation area

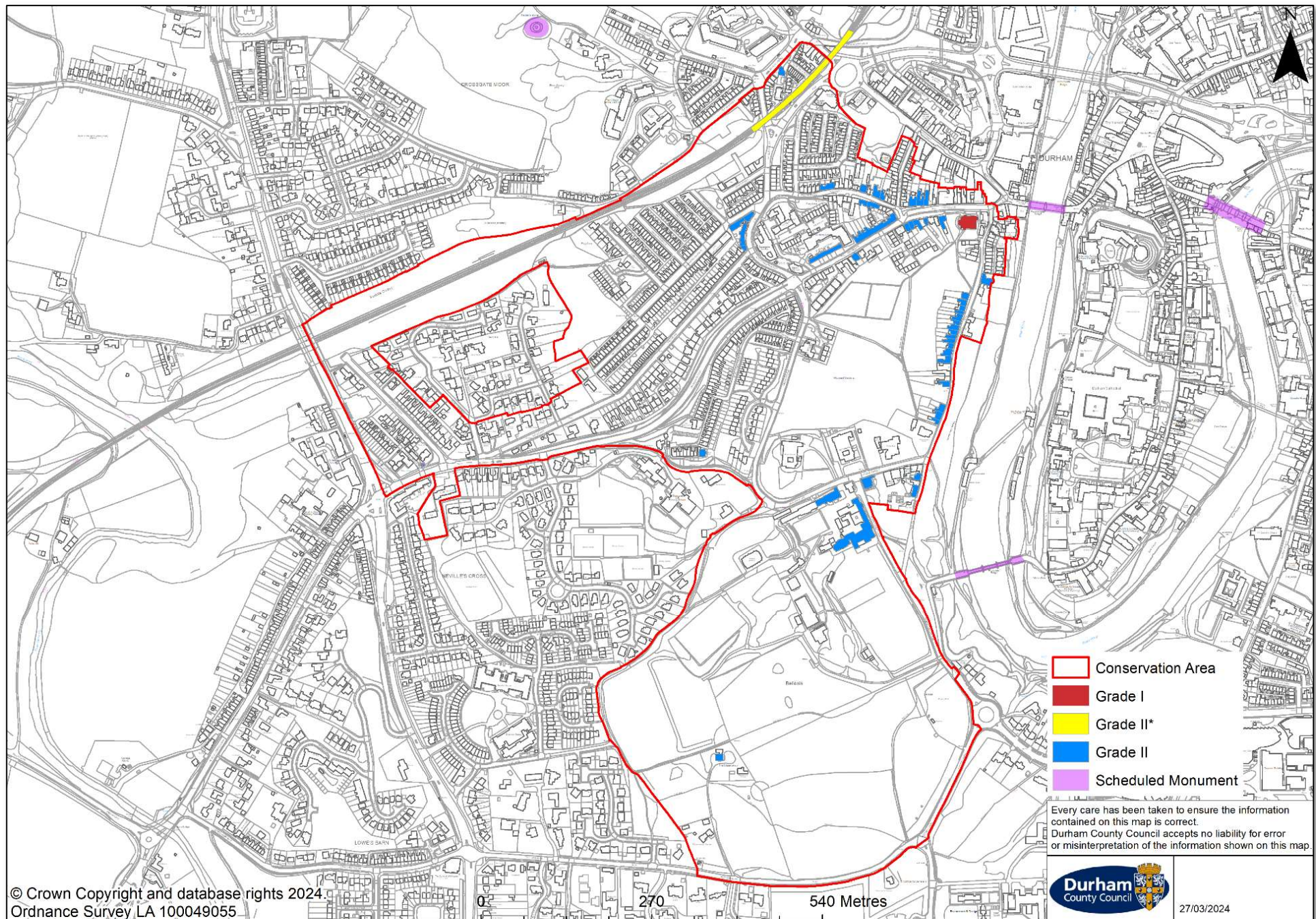
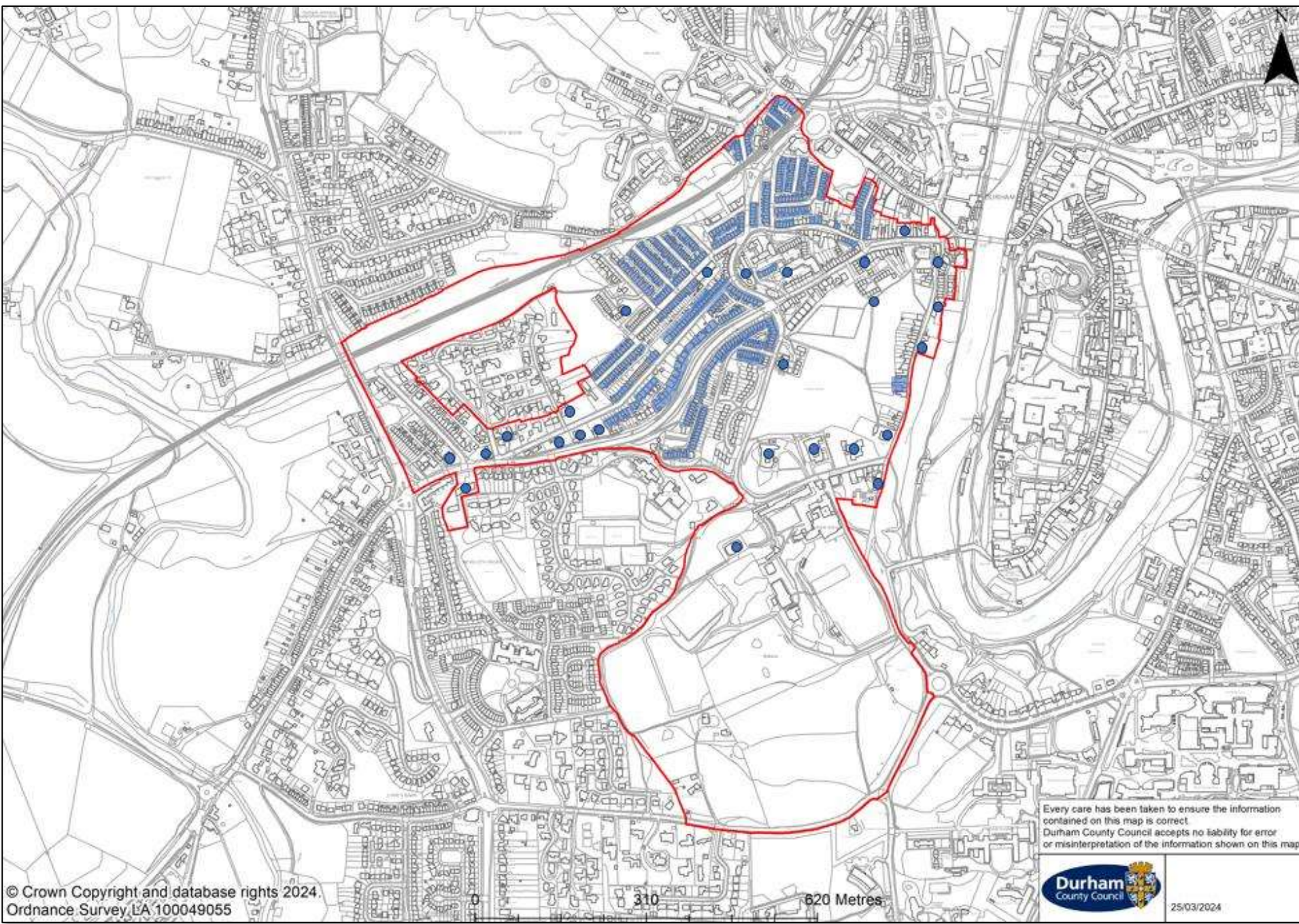




Fig 20 map of the non-designated heritage assets within the conservation area





## 2.7 Landscape, green & blue infrastructure assets

Green infrastructure is the term used to describe the network of natural and semi-natural (including the water environment) features within urban and rural areas. They are not limited to green spaces in the traditional sense such as public parks that is often the perception but can be a variety of types that thread nature into the built and urban environment. Such assets contribute significantly to the areas special character, visual quality and to the setting of its streets, spaces, and buildings. It enhances the area's biodiversity, improves the quality of the environment and helps with climate change mitigation.

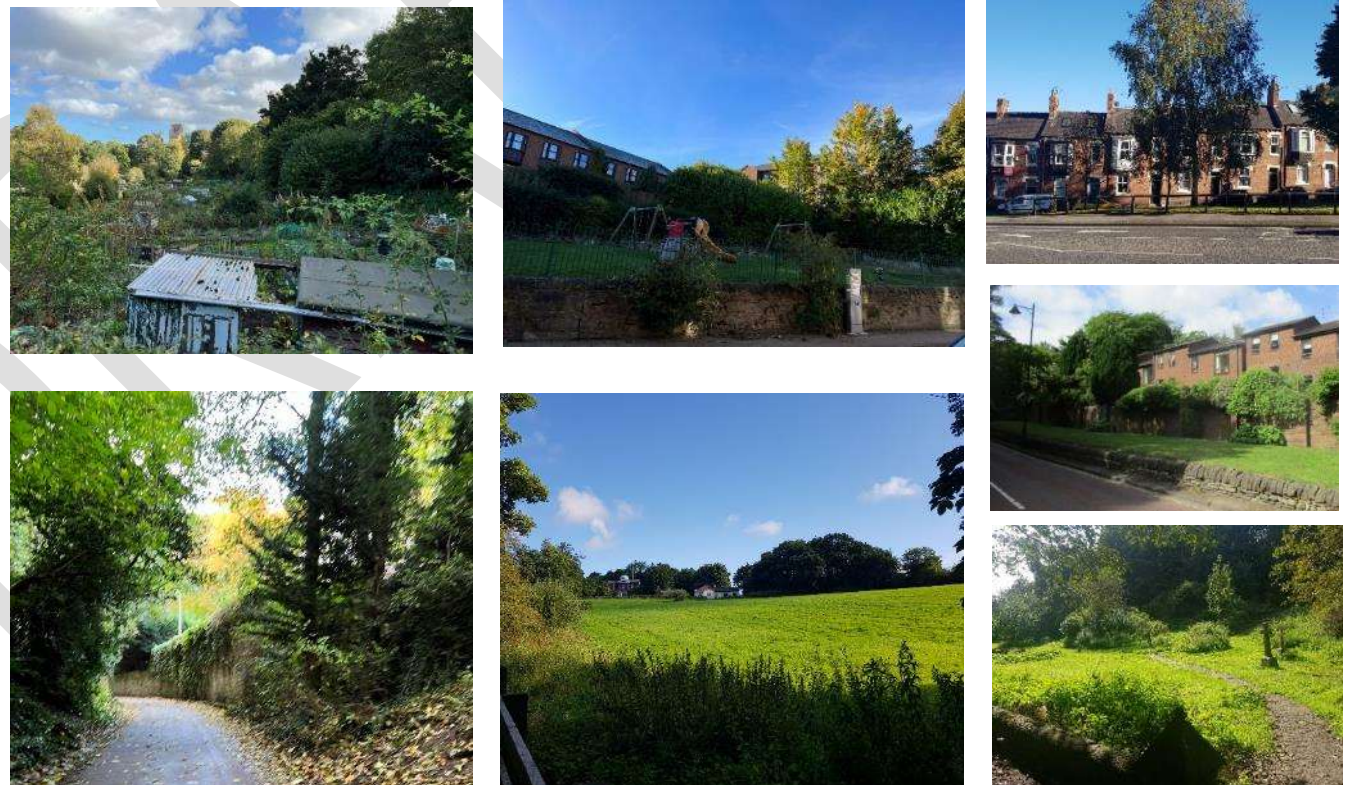
There are two categories of green infrastructure assets, the first is the broad range that includes verges, roundabouts with soft landscaping, general green amenity spaces, street trees, play spaces and private gardens visible in the streetscen. The second category are the more significance local green spaces with added historic and comment interest, and those which are designated, such as Old Durham Gardens, Wharton Park, Flass Vale, Pelaw Woods, historic lanes, graveyards and cemeteries and allotment gardens.

Despite the urban focus of the majority of the conservation area intermingled into the urban form are a series of green infrastructure assets of historic interest, with community value, and of high visual quality that contribute positive to the

character, appearance and distinctiveness of the area. such as This includes St Margarets allotments on Margery Lane, St Margarets of Antioch churchyard and graveyard, the unique landscape feature and agricultural fields of Observatory Hill, the riverbanks woodland on the areas eastern side, and the grounds at Durham School. Added to such spaces are private gardens visible in the public domain that add to the depth of urban greenery and enhance the visual quality of the respective street scenes. There are spaces with recreational value such as the play spaces, and sports pitches, green corridors, roadside verges, smaller green spaces and street trees that soften the carriageway and urban form. These are all positive features with high visual amenity value.

In the south the quality of the semi-urban landscape has been recognized through its designation as an area of high landscape value. This is defined as an area which is considered to be of high landscape quality with strong distinctive characteristics that make them particularly sensitive to development.

**Fig 21** images of some of the green infrastructure assets within the conservation area.



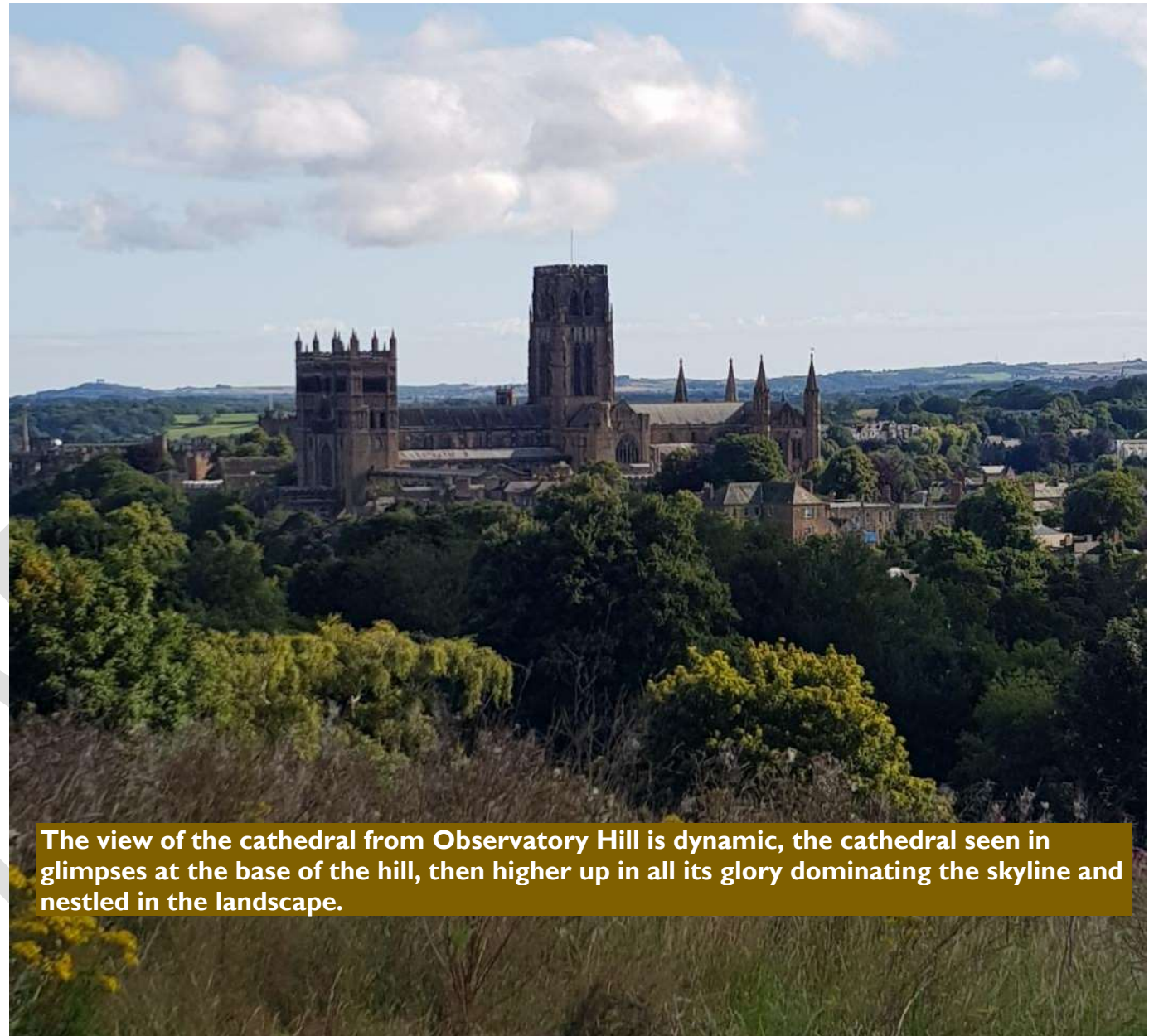


## 2.8 Landmarks, Views & Vistas

Durham is a city of views, where the topography, historic development, and layout combine to generate a high number of important and evolving views<sup>1</sup> that contribute significantly to its special character and how this is experienced. Views can be static, or dynamic<sup>1</sup>, they may be short or long range, glimpses between or above buildings, or panoramas.

Given proximity and the hilly topography there are significant views of Durham Castle and Cathedral from within the conservation area, for example looking across the river gorge from South Street, and the approach to Framwellgate Bridge down Crossgate Bank.

There are significant streetscape views along the historic streets of South Street, Crossgate, and Allergate where the historic built form is of high architectural quality and diversity. There are other notable historic street scape views such as those along Crossgate Peth, Hawthorn Terrace, and The Avenue present an important contrasting period domestic character.



**The view of the cathedral from Observatory Hill is dynamic, the cathedral seen in glimpses at the base of the hill, then higher up in all its glory dominating the skyline and nestled in the landscape.**



The construction of the Observatory in 1840, took advantage of the steep hill to facilitate astronomical observations. One of the most impressive views within the city can be found here - a fine panorama focused on the Cathedral dominating the skyline.

The landmark with the most dramatic presence from the later c1900 period of expansion is Durham Viaduct. This also offers one of the best views of the city from the railway line. General townscape and roofscape views of the tight grid pattern of modest Victorian workers terraces are also highly notable.

Other key landmarks within the conservation area include St Johns Church, Nevilles Cross monument, and the Church of St Margaret of Antioch, within the dense grouping of domestic buildings.

These key views are identified and described in more detail in Part B. The methodology for identifying and analysing the key views within the conservation area is set out in the strategic context document.

A selection of representative views is shown on the map on page 22. These are a selection only and there are likely to be others that have not been mentioned, but this does not mean that they do not contribute positively to the conservation area. In addition the map includes key buildings identified as landmarks that often feature in views.

**Fig 22,** the fine view of Durham Cathedral from Briarville.



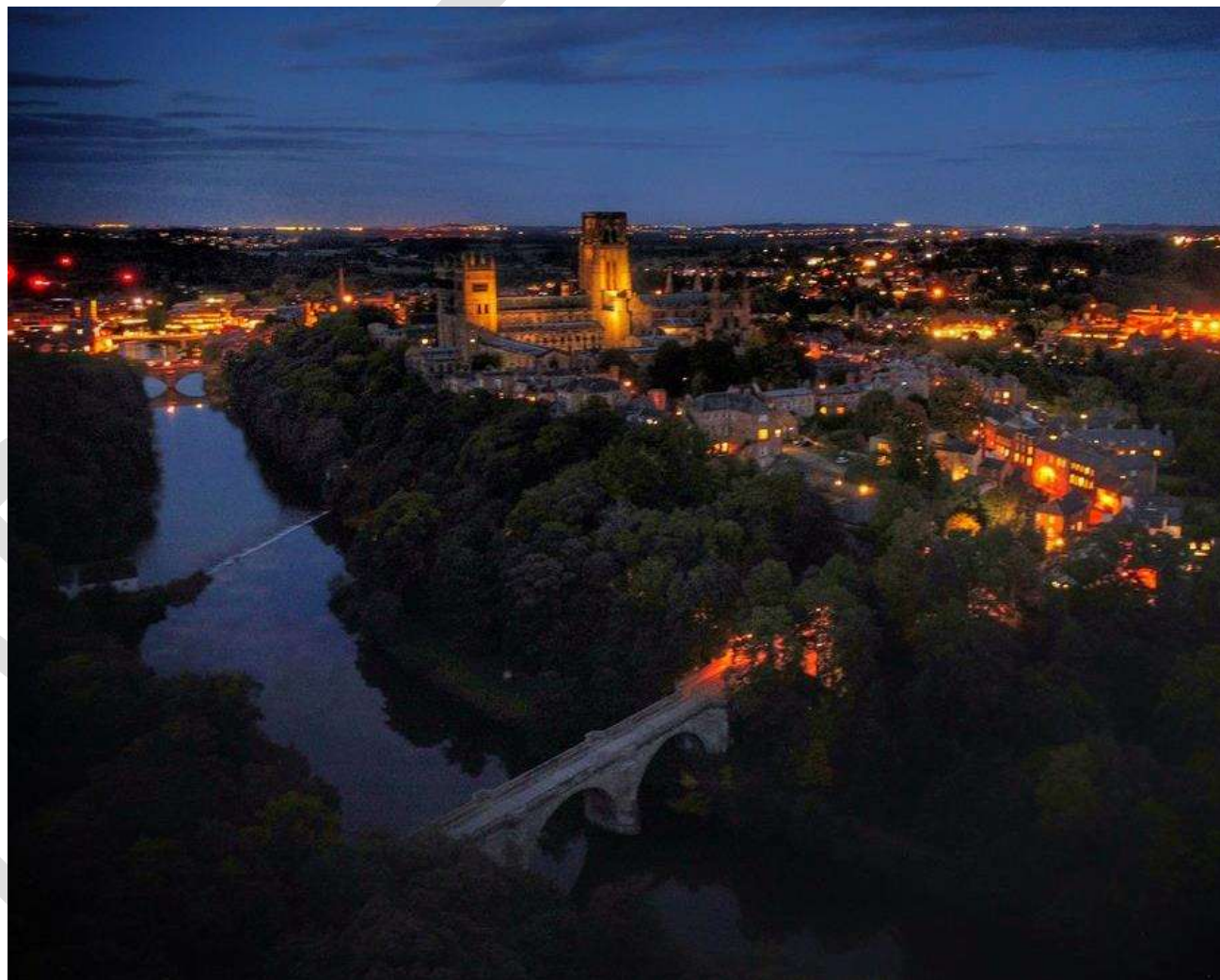


### *Nigh time views*

By day the city provides a spectacular picture whether arriving by train or by walking through its narrow streets and by the river. But it also possesses a unique night-time environment, with dark areas of natural landscape sitting close to the illuminated urban core that combine with a pattern of light generated by the activity of the city. This takes place amongst a rich and diverse collection of historic buildings, streets, urban and garden spaces, crowned by the Cathedral and Castle illuminated by an architectural lighting scheme. The City has also not been dramatically over-lit improving the quality of the night-time visual experience.

Within the conservation area the most notable night-time views generally align with the important day time views of Durham WHS from within Crossgate, South Street and from Observatory Hill, but give a very different experience of high aesthetic value.

**Fig 23**, drone view across the city at night. The visual presence of the Cathedral and Castle by night contrasts with the darkness of the river, riverbanks and sky creating a unique visual spectacle that can be experienced from many public vantage points around the city.



©Graeme Hall, used with permission



**Fig 24, map identifying key views and landmarks**

1. Streetscape view west towards St Johns Church.
2. Panoramic view east towards Durham Cathedral from Observatory Hill.
3. Channelled view northeast along Potters Bank of Durham Cathedral.
4. Streetscape view west to Durham School.
5. Open views east from South Street to both Durham Castle and Durham Cathedral.
6. View east from Margery Lane towards Durham Cathedral.
7. Streetscape view east to St Margarets Church, Durham Castle and Durham Cathedral.
- 8 & 9. General streetscape views towards Durham Viaduct.
10. Panoramic view over townscape arriving by train.
11. View into Crossgate from Framwellgate Bridge.
12. View east from Brierville towards Durham Cathedral.

#### Primary historic streetscape views

Crossgate, Allergate, South Street, Colpitts Terrace.

#### Secondary historic streetscape views

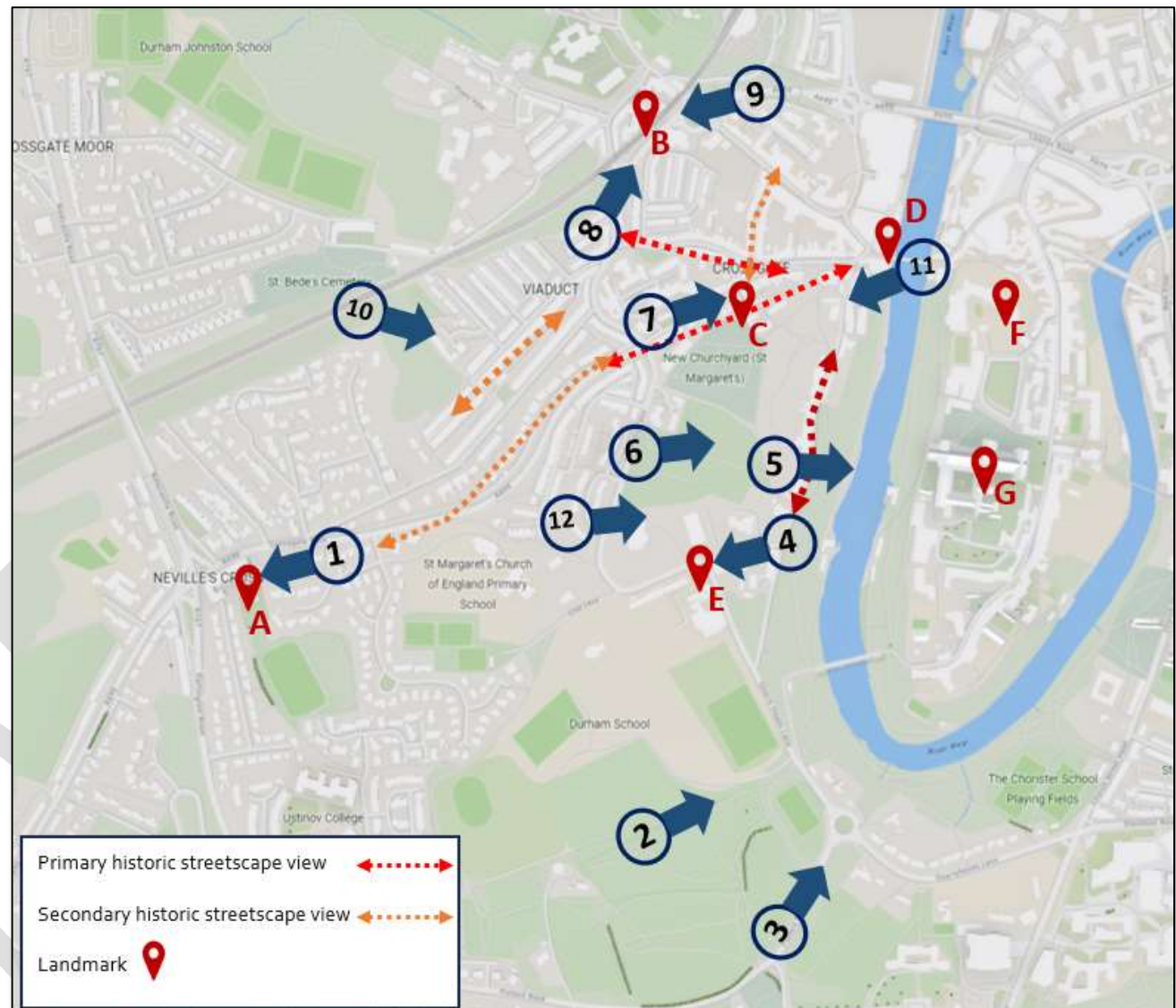
The Avenue, Hawthorn Terrace, Neville Street.

#### Key night-time views

2 Observatory Hill, 7 South Street, 8 Crossgate.

#### Landmark

A-St Johns Church, B-Viaduct, C-St Margaret of Antioch Church, D-Framwellgate Bridge, E-Durham School, F-Durham Castle, G-Durham Cathedral





## 2.9 Movement, Activity & Atmosphere

The conservation area is mixed in character, predominantly dense urban and residential with a small commercial element in the north, and then semi-urban / rural with an educational and recreational land use in the south.

How these component parts, and the City in general, is experienced derives from the urban framework within it. This relates to the network of roads, streets, lanes and vennels, that dictate pedestrian and vehicular movement into, through and out of the place, and the spaces that attract people and encourage interaction. Within the conservation area there is a wide variety of streets, spaces and routes that provide different experiences, changing views and shifting character that add to the local identity.

Crossgate Peth is a key gateway point and primary access into and out of the conservation area from the west. This is a busy road connecting to Newcastle Road and Darlington Road that travels north-south providing a defined boundary to the inner-city area of Durham.

The road along the Peth is on lower ground enclosed by high retaining walls, embankments and dense tree coverage on either side, with only glimpses of the properties overlooking the road possible. This creates an enclosed green corridor approach into the city.

The pedestrian experiences on the north and south sides of Crossgate Peth are of the characterful Victorian terraced streets and detached villas with the main road not readily seen. These streets tend to have a quieter residential character despite their proximity to the busy highway, but this can change at peak times with noise from passing traffic and due to higher pedestrian footfall and with people congregating at the crossing points. Moving further into the city, activity levels naturally increase, especially when turning onto Alexandria Crescent and down to the A690 and the roundabout at North Road. Here there is a busier more vibrant atmosphere.

There are a number of enclosed residential streets off the main approach with a series of shorter streets running parallel and an extensive public right of way network. This gives rise to high pedestrian footfall and movement at certain times given the high student population in this part of the city centre. Important connections are provided by the series of formal back streets and less formal, often historic lanes that tend to receive less footfall.

Where the road splits moving into Crossgate and Allergate, there is an intimate inwards residential character. Traffic movement is infrequent but parked cars clutter the historic streets. The street becomes busier moving down Crossgate Bank to the commercial junction at North Road, Milburngate and at the west end of Framwellgate Bridge.

In contrast Margery Lane, Clay Lane and Blind Lane are much quieter with a more rural character. These routes are part of the historic plan form of the city and provide valuable pedestrian linkages, they also connect to the riverbanks footpaths networks are well used by walkers, joggers and cyclists.

Potters Banks provides the second primary route travelling eastwards from the A691 and Lowes Barn to the roundabout at Quarryheads Lane. Outside the conservation area the route is dominated by modern housing either side of the highway, entering the conservation area it transforms into an enclosed green corridor. The route is winding and hilly, dropping down to Quarryheads Lane, the trees on either side framing Durham Cathedral's Central Tower.

Active frontages are located along both the primary and secondary routes and are predominantly residential in character, dense in the north part of the conservation area leading into the city centre, less dense in the south where there is a shift to educational use.



**Fig 25,** a series of images showing the different routes, streets, and spaces found within the conservation area. They range from residential streets, quieter back lanes, historic lanes, and busy road junctions providing change character, visual experiences and different ambiances





**Fig 26, gateway, movement and destinations map**












**Gateways** – these are thresholds at which people pass between areas of different character, points of arrival and departure. The bridges can be considered gateways they span different areas and mark a way in and way out.

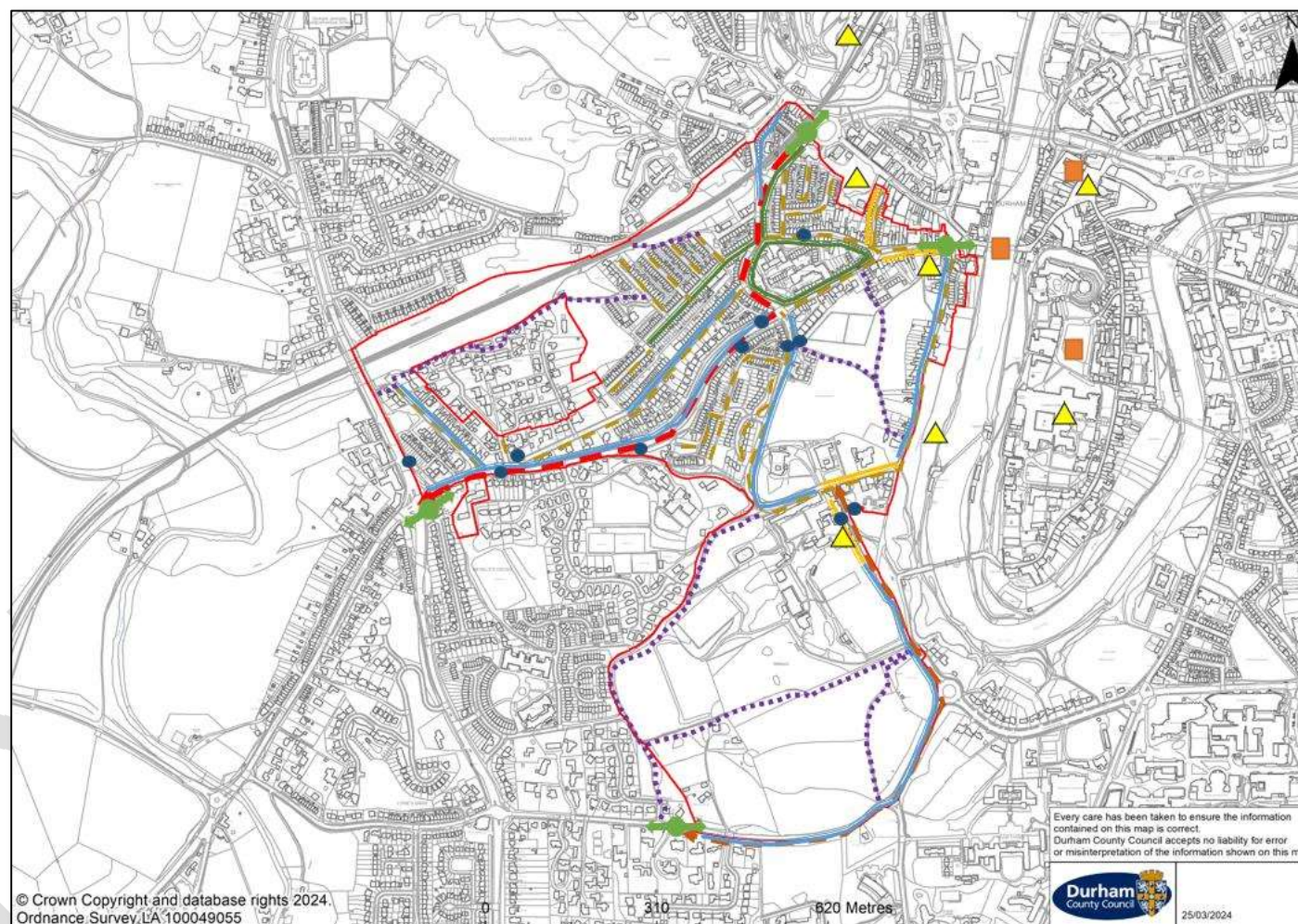
**Routes** – consisting of varying scales and levels of usage for both pedestrians and vehicles. The value of some routes is elevated if they are historic and pilgrim routes.

**Meeting places** – these are points where people naturally congregate or points of intersection and obvious key arrival points such as the railway station.

**Key destinations** – these are key places of interest to both visitors and regular users of the city. Including those outside the conservation area where connections through it are provided.

#### Map key

-  Gateway
-  A-Road – major through route
-  B/C-Road – Minor route
-  Unclassified road
-  Public Rights of Way
-  Bus stops
-  Category 1 Primary walking route/High usage
-  Category 2 Walking route feeding primary route / medium usage
-  Category 3 Walking linking route/Low Footway usage
-  Key destination
-  Key node





## 2.10 Land Use

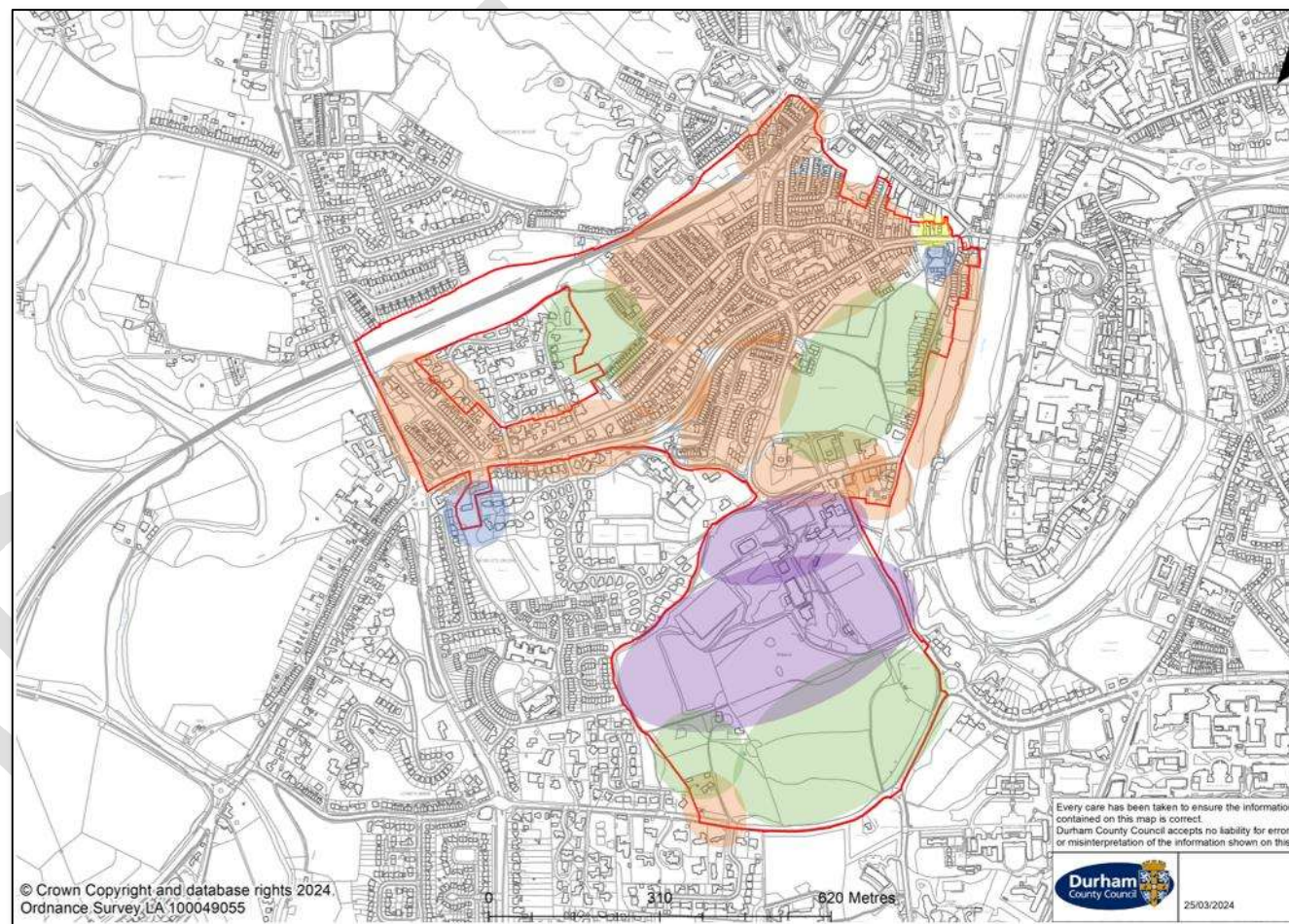
Land use defines building types and character that changes from place to place, the plan illustrates broadly the ways in which buildings and land are used across the Crossgate Conservation Area. It shows limed uses with clear definition to the component parts, the north dominated by residential use and activity, the south educational/recreation/leisure, this correlates with the historic development pattern of the area.

At a more local level there is some limited retail and commercial uses comprising of public houses, shops, and eateries found interspersed between the residential properties.

### Map key

- Residential
- Ecclesiastical
- Commercial
- Educational
- Recreation / Leisure

**Fig 27,** generalised map showing the predominant land uses within the conservation area



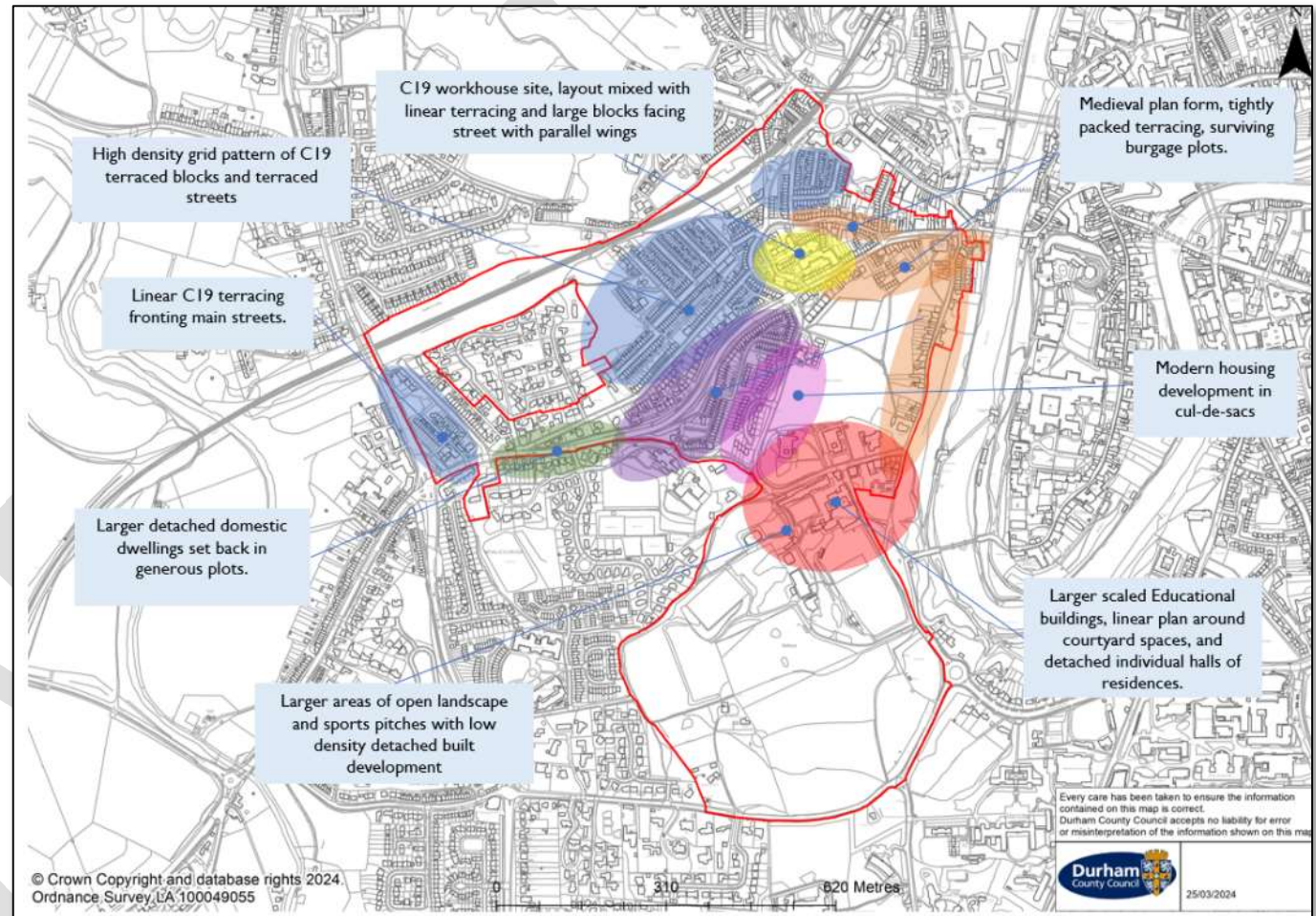


## 2.1.1 Layout, pattern and grain

The historic core and layout of the conservation area was established well in advance of its detailed recording on the first edition Ordnance Survey map c.1860. The key elements established by c.1250 as part of the medieval town plan of the wider city are the 4 key streets/routes: Crossgate Peth, South Street, Crossgate, and Allergate. The medieval layout altered little over the succeeding centuries only significantly changing in the C19/earlyC20 with major urban expansion in the north and west, then in the C20 when the A690 punched through the area.

The plan form of the medieval streets is defined by the historic tenement/burghage plots that were the chief determinant of house plans across the city. They comprise of long, narrow, plots that end on the street, there is some variation in size through the city and in the outer boroughs such as Crossgate, Allergate and South Street they were more regularly spaced and more generously sized as pressure on land diminished. This is in contrast to the Peninsula for example where due to a range of land use constrictions and development pressures, buildings are packed tighter and expressed through greater height.

**Fig 28,** map showing the layout, plan form and grain to the conservation area





Victorian industry has left a strong mark within the conservation area. The growth of the urban area is a direct consequence of the new rail network. The C19 development in response to the growing population creating a complex and dense network of roads, streets, and lanes. These have been laid out over the distinctive topography, creating compact characterful terraces with stepped streetscapes and roofscapes. This also marked the end of the vernacular building tradition with the form of new development being terraced. In the early C19 they had individual yards with no back lane provision, then in the second half, back lanes became the norm.

The majority of the conservation area is characterised by such Victorian and Edwardian terraced housing, following a linear block form in a compact grid pattern that is very typical of the residential development of the industrial revolution. Intermingled with the historic streets and spaces are a series of later C20 and C21 developments.

The terraces are high density often through housing with the backs facing each other across an alleyway/back lane that are an integral part of the original design and layout. These back lanes connect neighbouring and wider streets often providing shorter routes. These were constructed for the working class with scant regard for space, comfort or quality of life. Such housing retains a form and quality that is very distinguishable despite loss of architectural consistency.

There are some streets more tailored to the middle classes where the terraced building plots are more generous and in places there are larger scale detached properties in spacious enclosed private plots. In such instances the terraced properties face directly onto a front garden, the green space providing an important transition between public and private realm while also adding to the visual amenity of the wider streetscene.

To the west there is later C19 and early C20 residential development, most notably at The Avenue. This is a long linear street rising steeply to the west. Here there is greater variation that adds to the streets character beginning by following the general grain and pattern, but changing as the street rises where it is characterised by detached buildings set in individual spacious plots and recognisable with their own architectural language.

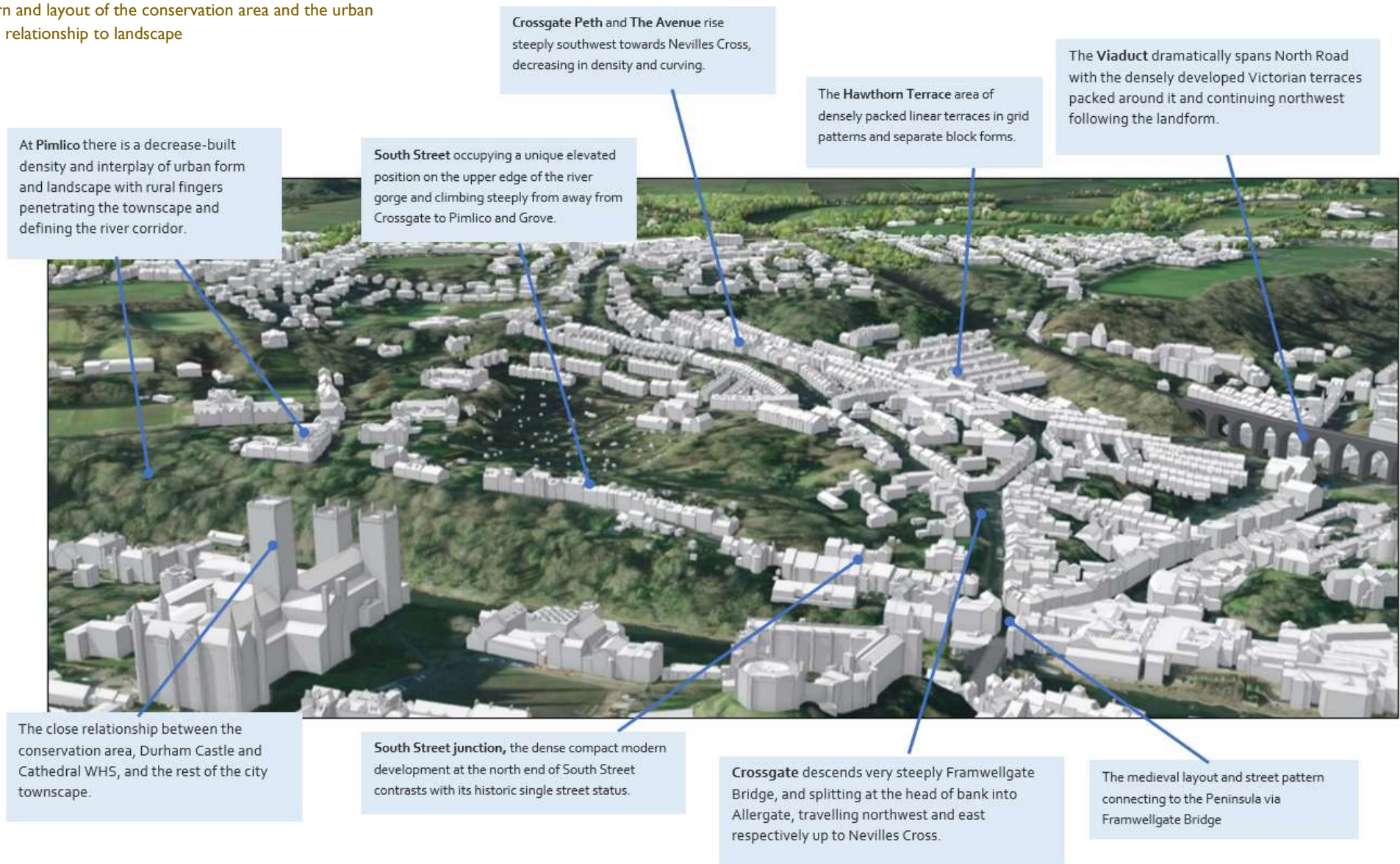
Within the CA there are two large sites that go against the predominant, two phase, historic layout. The first is Durham Union Workhouse site at the west end of Crossgate and the second is Durham School.

**Fig 29,** images of the different Victorian streets and a typical back lane found with the conservation area





**Fig 30,** model demonstrating the general development pattern and layout of the conservation area and the urban forms relationship to landscape



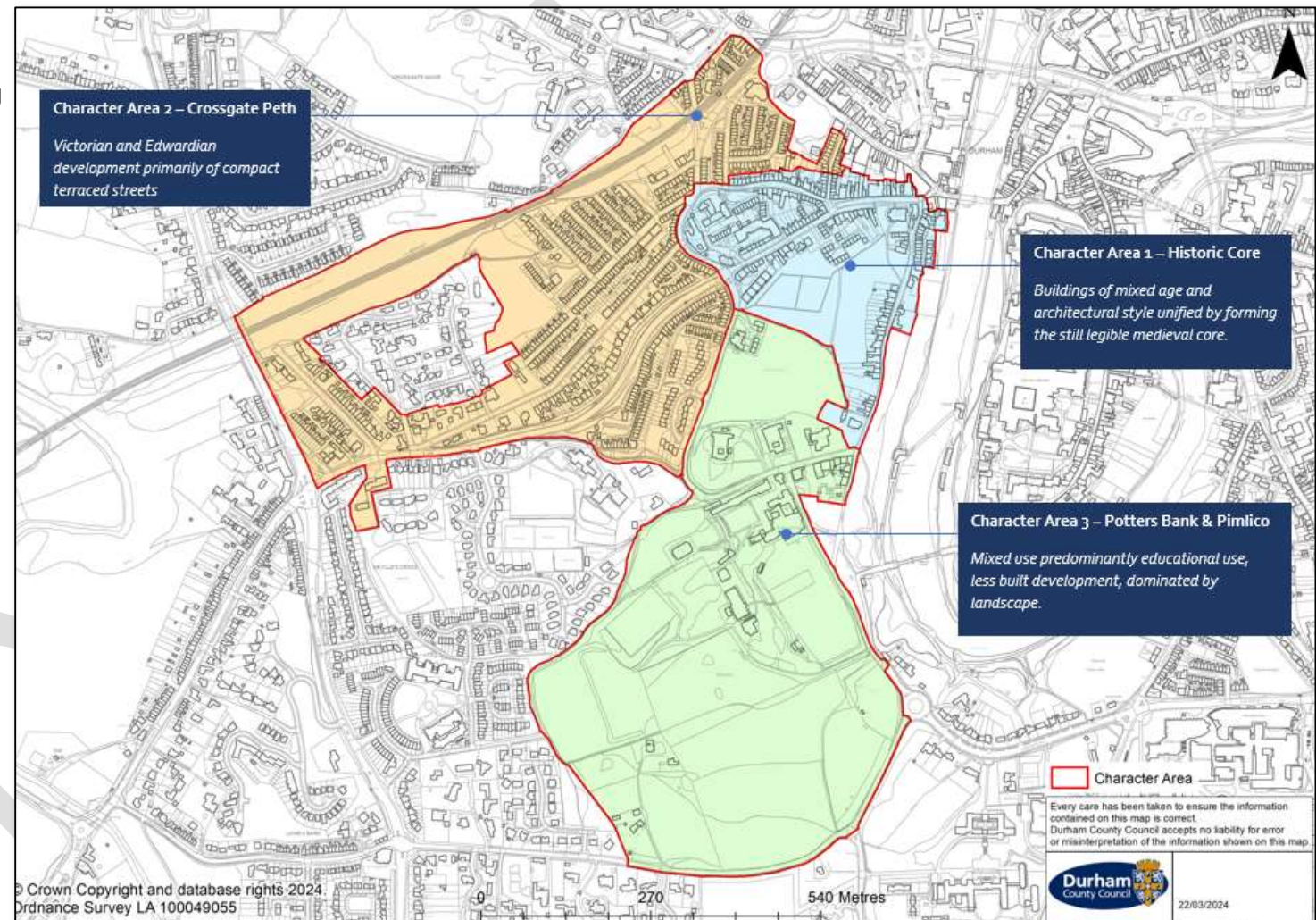


## 2.12 Character Areas

The conservation area can be sub-divided into what are termed as “character areas” smaller places which have their own identities. Identifying such areas is important in order to provide a detailed and practical analysis, identify the issues, problems and opportunities that vary from place to place, and to develop appropriate policies for future conservation and enhancement.

Three character areas are identified as broadly correlating in land use, historic development, and in townscape character terms. Each area is distinctive with its own ambiance but with a number of unifying characteristics.

**Fig 31**, map showing the different character areas identified within the conservation area





## 2.13 Condition of Place

The methodology for assessing the condition of place is set out in the strategic context document. Right, is a table showing the condition score for each street.

A summary of the findings of the condition of place surveys and resulting opportunities for deliverable actions are set out within the individual character zone sections.

The tabulated summary show the majority of the conservation areas scores as **"Fair"** – summarized as, **"the condition of the area is good, but there have been the loss of some historic features of architectural detailing such as changes to windows and doors. Public realm may require improvement or repair, but the overall area is clearly forming a positive contribution to the conservation area"**.

Street Name	Overall Street Score
ALEXANDRIA CRESCENT	Fair
ALLERGATE	Fair
ALLERGATE TERRACE	Fair
ATHERTON STREET	Fair
BEECH CREST	Fair
BLIND LANE	Fair
BRIARDEAN	Optimal
BRIARVILLE	Optimal
BRIDGE STREET	Fair
COLPITTS TERRACE	Fair
CROSSGATE	Fair
CROSSGATE CENTRE	Fair
CROSSGATE PETH	Fair
EAST ATHERTON STREET	Fair
GEORGE STREET	Fair
GRAY'S TERRACE	Fair
GROVE STREET	Optimal
HAWTHORN TERRACE	Fair
HOLLY STREET	Fair
JOHN STREET	Poor
LABURNHAM AVENUE	Fair
LAMBTON STREET	Fair
LAWSON TERRACE	Fair
MARGARY LANE	Fair
MAY STREET	Fair
MISTLETOE STREET	Fair
NEVILLE STREET	Fair

NEVILLEDAL TERRACE	Fair
NEW STREET	Fair
POTTERS BANK	Fair
PALATINE VIEW	Fair
PERCY TERRACE	Optimal
PIMLICO	Optimal
PRIORY ORCHARD	Optimal
SOUTH STREET	Optimal
ST JOHN'S ROAD	Fair
SUMMERVILLE	Fair
SUTTON STREET	Fair
THE AVENUE	Fair



## 2.14 S.W.O.T Analysis

### Strengths

- Area is a fundamental part of the medieval town plan of the city.
- Integral to the inner townscape setting to the WHS and setting of the other Durham City Conservation Areas.
- High historic interest, evidential value, architectural and aesthetic value, and archaeological potential.
- Conserved and legible medieval core.
- Historic terraced grid patterns and block forms with strong street frontages.
- Narrow, enclosed, intimate historic streets
- Series of significant pilgrim routes, historic vennals and lanes
- Strong historic identity and sense of place of differing character providing visual and illustrative interest.
- Variation of architectural style, creating quality diverse street scenes.
- Prevalence of traditional architectural features and traditional materials in a number of streets giving high level of intactness.
- Important views with historic focal points and landmarks including Durham WHS.
- Unique topography, high landscape quality in the south

### Weaknesses

- Low quality modern infill development a mixture of neutral and negative contributors.
- Some buildings that do not reflect the predominant historic terraced form or historic grain of the area.
- Some buildings that stand out as being unkempt and unmaintained.
- Identified vacant/gap sites that detract from the streetscene.
- Trees being self-seeded and unmanaged that block, filter and reduce the value of important views.
- Insensitive changes to historic unlisted buildings, harming original uniformity and character.
- Low quality street surfacing in a poor condition in places.
- Collections of refuse bins visible in streetscene
- Some car dominated streets

### Opportunities

- Redevelopment of modern infill replace with sensitive building forms that draws inspiration from the positive characteristics of the area.
- Sensitive development of vacant/gap site appropriate to site and surroundings.
- Cycle of active tree management to improve reduced views and recover others.
- Public realm improvement works to street surfacing and street furniture providing a co-ordinate approach appropriate to historic context, character and appearance.
- Improvements to green infrastructure in some areas with potential air quality net gains.
- Expand the existing Article 4 to protect the unlisted heritage asset from harmful change.



## Threats

- Further decay and deterioration of historic building fabric.
- Continued incremental changes and unsympathetic repairs and alterations to historic building.
- Continuation of deterioration and insensitive repairs to street surfacing.
- Loss of surviving traditional floorscape that will dilute historic character.
- Continued long term status of vacant/gap sites that will deteriorate further and continue to attract vandalism.

**Fig 32,** images showing examples of the issues found within the conservation area.

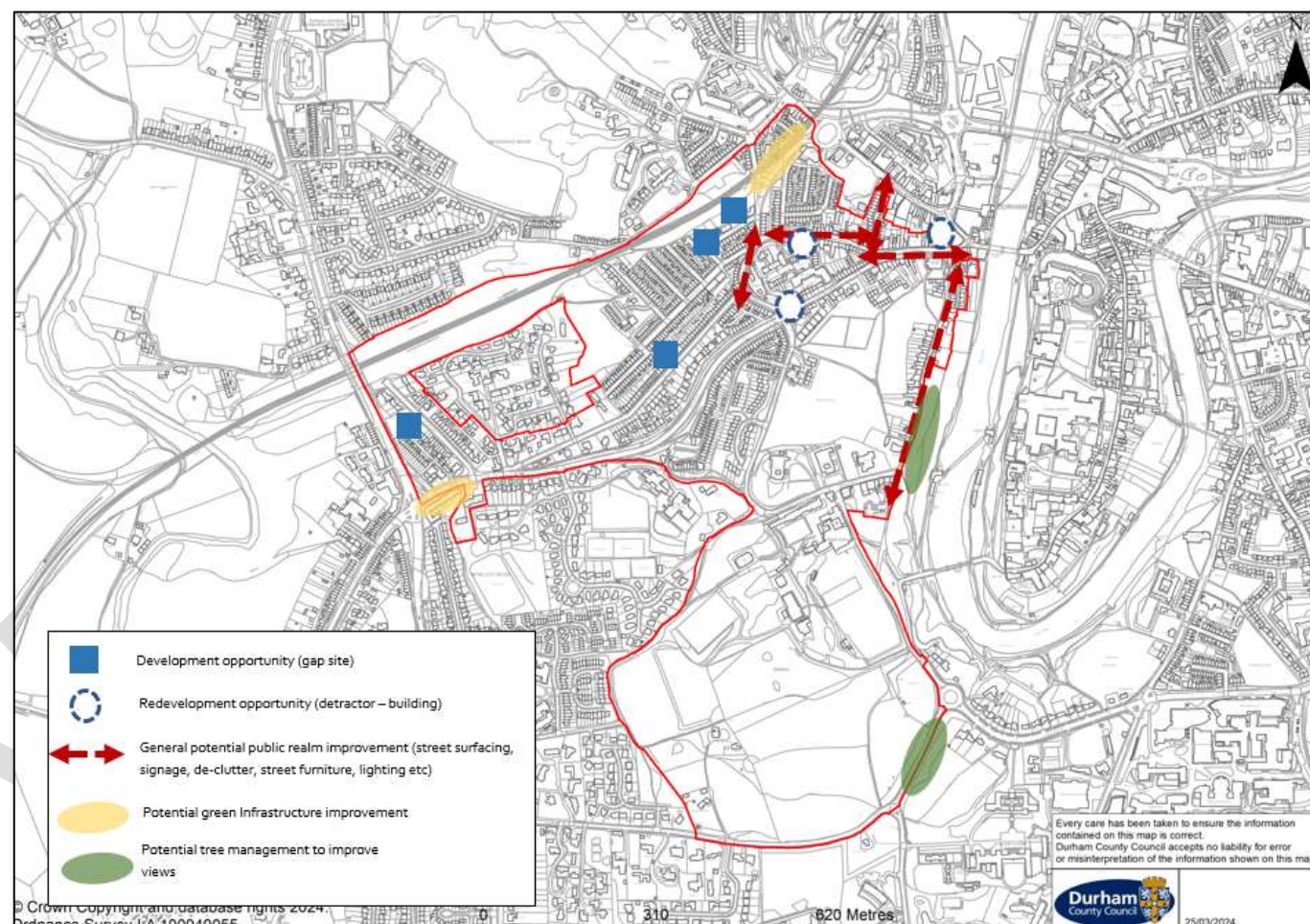




**Fig 33** map identifying the potential opportunity for regeneration and improvements within the conservation area.

An important part of the appraisal process is to identify the potential opportunities that exist for its improvement and enhancement. These can then form the basis for the study's management recommendations, actions and aims.

Overall, the Conservation Area is a vibrant place in good/fair material condition and despite its in terms of loss of some historic/traditional materials and architectural features and detailing, overall, the area clearly has a high level of historic and architectural interest. Nevertheless, there are several challenges and opportunities to address if the area is to play its fullest role in the future economic and social prosperity of the city: The plan graphically summaries the key potential opportunities within the Crossgate Conservation Area.





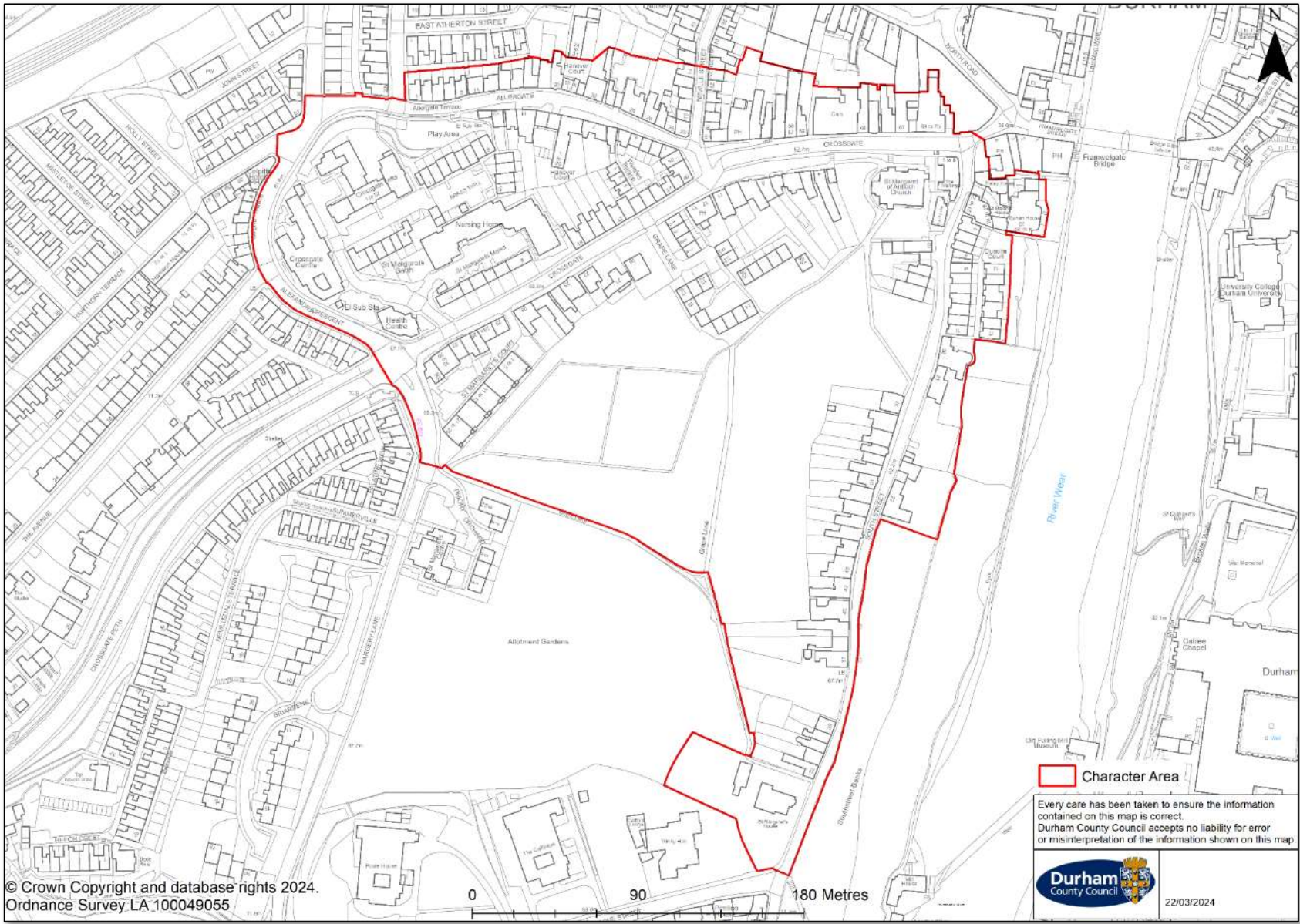
### 3. Street Characterisation

#### 3.1 Character Area I (Historic Core – Allergate, Crossgate & South Street)





Fig 1, detailed boundary plan of the character area





### 3.1.1 Location & Summary of Special Interest

The character zone occupies the northeast part of the conservation area and is informed by the three medieval streets of Crossgate, Allergate and South Street, accompanied by the large graveyard of St Margarets of Antioch.

The setting to the area is mixed comprising the dense urban townscape in the north and west that is a mixture of residential and commercial uses, the River Wear gorge with its densely wooded banks in the east, and the rural landscape on the urban edge in the south.

The boundary is informed by the north side of Allergate in the north following the outline of the rear curtilages. In the east it follows the edge of the riverbanks woodland down to Pimlico. The southern edge follows the line of the footpath between St Margarets graveyard and community allotments. In the west it follows Sutton Street round to the west end of Allergate.

### What gives the area its special historic and architectural interest and character?

- Strong sense of historic identity drawn from buildings that vary in age, scale, architectural style, and detailing.
- Continuous historic building lines with active street frontages.
- Surviving medieval plan form, including vennals, lanes and tenement/burgage plots.
- Enclosed streets with sense of intimacy.
- Dense built development supplemented and softened by historic green spaces.
- Built form of high architectural quality and diversity, with a mixture of Georgian townhouses and cottages, and Victorian infills.
- Prevalence of vernacular materials and surviving period features.
- Many listed buildings and non-designated heritage assets.
- Significant historic streetscape views and outward views of Durham WHS.
- The setting informed by the natural boundary of the River Wear gorge.



**Fig 2**, South Street is one of Durhams oldest and finest streets in terms of domestic architecture with some original houses preserved.



### 3.1.2 Layout, Streets & Spaces

The area has a tight knit urban grain ordered by the topography, where the layout of the streets and spaces is linear and simplistic. This testifying to the area's medieval origins, with the street plan from this period is conserved and legible.

The medieval "burgage" plot pattern survives in places with buildings set on to the street, expressed by height, and long narrow garden plots to the rear. There are instances where redevelopment has resulted in such plots being amalgamated producing buildings with wider frontages.

The area is characterised by terraced blocks stepping down from west to east. The built form is of high density and tightly packed with buildings mostly pressed directly up against the back edge of pavements. This provides strong, mostly continuous, building lines, and active street frontages.

In Crossgate and Allergate there is an intimate inwards historic character, with Crossgate a wider street than its immediate neighbour. There are places in Crossgate where grand Georgian townhouses occupy elevated positions above the footway that positively emphasises their status and prominence.

Domestic plots are generally orientated north south and are rectangular in shape but with variation in width and depth.

They tend to be larger than in other parts of the city where there is more development pressure. Front curtilages are sparse with only St Margarets Mews and the limited modern infill development benefiting from front amenity spaces.

The lower end of Crossgate Bank at its junction with North Road should be a place of vitality and urban vigour, but much has been lost due to development over time. Crossgate, Allergate and South Street all rise from this point, but the character is compromised by street parking

South Street has a splendid position on the crest of the upper river gorge opposite the Peninsula. It is very different to Crossgate and Allergate being open fronted maximising the splendid views of the Castle and Cathedral. There is enclosure at the lower (north) end of the street comprising of a mixture of tall modern apartment blocks, historic buildings, and ancillary garage development.

**Fig 3**, images of the general street pattern, Top 1, Crossgate rising steeply from North Road with the presence of the fine Georgian townhouses overstated by their elevation position middle 2. Bottom, the street levels off temporarily at its junction with Allergate that rises gradually northwards, with Neville Street dropping steeply down to North Road 3.







**Fig 4**, images of the general street pattern. **Above**, South Street begins in the north at its junction with Crossgate where the street is dominated and enclosed by modern C20 and C21 residential development). **Middle** moving up the street southwards it is characterised by the continuous historic street frontage, with the east aspect open fronted to the river gorge and peninsula. **Right hand side** the street then becomes less dense, but its linear form continues, and it gives way to a semi-rural more informal character with dense mature tree cover. (3)



The steep slopes of the riverbanks and the dense mature tree cover generates a dramatic setting to South Street. The street is straight and steep, rising significantly at Pimlico to a peak then sloping down steeply towards Crossgate. For much of its length, South Street is open fronted to overlook the river gorge and Cathedral.

The west side of the street consists of large two and three storey villas and townhouses, with brick and stone walls at the lower end on the east side providing enclosure to the space and a strong boundary frontage.



The buildings are grouped together in eras and styles to some extent and have grand, reasonably wide frontages.

South Street is one of the older streets in Durham, with many of the original houses still standing.



St Margaret's Workhouses is a notable distinctive historic site that differs significantly to the surrounding street and development pattern. It is loosely oval in shape with an irregular plan form and open plan layout containing a mixture of large single blocks and set back stone terraces of strong character. The buildings have a somewhat haphazard arrangement but are reflective of their original form and layout

There are a limited number of buildings running against the historic grain and ignoring the street line. These are detached and set back within larger plots created when parts of the continuous terraced street were demolished in the 20<sup>th</sup> century. There is some limited back land development such as St Margarets Court at the west end of Crossgate which replaced a much earlier 19<sup>th</sup> century building, and at Hanover Court in Allergate.

In a similar trend the small group of residential dwellings at Grape Lane are set back from the main street on lower ground, in a courtyard arrangement, and with a parallel block gabled-ended onto the street. To the rear there are linear staggered blocks of bungalows overlooking the churchyard. While they go against the historic plan form, the layout creates its own sense of place and community that contributes positively to the area.

There are a number of historic vennels, lanes and routes that are more intimate and informal than the principal streets. They are part of the area's history, plan form and character and offer a very different pedestrian experience to the main urban streets. Vennels are commonplace within the city and are part of the urban fabric and medieval street pattern. Many have been lost over time giving those that survive added significance.

**Fig 5,** images below showing a "hidden" vennel in Allergate, and the informal lane at South Street leading to St Margarets allotments and graveyard. Top right, image from the short footpath route to the rear of the church.

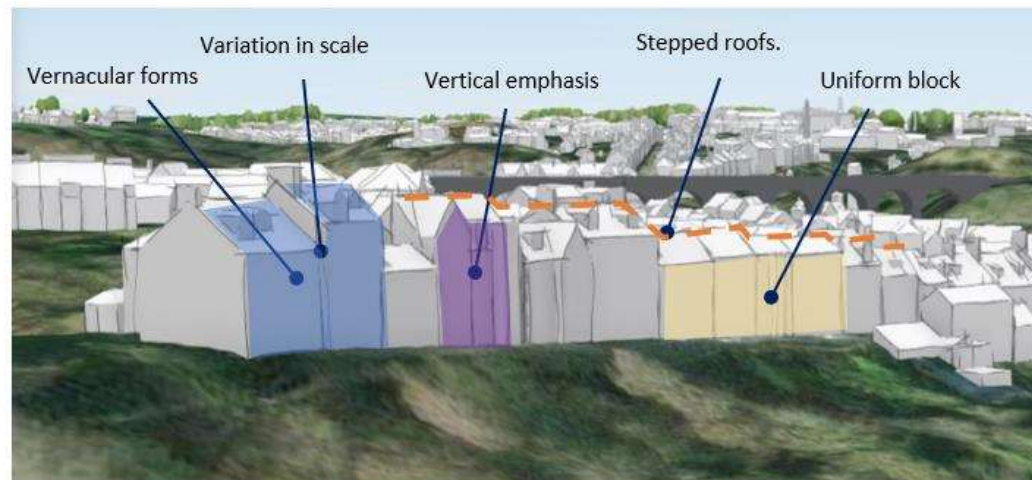
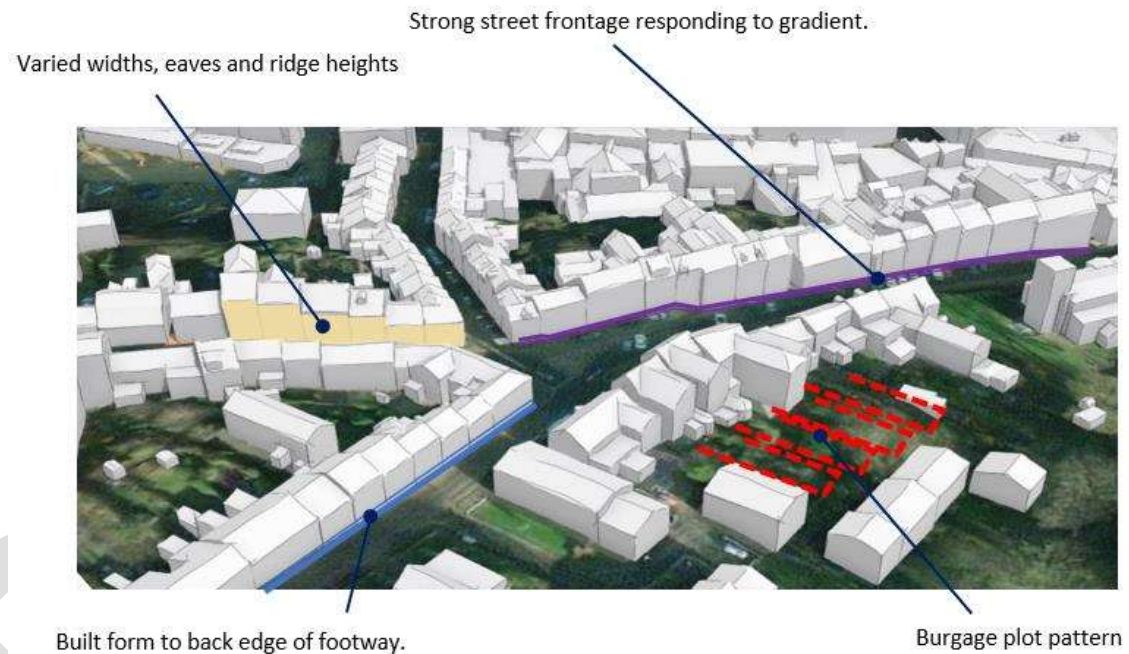




## Key characteristics & identity

- High density development predominantly residential in use/character.
- Medieval street pattern and layout that is preserved and legible.
- Surviving historic burgage plots.
- Surviving historic narrow vennels, informal lanes and pedestrian routes.
- Buildings mostly pressed tight up against the back edge of the pavements.
- Continuous almost unbroken terraced blocks creating strong and active street frontages.
- Buildings framing the carriageway creating enclosure and intimate historic character.
- Buildings stepped in response to the gradient.
- Historic buildings defined by traditional shapes, forms and proportions, with frontages generally well ordered and symmetrical.
- Variation in age, size/scale, architectural styling and detailing signifying different phases of development and adaption but with some consistency between blocks.

**Fig 6.** 3D modelling highlighting key characteristic found within the area





The main historic green space is found at St Margaret's Church with a compact churchyard encircling the building. The churchyard's extension varies in landform and character in part having an unmanaged wilderness-like quality, then a more formal open area of grassland with dense mature trees sweeping across to the allotments.

The public playground at the west end of Crossgate, has both functional recreation and visual amenity value in the street scene. It comprises of grassland enclosed by mature trees and hedging, providing an important and positive natural break and softening feature to the built form.

There are private gardens and mature trees to the rear of South Street visible from the within graveyard and informal lanes, and some private rear gardens in Allergate and Crossgate visible from the vennels. These are also important in providing soft separation between Crossgate and North Road despite being generally unseen.

At the south end of South Street, there is a high amount of overhanging greenery. This creates a green corridor effect and semi-rural character. To the rear of South Street, the allotment gardens at Margery Lane provide an important green setting to this area.

These green spaces contribute very positively to the area's character and visual appearance and enhance the setting of its historic buildings.

*Fig 7, plan identifying the key green spaces within this character zone and images of the churchyard, graveyard, private spaces, the woodland enclosing South Street and the allotments.*





### *3.1.3 Architectural styles, form and detailing.*

The architectural character in the area is both rich and varied, ranging from fine Georgian townhouses and cottages to more modest Victorian terraced properties, notable historic landmarks and modern infill development. The diversity of architectural features and material palette contributes to the character of the place. The architectural quality of residential housing within this part of the conservation area is particularly high.

Building heights range from two to four stories, predominantly traditional in form and proportions with well-balanced often symmetrical facades. Despite the great variation there are some cohesive terraced blocks and unifying architectural features. The variation in scale, form, massing and style provides a pleasing contrast with wide grand buildings often seen against their narrower smaller neighbours.

Significantly, some of the buildings have developed over the centuries and were part of the late medieval layout, but they were re-fronted to outwardly reflect the later form and character, with the medieval fabric hidden within.

The buildings in South Street tend to be higher and wider and are architecturally distinctive, many being individually designed. They range from three and four stories, in villa and townhouse styles, some with grand frontages and elaborate detailing and decoration. They are however

unified by vertical balance to the elevation treatments.

South Street is often regarded as Durham's finest street in terms of planned domestic architecture that adds significantly to the townscape quality of the conservation area. In contrast the north end of South Street is dominated by modern infill development, however this generally respects the street pattern and distinctive terraced character. The elevations are expressed through height, simplicity, verticality and balance.

Crossgate and Allergate are characterised by Georgian and Victorian terraced properties. The Georgian properties tend to be higher and wider than their Victorian counterparts that have narrower frontages. The broad mixture of architectural styles in these streets is united by their domestic scale. They tend to be mostly rendered, and frequently have stone dressings, and classical detailing. There are some later 19<sup>th</sup> century buildings that are typically brick built but there are some stone building terraces from this period. They have balanced elevations with timber sash windows with different glazing configuration, and timber panelled doors.

Door treatments vary with large ornate surrounds to simple bracketed canopies, whilst pediments with dentilled projections can be seen in the area.

Roofs are almost exclusively Welsh slate with eaves highlighted by cornices or corbels, with some building edges defined by quoins and, painted plinths, and boot scrapers are

commonplace. Eave lines are often highlighted with cornicing or corbels, while canted bays, oriels and dormers can be commonly found.

There are a number of historic landmark buildings such as St Margaret's of Antioch Church built in the 12th century and altered over a long extended period of time in the 14th, 15th and 19th centuries. The Elm Tree Public House is a notable building in the street and has a well-balanced frontage distinctive in its residential surroundings.

An important historic site is the Victorian St Margaret's Workhouse and Hospital. They are key landmark buildings of considerable architectural interest. The modern conversion schemes conserves the building's historic character and legibility of their different historic uses.



*Fig 8, a series of images showing the different architectural styles of the buildings found within the character area*



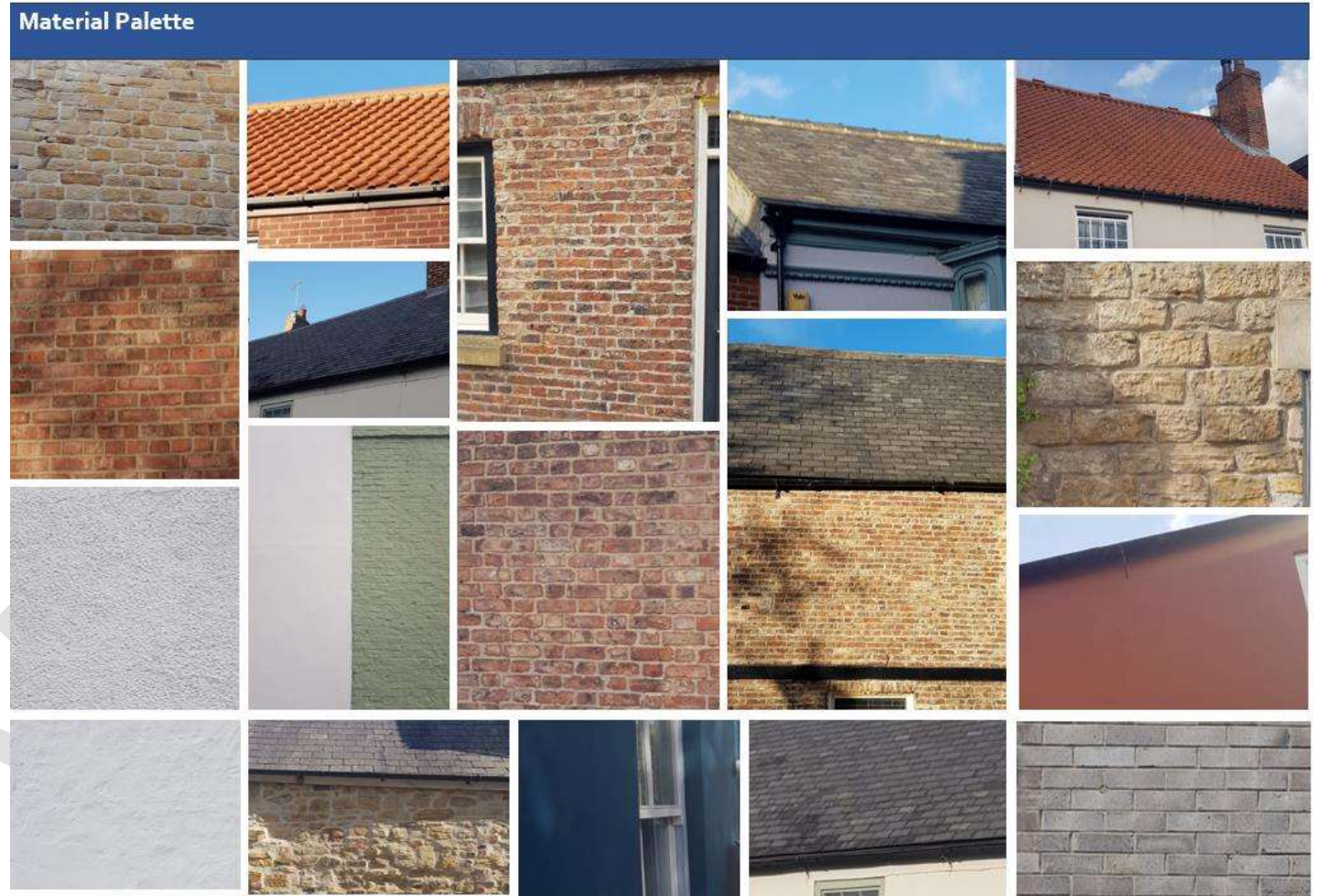


The palette of materials makes a valuable contribution to local distinctiveness and sense of place. The variation in type, texture, colour and tone, along with the mixture of locally sourced and imported materials add aesthetic interest that contributes positively. Materials are also important in creating a sense of history, and in reflecting changes in fashion and taste as well as reflecting building status.

The area is characterised by a prevalence of historic and traditional materials, with a mixture of render, sandstone and brickwork. Stone and brick are commonly used for detailing such as quoins, floor banding, door and window heads and cills.

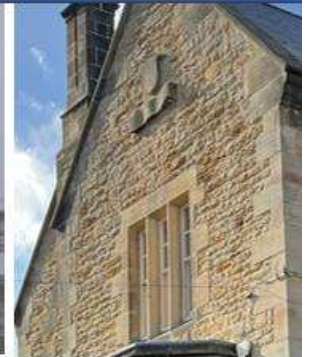
Welsh slate is the dominant roof covering material, although there are some examples of traditional red pantiles. The modern concrete tiles and buff brick go against the traditional material palette but are infrequent.

Traditional timber is the dominant window and door material, with only a few examples of unsympathetic modern uPVC found within this area.





## Architectural Detailing Palette





Doors are highly varied but are consistent in terms of traditional timber painted doors.

They are generally solid with a variety of paint colour finishes adding visual interest. The most common styles are panelled doors, but there are some notable bespoke designs, and some with intricate mouldings.

Many doors have over-lights in rectangular and half-round styles often with glazing bars and with some geometric and fan decorative styles.

Door cases are commonplace, with brackets and hoods, some more elaborate in style than others.

## Door Palette





Traditional timber painted sliding sash windows are the predominant window style within the area. These are many vertical sliding sashes but also some positive examples of horizontal “Yorkshire” sliding sashes.

Windows are mostly in typical Georgian and Victorian period styles of 2-over-2, 3-over-3, 6-over-6 and 8-over-8 glazing patterns. There are some more distinctive windows including arched, tripartite, and leaded styles. Bay windows are fairly commonplace with oriel, and full height canted bays.

There are some examples of traditional timber window shutters which are positive features.

Windows often have either stone painted lintels and cills, in flat and wedge shapes, or brick headers.

### Window Palette





## Roofscape

The roofscape of the character zone is highly varied, with buildings designed in response to the topography, status and architectural styles. The roofscape is appreciable from different vantage points within the area but most notably from the west end of Crossgate and looking eastwards within Allergate. The variation in roof forms, building heights, eaves and ridge levels along with dormers and the rhythm of brick chimneys provide a roofscape that is a fundamental part of the street's character and an important feature in wider townscape views. In Crossgate, the distinctive roofscape merges into the wider roofscape of the Market Place and Claypath forming the background where the church spires are notable historic features in the skyline.

*Fig 9, images from Allergate and Crossgate showing the characterful historic roofscape with variation in roof form, pitch, height and with a rhythm of brick chimney stacks.*





## Shopfronts

The area is predominantly residential in use but there is a small commercial element concentrated within Crossgate between its junction points with North Road and Allergate. The area displays traditional, good quality, retail frontages that contribute positively to the character and appearance of the street. These include the Elm Tree and The Angel which retain traditional-style public house frontages, and the Georgian Townhouse with a fine traditional timber painted shop frontage with hand painted signage.

*Fig 10, images of the different shop fronts and public house frontages within the area.*





## What detract from the area's special character?

Within the character zone, 4 buildings detract from the special character. No vacant or gap sites have been identified. Condition is not a factor in identifying buildings, as this is a management issue which can be resolved.

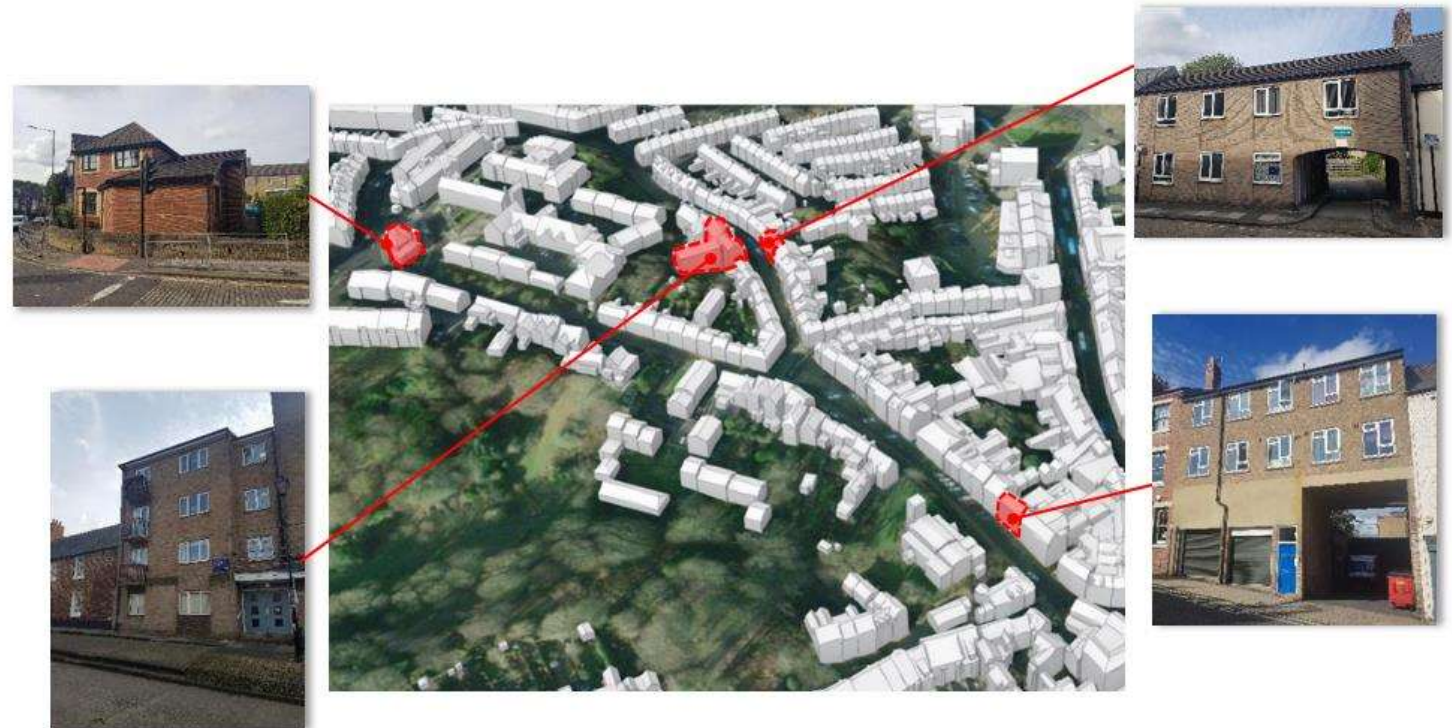
**Hanover Court 1-20** – south side 4-storey block oversized in a domestic context characterised by 2-storey dwellings. It projects forward from the historic building line and, fenestration is horizontal in form. While this development was intended to reflect the former large, scaled 19<sup>th</sup> century hospital building that occupied the same site, the design is of low quality that fails to achieve sympathetic assimilation into the historic streetscape.

**Hanover Court 21-23** – bland elevations with inappropriate fenestration, and materials.

**No 67 Crossgate** – poor ground floor with garage openings with roller shutters, a large service opening, low quality fenestration and materials.

**Health Centre** - modern design addresses corner position but has little regard architecturally to historic surroundings.

*Fig 11, 3D model and images showing the buildings identified as detracting*





## Historic Buildings

The historic buildings within this area show a very high level of intactness overall in terms of the preservation of the use of historic/traditional materials, period architectural features and detailing.

However, a limited number of the historic buildings detract from the character and appearance of the area through the loss of traditional materials and features, replaced with unsympathetic modern alternatives such as insensitive uPVC windows and doors, and artificial roof coverings

*Fig 12, images showing examples of insensitive alterations undertaken to historic building.*



Loss of Welsh slate for modern tiles



Large modern box dormer with uPVC



Replacement uPVC imitation sash windows



Replacement uPVC door



### 3.1.4 Ambiance and pedestrian experience

The area is part of the wider busy urban environment with its commercial core, and public transport hubs nearby, and in places can be busy at peak times.

Crossgate, Allergate and South Street are secondary vehicular routes and as such they are not relentlessly impacted by traffic movement. Crossgate however is busier as it is used as a “rat-run” from North Road to Crossgate Peth and Nevilles Cross, and there can be traffic build up at the junction onto Crossgate Peth.

South Street has a quieter domestic character and ambiance compared to Crossgate and Allergate that tend to be busier and noisier. At Crossgate’s junction with North Road the level of activity and noise increases dramatically at peak time, and nighttime particularly on weekends.

Pedestrian movement is generally aligned in the same manner; South Street receiving less footfall than Allergate and Crossgate. These streets provide important and well used pedestrian connections between the denser surrounding residential streets and other parts of the city centre. They are also well used as short cuts by students. They provide similar experiences in terms of historic character and their hilly nature.

There are a number of quieter pedestrian-only routes; winding informal lanes that provide a contrasting pedestrian experience to the main streets. There is very little in the way of signage and lighting along these routes, appropriate to their character. In South Street there are important access points on the east side that connect to the footpath network through the woodland down to the riverbanks.



**Fig 13,** *The differing streets of Crossgate with parked cars cluttering the street, Allergate with on street parking, and generally car free South Street.*



South Street moving into Pimlico and Grove Street provides access down to the riverbanks footpath network that are well used for walking and leisure activities, and provide important routes linking to the Peninsula and Durham WHS.



In Crossgate and Allergate, at busy times, there can be conflicts between vehicles and pedestrians, with movement frustrated by the narrowness of the pavements, parked vehicles, and limited opportunities for crossing. Parked cars can often clutter all three of these historic streets detracting from the visual experience of the historic buildings and the general street scene.

Within Allergate and the north part of Crossgate concrete flagged footpaths with concrete kerbs and tarmacadam carriageways are commonplace.

South Street and the north end of Crossgate are of high quality with traditional setts to the carriageway and Yorkstone paving to the footway. There are other examples of traditional floorscapes, granite sets and some areas of river cobbled surfaces appropriate to the character and appearance of the historic streets.

Despite this, there are many places where insensitive material replacement has taken place giving a poor patchwork appearance, and an insensitive mix-match of surfacing materials.

Many paving flags are fractured, uneven, and some have been replaced with tarmacadam that impacts negatively. Added to the above there are often refuse bins collected on the footway and visible within side alleyways that add detrimental visual clutter. In combination such issues impact poorly on the visual appearance and overall impression of the place.

**Fig 14,** images of car cluttered historic streetscapes, in Crossgate blocking part of the footway, worsened by refuse bins detracting from the streetscape and pedestrian experience





## Surfaces Palette

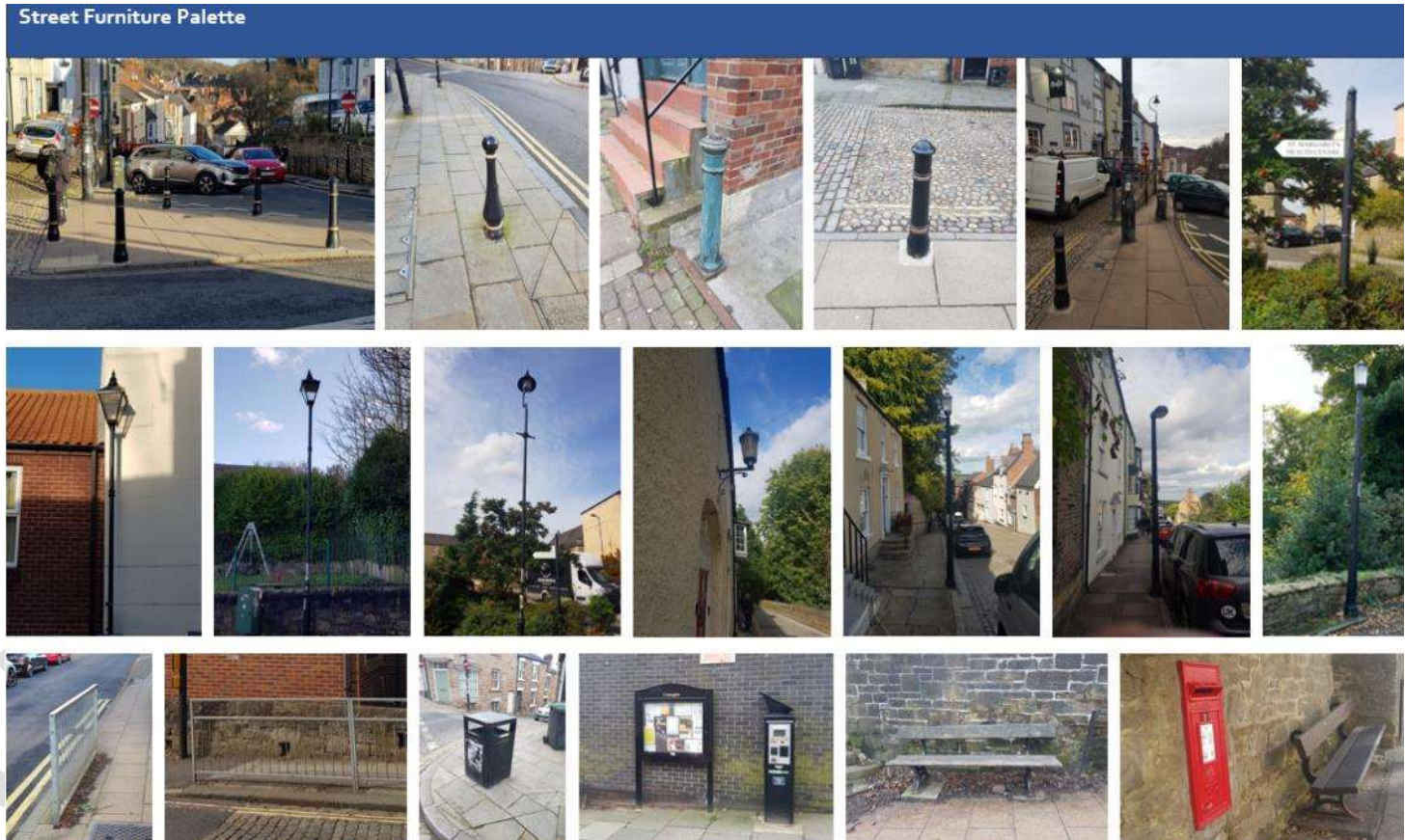




Historic street furniture can make a strong positive contribution to a sense of place and local identity. These can include post boxes, letter boxes, bollards, railings and memorials, that help to enrich the streetscape. Within this character zone however the street furniture tends to be modern and mixed.

Street furniture is prevalent within the busier streets of Crossgate and Allergate. There is a mixture of lighting units within the area. In Allergate they are heritage lantern style columns appropriate to the character of the street, but elsewhere standard modern columns and head units are used. Within South Street there is a mixture of modern columns that are out of place given the quality of the historic streetscene, but there are some appropriate Victorian style wall mounted street light fittings.

The main items of street furniture are bollards, parking and highway signs, parking meters, seating, and refuse bins. The overall impression is that the streets are not excessively cluttered by items of street furniture most of the time, the exception being at the junction of Crossgate, Allergate and Neville Street where the number of items is excessive in a relatively confined area of public realm.





The majority of the buildings within the area are up against the back of the pavement. However, some of the rear gardens and yard spaces are enclosed by historic stone and brick walls. Despite being unseen, they represent important historic fabric and features in delineating the surviving medieval burgage plot pattern of the area.

There are some notable boundary treatments within the street scenes that contribute positively. For example, St Margaret of Antioch Church has black metal railings and impressive stone walls onto the street. St Margarets Centre is enclosed by substantial stone walls with terraced courtyard walls within the site. The front gardens of St Margarets Mews facing onto Crossgate are enclosed by historic stone walls with gates and piers. There are historic stone walls around the churchyard and allotments, and stone walls with sections of traditional black metal railings onto South Street.

The boundary treatments are significant in reinforcing the streets linear plan form and sense of enclosure that are fundamental to its character hence contribute positively.

There are some examples that do not fit with the prevalent historic boundary treatments including rendered walls, timber birds-mouth fencing at Grape Lane, sections of highway safety fencing, and the safety fencing around the playground in Allergate.

#### Palette of Boundary Treatments





### 3.1.5 Visual experiences

As a result of the area's unique position and topography rising in elevation westwards, there are a number of impressive views with heritage focal points including, Durham WHS, and fine views of the historic streetscapes that merge into one another.

These views evolve and change with movement through the character zone. For example within Allergate, the narrowness of the street and heights of the buildings creates an intimate inwards character. However, the street is characterised by Georgian townhouses, and later Victorian properties that provide a streetscape of high quality and diversity.

Moving along the street eastwards views open up at the junction with Crossgate revealing a glimpsed view of the church of St Margaret of Antioch and Durham Cathedral. The view of the cathedral from South Street is an important historic view, not only because it expresses in detail the architectural quality of the building but also because the street is a historic pilgrim route.

In summary the key views identified within this character zone are:

**View 1** - Views east and west along Allergate.

**View 2** - Views east and west along Crossgate.

**View 3** - Views southeast from the mid-point in Crossgate of St Margaret of Antioch Church, Durham Castle & Cathedral.

**View 4** - View north from Allergate/Crossgate looking down Neville Street.

**View 5** - View east from within St Margarets graveyard

**View 6** - Views east from within South Street.

**View 7** – Views north and south along South Street



**Fig 15**, the channelled view from the elevated south west part of Crossgate with Durham Castle Keep and western range prominent in the skyline backdrop..



## Key Views Location



## Image



## Description

Views in both east and west directions along Allergate.

Enclosed channelled and intimate views of the fine historic streetscape comprising of 17<sup>th</sup>, 18<sup>th</sup> and 19<sup>th</sup> century residential properties. The view changes with movement through the street.

View northeast from Crossgate.

An enclosed channelled streetscape view focused on the 18<sup>th</sup> century buildings on the north side of Crossgate Bank, and the townscape backdrop.

The historic roofscape is appreciable with the spires of St Nicholas Church and Claypath Church skyline features, behind these the tree covered wider ridge can be seen. Moving down Crossgate Bank the view changes to a close up view of the fine Georgian and Victorian buildings.



## Key Views Location



## Image



## Description

View southeast from Crossgate.

Crossgate Bank provides a sequence of views of the medieval church and Durham WHS. This ends with a close up view of the Church of St Margaret of Antioch that has a dramatic presence due to its elevated position above the footway. The west range of Durham Castle and Durham Cathedral can be seen in the background where they have a dominating presence.



View north from the Allergate and Crossgate Junction down through Neville Street.

A fine view of St Godrics Church in the skyline channelled by the distinctive 19<sup>th</sup> century stone terraced building forming a distinctive and somewhat rare, cobbled street.

## Key Views Location



Image



## Description

A "hidden" view eastwards from within St Margaret's graveyard

The elevated nature of the land provides a fine view of Durham Cathedral in the skyline above the roof tops of the historic buildings within South Street.

From the same vantage point there is a fine view of the west range and upper part of the keep of Durham Castle.



The view east from South Street

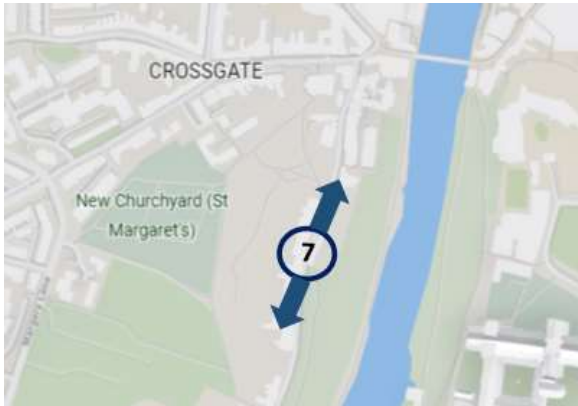
South Street provides a sequence of fine views overlooking the River Wear gorge to Durham Cathedral and Castle seen in their riverbank woodland setting.

The views of the Cathedral from within South Street are reduced by the unmanaged tree cover.



## Key Views

### Location



### Image



## Description

The views north and south along South Street

Evolving close quarter views of the historic buildings of different architectural styles presenting a high quality diverse historic streetscene.

Key nighttime view Locations 3 & 5





### 3.1.6 Summary of Condition, Issues, Threats & Problems

#### Built form

- The buildings are generally in a good condition and well maintained, some recently refurbished.
- None have been identified as being at risk.
- Retention of traditional period features such as timber sliding sash windows, timber panelled doors. The area has a high level of intactness.
- Traditional materials are prevalent with only limited use of insensitive modern materials.
- There are a small number of buildings that show a decline in condition and general lack of ongoing maintenance works.
- Vacancy is not a noticeable problem within the area.
- There are examples of low quality modern development that do not respect the historic layout, character and appearance.

#### Urban spaces

- A number of areas of positive traditional floorscape.
- Some street surfaces are mixed often with no interface material between traditional and modern surfacing treatments.
- Fragmentary repairs have been undertaken at different times using different materials giving rise to a poor patched appearance.
- Tarmacadam carriageway surfacing is deteriorated in places at different rates.
- Areas of cobbles in a deteriorated condition.
- Footways can be blocked by parked vehicles and refuse bins also blight the visual appearance of the street.
- Streets can be car dominated.

#### Green spaces

- The churchyard has both managed and unmanaged areas with a semi-wilderness quality.
- The public park in Crossgate is well used and well maintained.
- The woodland on the river gorge is unmanaged blocking and reducing important views of the WHS from within South Street.
- Some front gardens are overgrown, blocking views of the historic buildings behind.

#### Street furniture

- There are uncoordinated items and styles that do not fit in with the historic character of the place.
- There is a proliferation of items associated with car parking and traffic movement.
- Modern street lighting columns and head units, less sensitive than heritage style units. Styles uncoordinated.

deteriorated surfacing materials and some street item clutter.

## Threats

- Potential loss of surviving traditional street surfacing materials.
- Continuation of unmanaged tree cover resulting in additional obscuring or heavily filtering important views further.
- Ongoing negative impact of parked vehicles and traffic.
- Potential for unsympathetic alterations and loss of architectural features to non-designated heritage assets.



**Fig 16,** the good quality public realm at the Crossgate and Allergate junction, visually detractive by mix-matched and

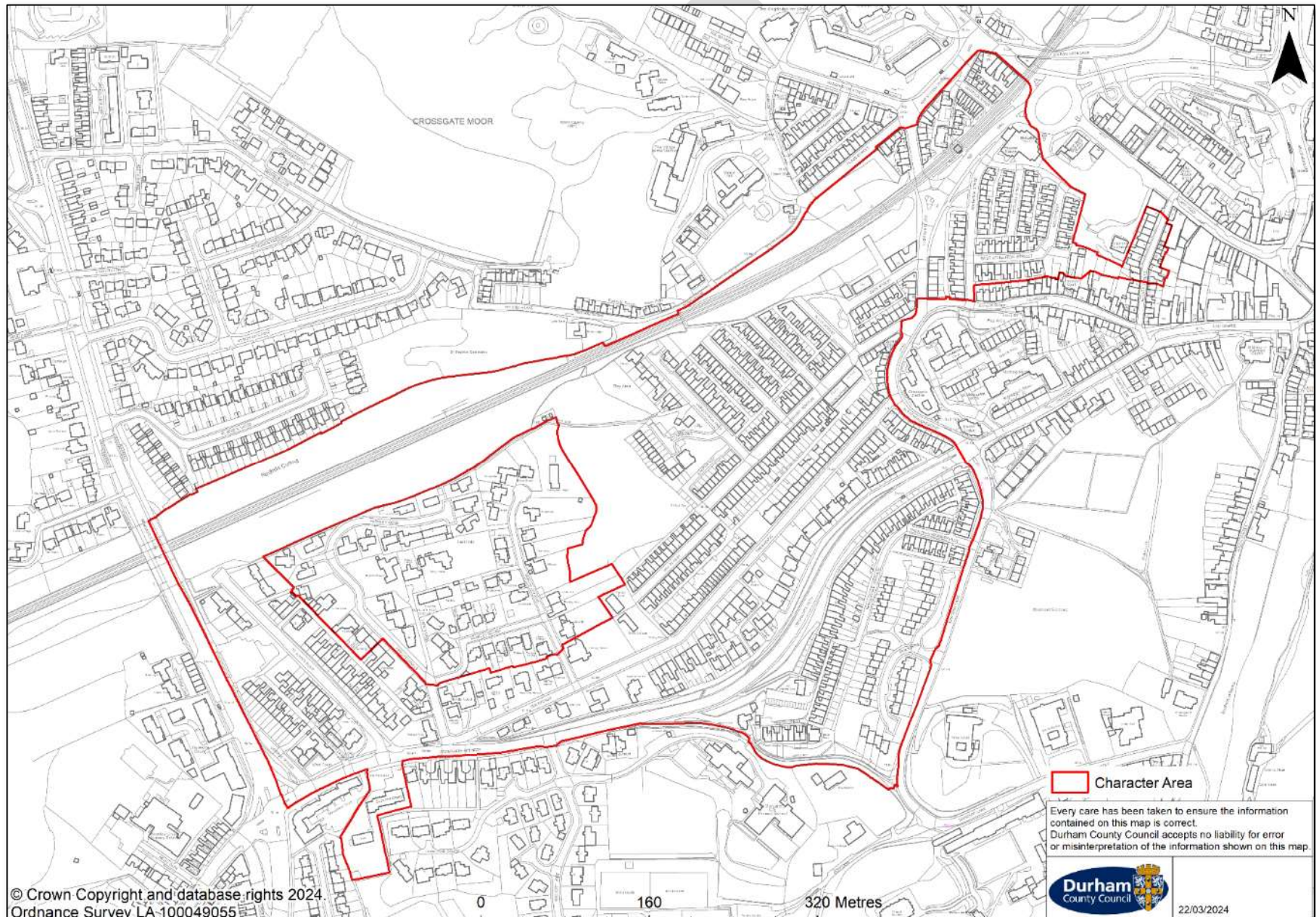


### 3.1 Character Area 2 (Crossgate Peth)





Fig 1, detailed boundary plan of the character area.





### 3.2.1 Location & Summary of Special Interest

The character zone is densely developed and residential in character. In the north the boundary is informed by the Railway line and Sutton Street up to Bridge Street, continuing round the rear of the Bus Station on North Road taking in Neville Street. In the east it follows the curve of Sutton Street round to Margery Lane turning west onto Clay Lane. The southern boundary follows the route of Crossgate Peth up to St Johns Church where it heads north along the A167 up to Redhills Railway Cutting.

The setting of the area is informed by the surrounding dense urban townscape, commercial area around North Road, and by the topography of relatively steep terrain rising steeply westwards from the city centre. Along this ridge and the lower reaches of the Durham Bowl (the area of steep slopes and hilltop that surround the built environment of the city) are the wooded railway embankments and slopes of dense woodland to the rear of Byland Lodge. The dense mature tree cover providing a natural green backdrop contrasts with compact Victorian streets.

### What gives the area its special historic and architectural interest and character?

- Historic interest and identity as a distinctive part of the city directly associated with its C19 and early C20 expansion.
- Crossgate Peth is one of the oldest routes in the city.
- Distinctive historic development pattern of grid terraces, with connecting back lanes.
- Consistency and uniformity in traditional form, proportions, and scale, balance of openings and vertical emphases.
- Variation in architectural style ranging from simple terraces and Edwardian townhouses to grander detached villas.
- The built form stepped with the gradient adding character and generating high quality roofscapes.
- The sustained use of traditional building materials and surviving period features.
- The visible garden spaces providing a suburban character in some streets.



**Fig 2,** image of a typical Victorian terraced street found within the area, and the distinctive well preserved terrace of Lambton Street.

### 3.2.2 Local layout, streets and spaces

The plan form of the area has been dictated by two main factors: the topography and the arrival of the railway. The area is dominated by terraced housing that evolved on previously undeveloped land over two main phases. These both display similar characteristics in terms of high density, linear plan form and narrow plots, with some variation in street widths.

The development of these terraces, most often separated by a back lane is a distinctive feature of the city centre. These streets and spaces are significant historically by symbolising the 19<sup>th</sup> century growth of the city where there was limited opportunity for expansion on the Peninsula with the greatest level of expansion seen within this character zone.

Hawthorn Terrace is a wide street, compared to its neighbours, with a series of shorter terraced streets behind running at right angles, together forming a tight grid pattern, one also seen to the area to the rear of North Road. These streets have strong building lines and active domestic frontages characterised by repetition of design. The streets respond to the landform by stepping with the gradient, very pronounced in places such as The Avenue, Atherton Street, Nevilledale Terrace and Summerville.

Where the land is generally flatter the terraces tend to be either longer and continuous or in separate blocks. Both types are seen at Hawthorn

Terrace where the gaps provide access to the streets behind. Contrasting with the prevailing linear block pattern are the streets of Colpitts Terraces, Palatine View and Alexandria Crescent that are elegantly curving streets.

House plans in the area are typical of the period. Large numbers of terraces were built speculatively to accommodate householders at the lower end of the socio-economic scale, who required accommodation close to their places of work. These were of a uniform, modest domestic scale and basic design of “two up two down” configurations, rectangular plots with frontages pressed tight up against the back edge of the pavement. They typically have small rear yards enclosed by shared brick boundary walls and small brick outhouses. Although many original outbuildings have been lost and yard spaces reduced over time.

The main streets align with the primary thoroughfare from the west along Crossgate Peth and the A690 winding down to the Viaduct where it connects to North Road.

*Fig 3 Images demonstrating the layout and common house type with the area. Top, uniformed terraces stepped in response to gradient. Middle, compacted modest Victorian terraces in separate blocks. Bottom, a typical back lane.*





The construction of the A690 in the mid-C20 resulted in the demolition of most of the east side of Sutton Street that visually shielded Atherton Street. As a result, the back of this terrace now faces the main street with left over space turned into roadside greenery.

Within parts of The Avenue, Crossgate Peth and around the entrance point into St Johns Road, there is a distinctive shift to lower density semi-detached and detached properties stepping up the hill. These are notably larger in size and set in more generous plots.

These houses tend to be set back from the prevailing building line behind front gardens. They have more imposing boundary walls onto the street and mature vegetation that emphasises the strong linear form of the street. They are more typical of a suburban layout towards the outskirts of the city.

Notably, the significance of Crossgate Peth in terms of plan form, is increased as it follows the line of the original, slighting curving, medieval/pilgrim route into-out the city that remains legible.

*Fig 4 images of the wide street of The Avenue informed by grander terraced properties those at the west end of the street with private front gardens. Large, more ornate dwellings at Crossgate Peth. Example of a large, detached villa in generous grounds at the entrance to St Johns Road. The terraced block at the northeast end of Crossgate Peth overlooking the main carriageway, and the open fronted curving terrace of Palatine View.*





Neville Street is separate to the main urban area described above, being located at the junction between Crossgate and Allergate where it drops steeply down to North Road. It is a fine street of stepped stone built terraced houses tightly enclosing a cobbled street. It was a side street off North Road with no connection to Crossgate until the late 19<sup>th</sup> century.

The building pattern is one of narrow properties on either side of the street in rectangular plots, until reaching the north end where larger irregular shaped commercial buildings emerge. The properties at the south end are pressed tight up against the back edge of the pavement. Moving downhill they become set back with front gardens and enclosed forecourt spaces.

Also noteworthy is Lambton Street, a 19<sup>th</sup> century terrace set back behind Sutton Street on lower ground below the viaduct. It is a single straight street running north-south with a rounded corner-end and it is one of the City's best preserved from this period.

*Fig 5, Neville Street is a fine characterful late Victorian cobbled street, linear in form with stone buildings enclosing the space. It widens at the north end where the building are pushed back behind front curtilages.*





## Key characteristics & identity

### Typology 1

- High density compact terraced streets in linear form with enclosed small back yards.
- Grid patterns, face to face and back to back streets continuous or short individual blocks.
- Buildings pressed tight up against the back edge of the pavement.
- Back lanes providing connections to neighbouring terraces and wider streets.
- Buildings stepped in response to the gradient, or with slight variations in height signifying different phases of development.
- Defined by simple traditional shapes, forms and proportions typically 2-up-2-down.
- Distinctive historic roofscapes with rhythm of chimneys and sometimes dormers.

### Typology 2

- Medium to lower density development.
- Semi-detached and detached properties.
- Larger scale in more spacious plots
- Properties set back behind front gardens.
- Gaps between buildings and different phases of development.

Fig 6, 3D modelling highlighting key characteristic found within the area.



Despite being a dense urban area there is an abundance of greenery that adds positively to its character and visual appearance. Places such as The Avenue, Crossgate Peth, St Johns Road, and at Laburnum Avenue, benefit from private front gardens that have high visual amenity in the street scenes. Where there are larger plot sizes, the garden spaces tend to be filled by mature trees and hedgerows creating an area that has a distinctive suburban character.

The back gardens to the properties lining the north side of Crossgate Peth cascade down to the street frontage at The Avenue where they contribute positively to the visual amenity and character of the street. There are some notable properties where gardens have been lost to provide hard standing driveways and parking areas that has a very detrimental effect in the streetscene. In some back lanes, boundary walls have been lost creating open parking areas that detract from the historic character of the back street environment.

The modern residential development at the Byland Lodge site included remodelling of the landscape as part of an overall landscape strategy, this has added to the setting of the Victorian lodge and the visual quality of the wider streetscene.

In the public realm there are some positive green infrastructure assets such as the embankments bounding Crossgate Peth creating a green corridor entrance into the area from the west.

The green roadside verges along the A690 in the north approaching the Viaduct and north road roundabout help soften and provide green breathable space.



*Fig 6, roadside green spaces and street trees along the A690 soften its impact, with the surrounding dense tree cover*

*providing a contrasting soft green background enhancing the setting of Durham Viaduct and the area.*

At St Johns Church, the open lawned area to the front provides a fitting setting to both the church and war memorial. On the west side of Laburnum Avenue is a public play area however it is an underused space. Adjacent to the play area is an important area of woodland that stretches south to the back of May Street and west to meet the rear boundaries of the garden plots of the properties on the east side of Farnley Hey Road. This has visual amenity value as part of the green woodland background to the residential streets.

The northern boundary to the area is informed by the railway embankments that are densely covered by trees and vegetation forming part of the green backcloth of high visual quality to this part of the city.



*Fig 7, map identifying green infrastructure assets within the character zone*





### 3.2.3 Architectural style, form and detailing.

The area is characterised by compact Victorian and Edwardian terracing with some semi-detached and detached properties. These streets are important in providing physical evidence of the city's evolution and expansion as a result of C19 and early C20 industry. They have a simple, yet distinctive architectural style, with typically modest floorplans, repetition of architectural design, with a vertical balance and simple detailing.

Some of the terraces show more grandeur than others through detailing, and there are notable detached period buildings of individual designs that add to the overall quality and character of the townscape.

Roof lines tend to be of a stepped repeated pattern, regularly interspersed by chimneys giving rhythm to the roofs. In some streets, dormers are commonplace, but are not always positive.

Popular features include eaves corncicing and corbels, painted stone heads and cills, brick lintels, stone mullions, oriel and double height bays, overlights, hoods and surrounds to doors, painted plinths and boot scrapers.

*Fig 8, images showing examples of the different styles of buildings within the character zone.*





The area is characterised by a simple and relatively limited palette of materials. Red facing brick is the prevailing walling material. The infill developments tend to use a multi-red brick that appears in keeping with the street scene. The notable exceptions to this general rule are the sandstone Colpitts Terrace and Nos 58-61 Hawthorn Terrace, and Lambton Street of buff brick. There are also some properties that feature render to the upper floors. Both brick and stone is regularly seen throughout the area and used for detailing. Welsh slate remains the dominant roof covering material despite some loss for inferior artificial slate that impacts negatively.





The traditional doors found in the area are fairly consistent in style being mostly solid in 4 and 6 panel designs, with over-lights. In some streets surrounds and canopies are commonplace enhancing the appearance of the front entrances. Other doors feature half-round heads with keystones or simpler painted lintels.

Surviving traditional timber windows are mainly vertical sliding sashes with 1-over-1, and 2-over-2 glazing patterns being the most common. There are also examples with more distinctive multi-paned styles.

Windows tend to feature either brick on edge flat arched headers, painted stone heads and cills, and there are some examples of painted stone and brick mullions. Oriel and double height bays characterise some streets.





## Roofscape

The roofscape across the whole city is very distinctive and is a defining characteristic of this particular character zone. The combination and differences of building height, architectural composition and the local topography is most evident in this area where the historic terraced streets cascade down the various hills, generating striking silhouettes of changing roof forms.

The steeply pitched roofs have ridge lines commonly punctured by a regular rhythm of brick chimneys. Some roof slopes incorporate traditional dormer windows, half-dormers, and eaves broken by gabled bays adding further variety and interest.

The Victorian terraces are at the modest end of the built form spectrum but the well planned streets with an interesting blend of colliding and interlocking grid patterns, uniformity of design and roofscape create a very strong positive character to these residential parts of the city. This can be experienced in views from many vantage points in and around the city where the undulating distinctive roofscape is of considerable significance.

In Hawthorn Terrace the modern infill development responds positively and blends harmoniously with the surrounding historic terraced form in terms of building line, scale, massing, design and detailing that includes a well-considered roofscape.

*Fig 8, images below of the roofscape viewed from The Avenue northwards over Hawthorn Terrace, Lawson Terrace and Mistletoe Street, followed by a typical street elevation and the modern infill at Hawthorn Terrace.*





## Shopfronts & Signage

There is some limited commercial activity within this character zone found on Colpitts Terrace, Sutton Street and Hawthorn Terrace. The style and quality of the shop frontages and associated signage varies.

The street frontage of Colpitts Terrace is dominated by the early C19 Colpitts Hotel, which has subtle traditional signage in keeping with its historic character. At the south end of the curving terrace the former shop (now office) has traditional hand painted signage on the round left corner with a simple timber shop front with prominent cornice.

In contrast to the above, the adjoining property on the corner of Hawthorn Terrace has a heavy modern timber shop front in a deteriorated condition with painted brick work. At the lower end of Sutton Street, some of the commercial properties are devoid of shop fronts only featuring fascia panels and projecting signs fixed to the domestic frontages that appear out of place.

The north end of Neville Street is dominated by commercial units. The quality of the signage is generally low, with oversized and modern plastic advertisements on display detracting from the visual appearance of the building elevations.

*Fig 9, images of some of the commercial units within the area demonstrating the differences in shop front and signage styles and quality.*





## What detracts from the areas special character?

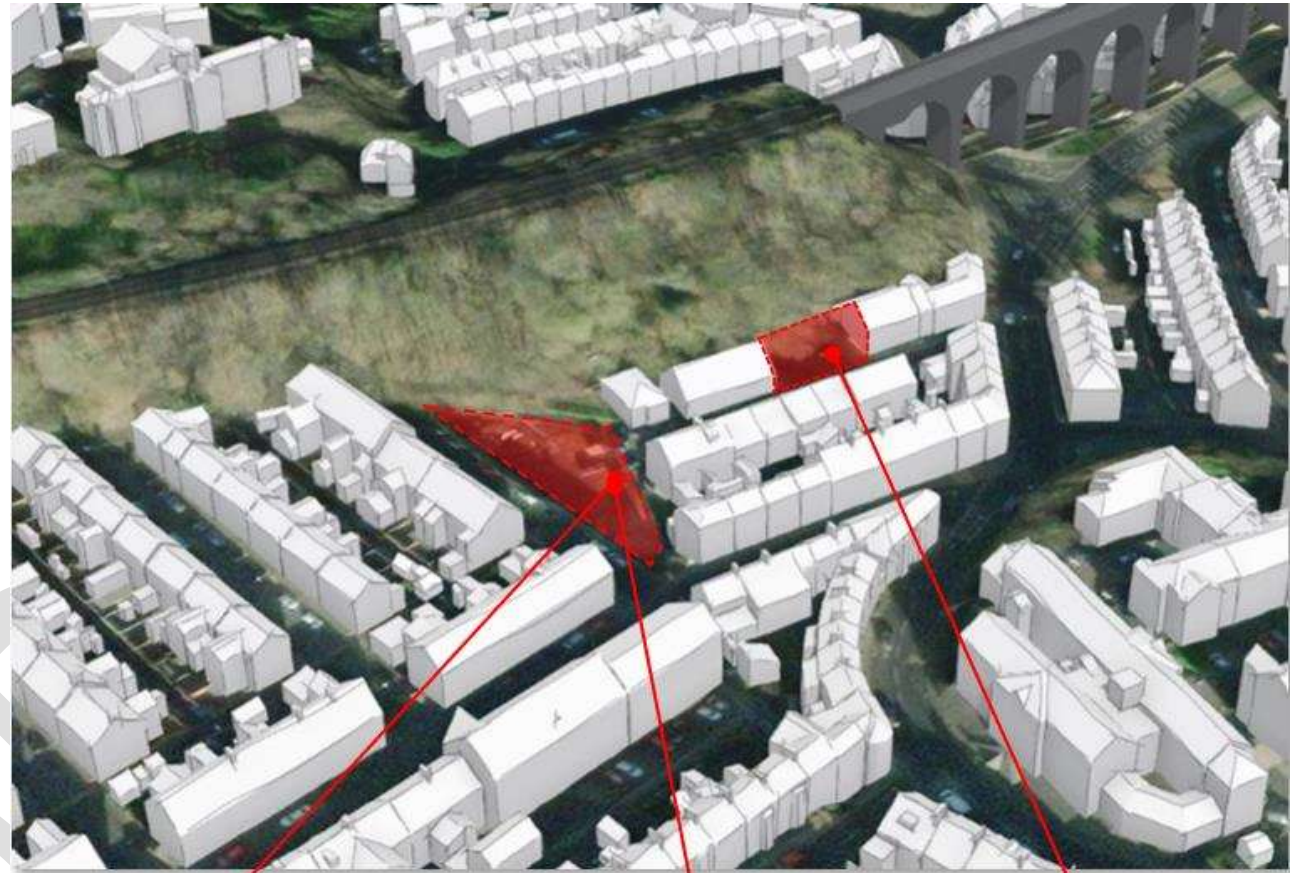
### Sites

Four vacant gap sites are identified as detracting from the areas special character.

#### Sites 1 & 2, John Street, Durham City

John Street was built in 1867 and currently features a cleared site at its west end. This contributes nothing aesthetically to the surrounding area, while being overlooked from Holly Street from which it appears more notable as an insensitive gap site in its surroundings.

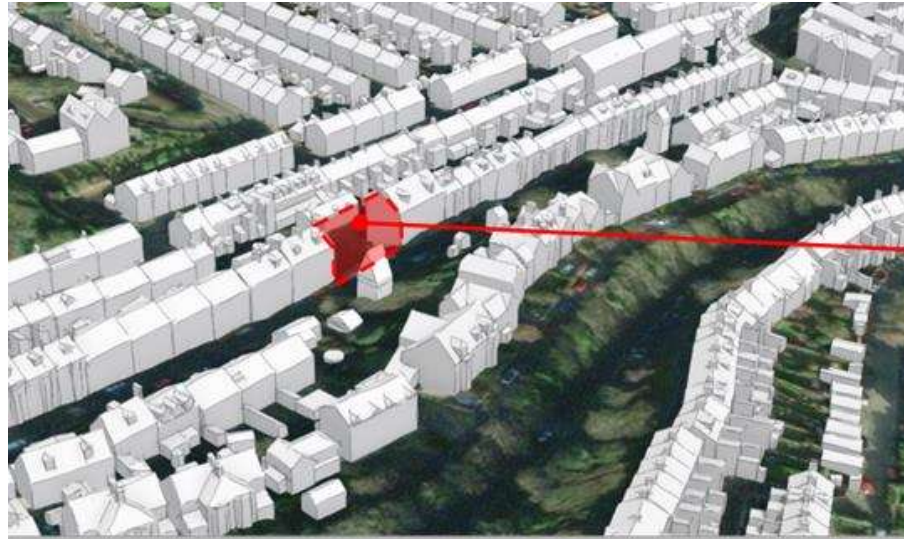
The second site on the north side is a notable gap between later buildings comprising part hard standing and part overgrown grass land. This area was historically gardens for the terraced housing on the south side of the street, but now forms a notable empty gap in the built form of low aesthetic quality.





### Site 3, The Avenue, Durham City

The third site is a large gap on The Avenue between Nos 24 and 25. While historically the site has continuously been undeveloped it is a notable unmaintained and overgrown site with visually harsh fencing prominent in the main street breaking up the otherwise continuous terraced form.



### Site 4, St Johns Road, Durham City

This is a large gap site on the west of St Johns Road at the north end of the street. It has been vacant for a long period of time following demolition of the petrol filling station on the site between 2006-2008. There is little significance to the site itself, and in its current vacant and deteriorated state it detracts from the overall quality and visual appearance of the street.



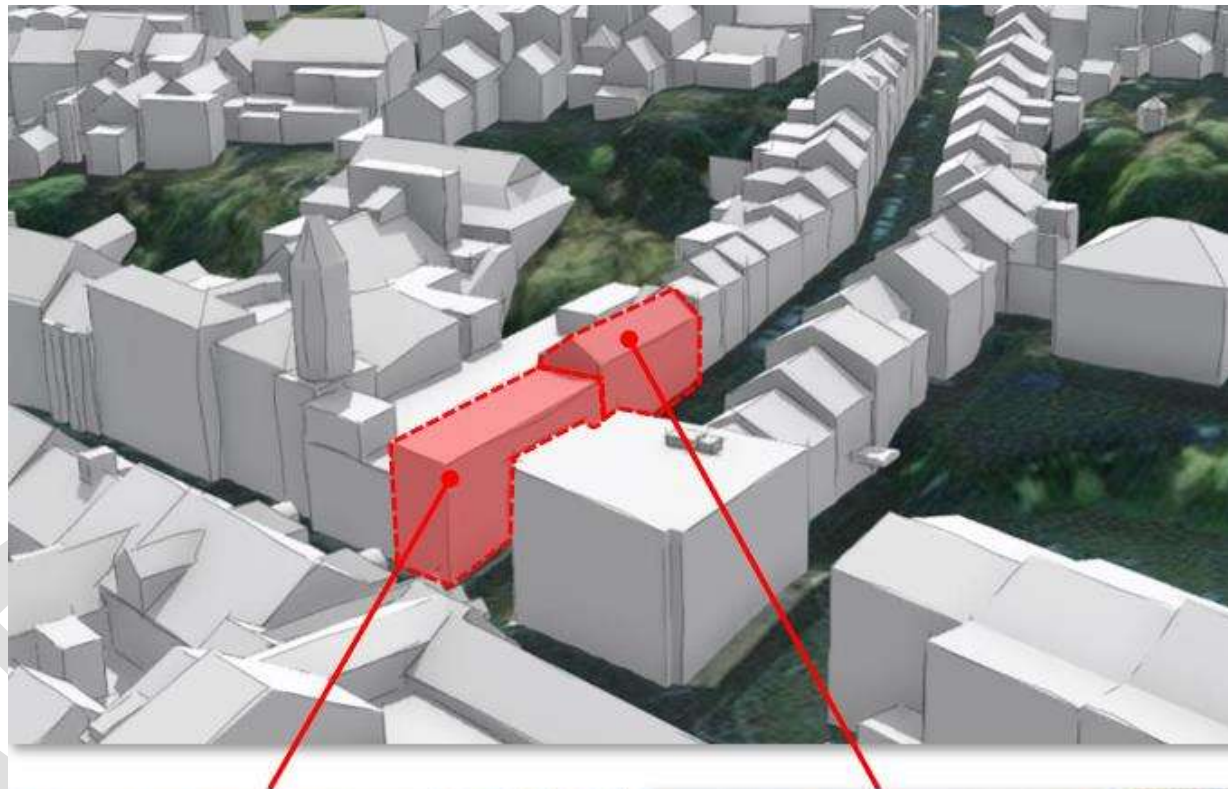


## Buildings

Within the character zone 2 buildings are identified as detracting because they are at obvious odds with the context, detracting from the overall aesthetic quality and historic character of the street.

**Neville Street No33** – 2 storey scale with pitched roof which follows the building line in keeping with the local surroundings but has a singular horizontal block form with no relief, low quality materials and fenestration that does not reflect the historic terracing.

**Neville Street No 34** – the height and building line respects the historic form of the street but has a singular horizontal block form with a flat roof, low quality materials, and poor fenestration that is out of keeping with its surroundings.



## Historic Buildings

Several Victorian terraced streets have been noticeably degraded more so than other streets in the city by unsympathetic alterations, mostly undertaken prior to the serving of the Article 4 (2) Direction.

The main impacts tend to derive from:

- loss of traditional Welsh slate for inferior imitation slate,
- addition of insensitively designed dormer windows,
- insertion of roof-lights when haphazardly positioned, excessive in number and not of a conservation style,
- addition of solar panels to front roof slopes,
- installation of low-quality uPVC and composite doors and uPVC windows of inappropriate designs and proportions,
- proliferation of satellite dishes attached to front elevations,
- complete loss or lowering of original chimney stacks

Such issues detract from the overall quality of the building and when repeated across a terrace, degrades the overall historic character and visual appearance of the street.

*Fig 10, images showing examples of the unsympathetic alterations to historic buildings within the area.*





### 3.2.4 Ambiance & Pedestrian Experience

This area is close to the commercial core of the city focussed on North Road, but it is a much busier and a more vibrant place with Crossgate Peth being a main thoroughfare and gateway from the west.

The area has a domestic character informed by the high number of residential streets in the north and south of Crossgate Peth with several roads feeding into the A690 approach into the city centre. It is heavily impacted by both moving and stationary traffic especially at peak times and can be particularly congested with pedestrians and stationary traffic at its junction with Alexandria Crescent and Crossgate.

The Avenue and other no-through residential side streets have infrequent traffic movement and are therefore quieter streets.

Parking is generally on street, and in some places such as Hawthorn Terrace is not overly intrusive where the street is wider with generous footways. Within the narrower streets parked cars make the area feel more cluttered, detracting from the street's visual amenity value.

Sometimes where the footways are narrow, parked vehicles can block and overhang, impeding pedestrian movement.

In some streets in-plot parking and garaging is provided which lessens the effects of parked vehicles in the streetscene.

*Fig 11, examples of on-street parking cluttering Victorian residential streets.*



The area around the A690 roundabout has significant levels of traffic with a high level of general congestion, while the road can be difficult to cross.

The busy traffic junctions and stopping points along the route of Crossgate Peth and the A690 can lead to general street congestion, noise, and pollution.

The Avenue running parallel to Crossgate Peth, provides a notable alternative pedestrian route offering a visually more appealing and quieter pedestrian experience.

Similarly, the historic pedestrian only route of Blind Lane offers a contrasting quiet and informal walk with a rural character connecting Crossgate Peth to Margery Lane, Grove Street and beyond.

*Fig 12, Blind Lane, an informal historic route with an enclosed and intimate rural character.*



Despite this congestion, traffic and parking issues, the area can be considered pedestrian friendly in terms of the many different routes, streets, footways, back lanes, and public rights of ways available, with the occasional formalised crossing point.



The streets in this area have a high student population, with the area having good pedestrian connections to the Hill Colleges and Peninsula, and high footfall. Despite this these side streets manage to sustain a relatively quiet atmosphere, but some are deserted out of term time.

Approaching further into the city by both vehicle and on foot activity and noise levels rise, increased by the rumble of regular trains. The residential terraced streets closer to the A690, viaduct, and North Road, such as at Atherton Street, and Mitchell Street experience more noise than their counterparts in the Hawthorn Terrace area.

There are places within the area where collections of refuse bins can often block the footways and back lanes imposing on pedestrian movement, they also detract from the visual amenity of the streetscene.

*Fig 12, below the historic street scene through The Avenue providing a characterful suburban route, and the more intimate pedestrian only route in front of the colourful Nevilledale Terrace.*



*Fig 13, collections of refuse bins openly visible in the streetscene detracting from its visual quality. Examples of historic back lanes marred by refused bins, litter, deteriorated surfacing, and by overgrowth.*





There is a wide variety of carriageway and footway surfacing in the area, but this is generally of standard modern materials such as concrete flags, in regular modules, concrete kerbs and tarmacadam. However, some detailing is provided in the form of scoria blocks used as an interface material between the pavement and road, or as edging. There is some limited use of traditional river cobbles and stone setts which is a positive feature, along with some spaces where red tarmac surfacing has been used. Notably Neville Street is characterised by being almost fully cobbled, a rarity outside the Peninsular.

The condition of surfacing materials varies from place to place but there are some notably poor areas, for example in front of the grade II listed stone terrace at Colpitts Terrace where many paving flags are fractured. There are places where replacement materials have been installed giving a poor patchwork visual appearance. Such issues detract from the visual quality of the respective historic streetscene.



There is a wide range of street furniture, such as signage, bollards, posts and bins, intensifying at the key points of the crossroads, traffic lights, and roundabout creating visual clutter.

Street lighting columns throughout this area are all modern standard units in different designs but there is some consistency in style and colour finishes within the individual streets.

The roadside verges under the viaduct are supplemented with planter boxes, and seats. Elsewhere there are further seats, timber box planters, and bollards on the pavements in different styles.

The residential side streets tend to be free from street items other than parking meters, lighting columns, and occasional litter bins.

The overall impression of the area is that, minus the main carriageway its intersections and stopping points, it is not so visually detracted by an excessive amount of street furniture.

### Street Furniture Palette





Boundary treatments are a very important and positive characteristic of this area, and they come in a wide range of forms and styles. The terraced streets have narrow enclosed rear yards surrounded by high red brick walls.

There are places where traditional stone and brick walls, with gates, simple gate piers, and different styles of metal railings, are prevalent enclosing private curtilages that contribute positively to the character and appearance of street. The front of the larger, detached villas along The Avenue and Crossgate Peth tend to have more substantial boundaries with walls having large piers. Hedgerow boundaries are commonplace within certain streets, which contribute positively to the suburban character.

In some places boundaries have been lost to create driveways, and insensitive boundaries have been created for example timber fencing replacing traditional railings. Some historic sections of boundary walls have been replaced with modern alternatives that are not in keeping. Such issues serve to be detrimental to the character of the historic streets.





### 3.2.5 Visual Experiences

The street pattern and variation in the historic domestic terraces and detached houses laid over the changing topography creates a diverse range of evolving views throughout this character zone. One of the most significant is the view arriving into the city by train from the south. This is a wide open panoramic view in which the Cathedral and Castle dominate the skyline above the fragmented townscape. The foreground of the view consists of the densely packed Victorian terraced housing and distinctive roofscape across the area, the built form layered stepping up towards the woodland around the base of the world heritage site.

Approaching the city centre via Crossgate Peth there are two main historic focal points; on the north side of the road is the scheduled monument of Nevilles Cross, and on the south side St Johns Church and its war memorial.

Travelling into the city centre and turning northwards onto Alexandra Crescent there is an important emerging view of Colpitts Terrace, with the public house a focal point on the corner travelling in the opposite direction.

Continuing along this route there is a sudden dramatic view of the Viaduct, with the surrounding streets Atherton Street, Mitchell Street and New Street, providing viaduct views from different angles..

Summerville provides a fine long distance view of Durham Cathedral. From Brierville there is a significant panoramic view of Durham Cathedral seen in the background of the private gardens in its broad landscape setting

The main streets such as The Avenue, Crossgate Peth, Nevilledale Terrace, and the Hawthorn Terrace area, provide visually distinctive historic street scenes. Within Hawthorn Terrace the former Organ Factory buildings stands out as a historic focal point of greater scale and different architectural style in its modest domestic surroundings.

Moving southwest along the street and turning onto Laburnum Avenue there is a close quarter view of Byland Lodge, that stands detached as a notable historic landmark its setting enhanced by the restored landscape grounds.

In summary the key views within this character zone are:

**View 1** – View eastwards from the train.

**View 2** – Views in both directions at the southwest end of Crossgate Peth.

**View 3** - northwest along Alexandra Crescent.

**View 4** - View northeast along Sutton Street.

**View 5** - View north and east from Briarville

**View 6** - View east from Summerville

**View 7** - View west from Laburnum Avenue

Locations and details of these views are provided on the following pages.





## Key Views Location



## Image



## Description

View eastwards arriving in the City from the west by train.

A dynamic wide open panoramic view of Durham Castle and Cathedral WHS in its townscape context, with the roofscape of the Crossgate area forming the foreground.



View west along the west end of Crossgate Peth

A close up view of fine St John Church, built by St Margarets Church in the 1890s built in response to the c.1900 residential expansion in this part of the city

Key Views  
Location



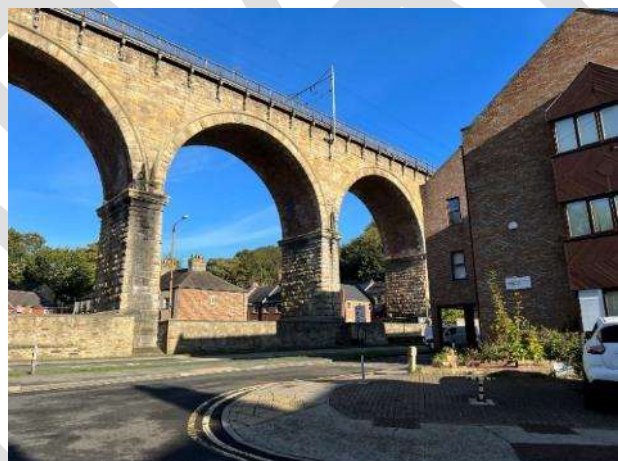
Image



Description

View north along Alexandria Crescent

A view that emerges moving round the corner from Crossgate Peth onto Alexandria Crescent, channelled towards the fine stone Colpits Terrace. The terrace is significant in testifying to the change from the vernacular building traditional as a result of the railway coming to Durham and predominance of mass produced red brick terraced housing.



View north along Sutton Street / A690  
approaching North Road

This area provides a sequence of emerging views of Durham Viaduct that has a very dramatic presence spanning North Road.



Key Views  
Location



Image



Description

View east from Briarville

A significant panoramic view of Durham Cathedral seen in its broad landscape context. The view is enhanced by the private gardens in the foreground.



View east from Summerville

A fine channelled view of the western and central towers of Durham Cathedral.

Key Views  
Location



Image



Description

View west from the Laburnum Avenue adjacent to its junction with Hawthorn Terrace

A close quarter view of the fine Victorian lodge in its landscape grounds.



### 3.2.6 Summary of Condition, Issues and Threats

#### Built form

- The buildings overall are generally in a sound condition and appear to be well maintained. There are some visible signs of a lack of general maintenance in some streets.
- No buildings have been identified as being at risk.
- There are many terraces adversely impacted by the loss of traditional materials and features, and use of insensitive modern replacements.
- In some streets the visual appearance of properties is marred by the high number of satellite dishes fixed to front elevations.
- The streets of Nevilledale Terrace, Crossgate Peth and The Avenue have a higher level of intactness with traditional materials and features prevailing.
- Positively the majority of buildings appear to have a use and therefore vacancy is not a noticeable problem within the area.

- There are many examples of low quality modern extensions and alterations within the terraced back streets that detract from the local character.
- There are some examples of poor large box dormers to front elevations that impact very negatively.
- There are examples of low quality garaging which is a detracting characteristic.

#### Urban spaces

- The quality of the public realm in mixed and is mainly of standard modern materials.
- Street surfaces are varied in terms of condition there are places where the tarmacadam to the carriageway is very deteriorated and a high amount of the footway paving flags are fractured.
- There are places where fragmentary repairs in different materials have been undertaken at different times giving rise to a poor patched appearance.
- The public realm below the viaduct arch at Sutton Street is dominated by refuse bins

which impact negatively upon the streetscene.

- Some of the back streets are poor quality environments.
- Inappropriate replacement boundary treatments and loss of boundaries to create open parking areas impact very negatively.
- There are 4 notable gap sites that detract from the character and appearance of the respective street.
- Some streets are cluttered by parked vehicles.

#### Green spaces

- The roadside green spaces are generally well maintained.
- The majority of the private front gardens visible in the public domain are well cared for.
- There are places where front gardens have been lost to hard standing that impacts negatively.

### Street furniture

- There are some “hot spots” affected by too much street clutter.
- There is a proliferation of items associated with car parking and traffic movement.

### Threats

- Ongoing decline of those buildings which lack regular general maintenance works.
- Continued erosion of character through further loss of traditional materials and features such as windows, doors and chimneys.
- Further loss of boundary walls and creations of open parking areas in-plot.
- Further visual harm caused by adding features such as box dormers, satellite dishes to front elevation and solar panels to roofs where visible.
- Potential for unsympathetic alterations and loss of architectural features to non-designated heritage assets due to permitted development rights.

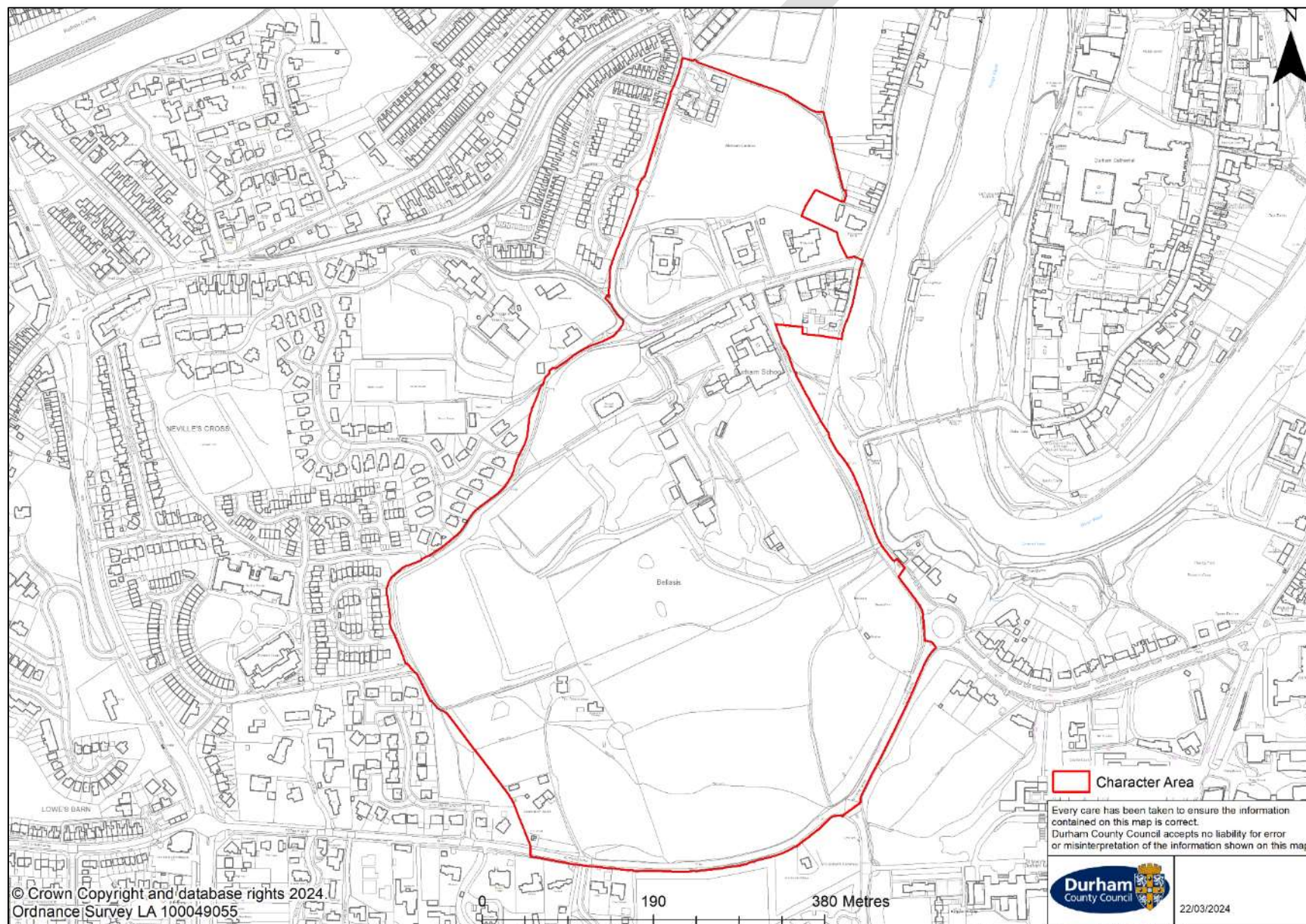


### 3.3 Character Zone 3 (Pimlico & Potters Bank)





Fig 1, detailed boundary plan of the character area





### 3.3.1 Location & Summary of Special Interest

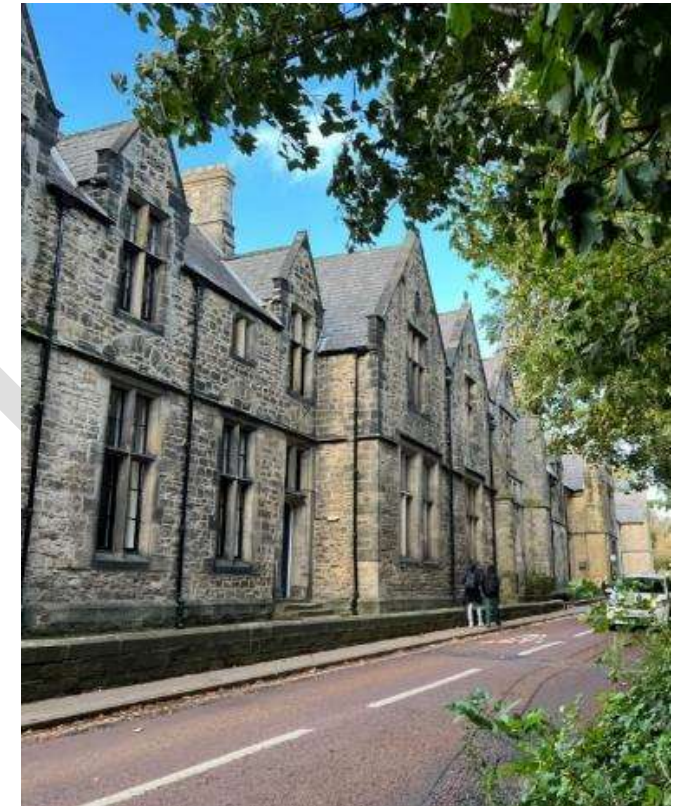
The character zone forms the south part of the conservation area comprising of Durham School, Pimlico, Potters Bank, Margery Lane, and Clay Lane. It is dominated by landscape intermingled with separate groups of historic buildings dispersed along these streets. The area is on the upper edge of the river gorge with flatter land at Pimlico and to the lower grounds of Durham School. The terrain then rises steeply westwards up to Darlington Road and Lows Barn Bank and to the south is the very steep Observatory Hill.

Margery Lane allotments occupy the northwest corner of the area situated on much lower ground to the main street, due to being a historic quarry site. In this area there were many sandstone quarries providing the stone for the Cathedral and Castle.

The setting to the area is highly varied informed by the riverbank's woodland in the east, and Durham University colleges in the south, mainly St Marys College and St Aidan's College. In the west is a dense area of modern housing that developed from the mid-20<sup>th</sup> century onwards. The area is significant as forming part of the inner ridges to the city that provides a sequence of views and experiences moving into the city and towards the WHS.

### What gives the area its special historic and architectural interest and character?

- The high scenic quality of the landscape and reduction in density of built form compared to the other character zones.
- The surviving medieval street layout of Pimlico and Margery Lane and the historic route of Clay Lane.
- The built form comprising almost exclusively of historic buildings, many listed, and others of local importance.
- The variety in age, architectural style and high quality of the historic buildings.
- The sense of grandeur informed by the collection of academic buildings at Durham School
- The abundance of historic stone walls, gate piers, and areas of traditional floorscape,
- The community landscape asset of the allotment gardens of high visual quality and historic interest.
- The significant views from different vantage points of Durham WHS.



**Fig 1, The Victorian Gothic Durham School Frontage and Gateway Building**

### 3.3.2 Layout, Streets & Spaces

The plan form of the area in-part can be traced back to the medieval period with Pimlico forming a continuation of the route of South Street and occupying a triangular area of land with Grove Street in the north and Quarryheads Lane travelling southwards. This medieval layout is preserved and legible.

Moving south from Pimlico the area becomes dominated by the undeveloped scenic landscape, the most notable natural feature being Observatory Hill. This forms part of the ridge running along the western edge of the Durham Bowl. Beyond in the south is the historic route of Potters Bank, a steep curving road travelling east-west. The dense tree coverage and vegetation along this route creates an important green corridor entrance into the city.

Clay Lane skirts around the west side of Observatory Hill and the grounds of Durham School, dropping steeply down to Margery Lane. It is a very informal, tightly enclosed historic route, rural in character.

The area is characterised by low density built development where the separation by an abundance of tree cover, vegetation, and green spaces generates intimate enclosed streets of distinctive individual semi-rural character. Buildings generally face the main street some tight up against the back edge of the pavement, but some are set back.

The first main street is Pimlico, a fine linear historic terrace running west and south following the fork in the road with No 4 prominent by being designed to address the corner. The street has strong building lines and active domestic frontages to both roadsides, the linear enclosed nature of this street, and the others, reinforced by the overhanging trees and historic boundary walls.

On the corner of Margery Lane and Grove Street is Durham School, where the historic and later modern buildings, are predominantly grouped around a main courtyard space. The other buildings are dispersed between the east sports pitch, on lower ground bounding Quarryheads Lane, and the west sports pitches, on higher ground extending towards the modern housing estate.

Opposite is Durham Schools Halls of Residence, comprising three substantial detached, low density, buildings set well back from the main street in spacious grounds, and in a staggered arrangement.

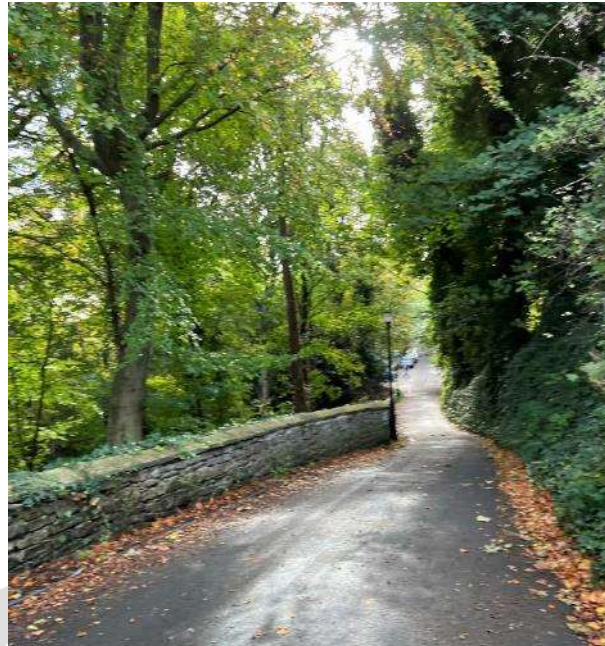


**Fig 2,** The images above show the main street pattern of the character zone. South Street levels off at the south end remaining tightly enclosed by buildings, walls and trees approaching Pimlico (top). The street continues south and forks west marked by the corner building of No 4 Pimlico (bottom)





*Fig 3, The street continues south, dipping and rising up to its junction point with Quarryheads Lane (above left). The buildings disappear from view and the street becomes a narrow and winding green corridor (above middle). The route of Margery Lane southwards leaving the city from the street's junction with Crossgate and Crossgate Peth, the former school at Priory Orchard stands on the left hand side (above, right)*



Building plots in these areas are mixed with Pimlico having small loosely square and rectangular plots tightly packed. In contrast at Durham School the legible building plots are wide and less regular. In contrast to both, the halls of residence's are much larger, with long driveways, and the buildings varied in orientation.

The final area is Priory Orchard located within the northwest corner of the allotment gardens. It sits within a dip in the landscape with a cul-de-sac layout of two separate block and the former Victorian school detached, bounding the main street on slightly lower ground to the footway.



Here Margery Lane curves gently to the south, with the east side undeveloped. This is in contrast to the west side where there is a good quality late 20<sup>th</sup> century infill residential development with an open plan layout.

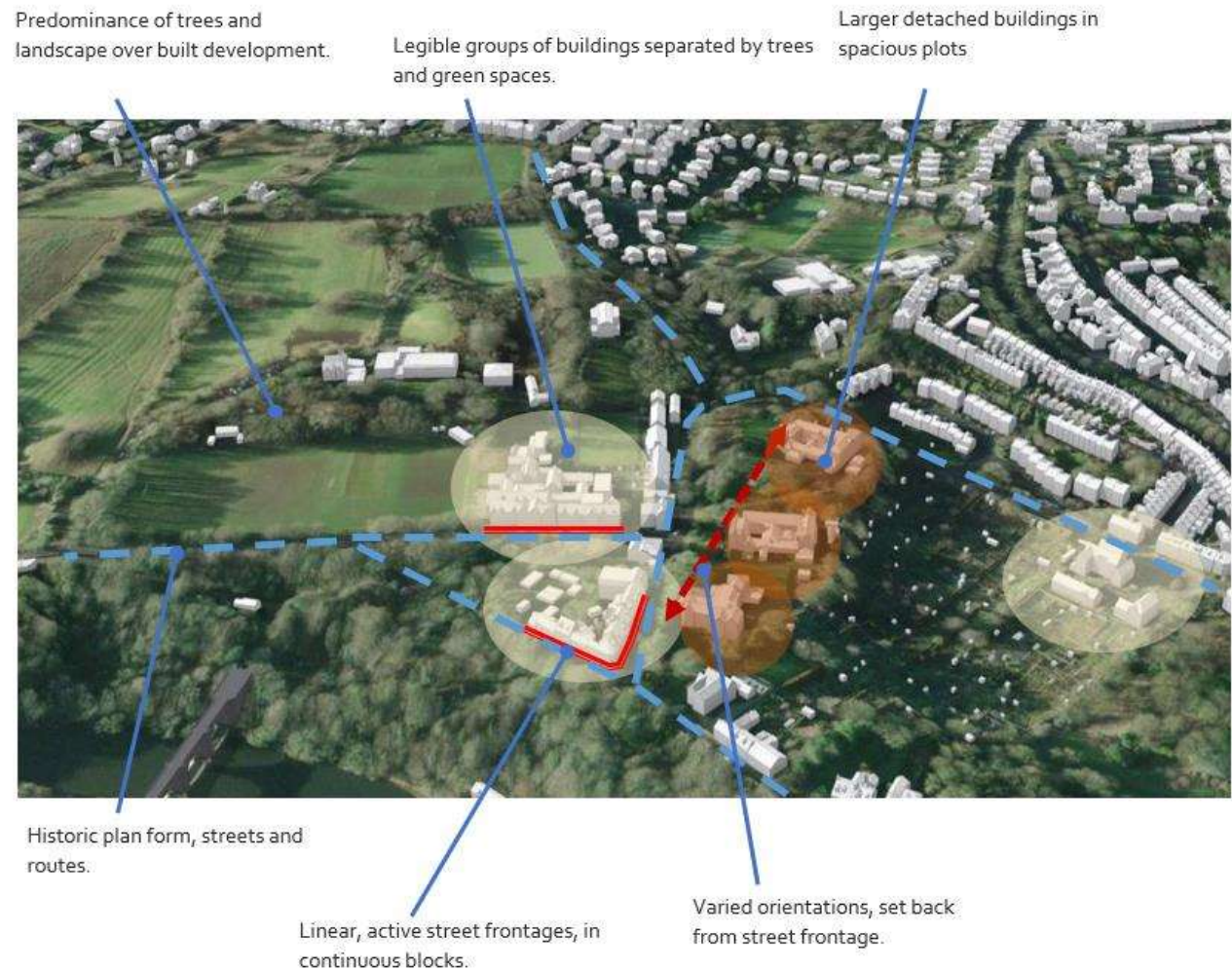
The overall layout of the streets and spaces is less formal and regulated compared to other parts of the conservation area, and with a quieter rural and academic sense of place.



### Key characteristics & identity

- Low density, dispersed, built development, in different residential, and academic uses.
- A legible medieval core plan form, that includes the main streets and more informal pedestrian lanes.
- Mixture of terraced and individually designed historic buildings, of different layouts and orientations.
- Buildings visible in the public domain highly varied, pressed tight up against the back edge of the pavements or set back in private plots.
- Some examples of strong and active historic street frontages.
- Enclosed and intimate streets.
- Variation in age, size/scale, architectural styling and detailing signifying different phases of development and historic uses.
- The varied and distinctive local topography shaping the streets, spaces and experiences.
- The predominance of the rural landscape in the south part of the area.

**Fig 6, 3D modelling highlighting key characteristic found within the character area.**





Throughout the area there are many public footpath linkages that are important elements of its plan form. These include Clay Lane that links Neville's Cross and Observatory Hill areas with Margery Lane. Footpaths also cross the hill and pastures below leading to Quarryheads Lane and continue down through the woodland down to the riverbanks.

This character zone has an abundance of greenery that informs a major part of its special character and distinctiveness. Although falling outside the character zone boundary, the outer bank of the river wear gorge plays a significant role in its setting. The riverbanks woodland at South Street Banks encloses the entire eastern edge of the area from the end of South Street down to Quarryheads Lane roundabout where it merges into Elvet Banks. The woodland is broad leaved that developed in the last three centuries.

An important part of the land form are the slopes and ridges around the city that provide a range of views expressing the relationship between the buildings of the town, Durham WHS and the landscape, the most important within this area being Observatory Hill. The very steep hill is surrounded by open pasture with the summit consisting of rough open enclosed from the road by hedgerows and dense shrubs. It is a well-used recreational area criss-crossed by informal tracks. It is one of the important green wedges in the city.



*Fig 4, the view from Prebends Bridge northwards along the River Wear corridor, it shows the dense riverbanks woodland at South Street banks (left-hand-side) that bounds the character area on its eastern side providing its setting.*

At Durham School the green spaces are private, but some areas are visible from the public domain. Notably, the land rises steeply within the rear part of the site to the west where sits the private chapel, with the woodland behind providing a scenic backdrop to the area.

The mature trees around the accommodation blocks and around the school sites boundaries is dense and dominant from within the surrounding streets and lanes.

The streets and spaces are enhanced by the dense overhanging tree cover and in limited places, green roadside verges and hedgerows where the road widens and character becomes more urban leading back into the city centre.

Clay Lane has been an important pedestrian route into Durham since the medieval period and continues to serve as a major pedestrian artery into the City Centre. It forms one of the green corridors linking the riverbanks with countryside outside the City and provides an important dark corridor pedestrian only connection.

The allotment gardens on the east side of Margery Lane are nestled between South Street, St Margarets Church and Durham School. They provide an important large green space, a community asset, and wildlife haven. They have added historic interest, the site has been cultivated since the middle ages, and was once the Cathedral's vegetable garden and fishponds; it is thought that the old quarry in the allotments was the source of the stone used to build the Cathedral.

*Fig 5, top, the roadside verges and street trees in front of Briardene, the hedgerow and tree boundary to the halls of residence at Grove Street, Observatory Hill and Clay Lane*





Fig6, plan identifying the local green infrastructure assets within this character area





### 3.3.3 Architectural Style, Form & Detailing

There is no cohesive character or predominant architectural style in this area. Nevertheless, it has a fine mixture of buildings of historic and architectural interest, and high aesthetic quality. Building use, form, size, scale, massing, style, materials and detailing varies but this creates its sense of place.

At Pimlico the terrace facing onto the corner and north onto Grove Street dates from c.1899 constructed from brick with orange terracotta dressings and some intricate detailing. In contrast, the properties facing east are likely 18<sup>th</sup> century comprising of much simpler cottages, with symmetrical façades (below).



*Fig 7, The varied brick and rendered buildings fronting Pimlico*

The majority of the buildings at Durham School do not feature prominently in the public domain, the exception being the imposing south frontage and gateway buildings that face Quarryheads Lane (below). This forms an important landmark at the road junction, built c.1843 by Salvin & Pickering, with the gateway added later c.1972. It is an imposing two storey Victorian Gothic building its presence increased by the narrowness and enclosure of the street.



*Fig 8, Durham School, main frontage building.*

The north side of the school site is informed by the Music Centre and adjoining Porters Lodge building bounding Margery Lane. It dates from c.1889-1904, comprising a long liner plan of two storeys and eleven bays in total, it is of a hammer-dressed sandstone construction in the Free Jacobean style.

The school's private chapel is generally hidden from view but can be seen through the main archway of the gateway building and it is a significant historic landmark within the site as a result of its elevated position. It dates from c.1924 and is one of the school's war memorials with its stone walls engraved.

The three large, detached buildings forming the School's halls of residences, are individually designed and distinctive buildings. Trinity Hall is the oldest dating from the mid-19<sup>th</sup> century, in the Gothic Revival style. To the west is Caffinites c.1913, a wide building with three storey treble gabled frontage and notable stone detailing. The final building in this group is Poole House, c.1824 that is a large Arts & Crafts style villa.



*Fig 9, Trinity Hall*





*Fig 10, The Observatory*



*Fig 11, Observatory House*

Durham Universities' observatory building (top left) stands in isolation on top of Observatory Hill and goes unnoticed in the context of the main streets, yet it is a very significant building. Dating from c.1839 by Anthony Salvin, it is of a Greek cross-plan form with a two storey three bay central range and one storey front and rear ranges. Its most notable feature, the central copper dome flanked by four pediments.

To the south is Observatory House (Bottom Left) dates from the early 20<sup>th</sup> century and was formerly two dwellings. It was converted to a single family home and given a successful contemporary make-over making it aesthetically distinctive within this character zone, yet its historic form and character remains legible.

The most notable of the last group of buildings at the north end of Margery Lane is St Margarets Centre (top right). The former school dates from the late Victorian period of a traditional stone and slate construction with prominent gables and stone chimney stacks that is a historic focal point at the roadside. Its historic character has been eroded by the installation of unsympathetic modern upvc window units.



*Fig 12, St Margarets Centre, a former school of the 19<sup>th</sup> century.*

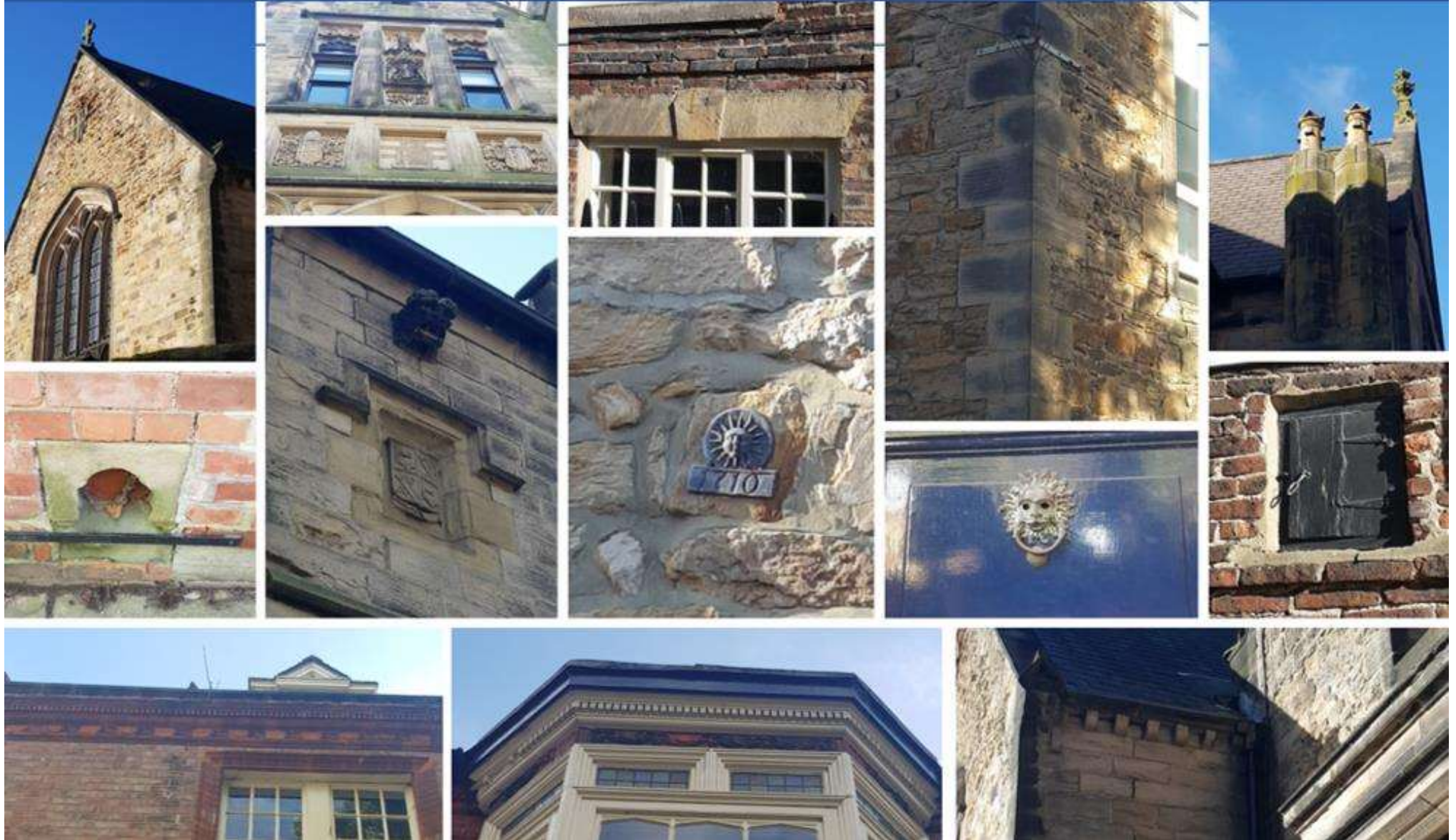


## Material Palette





## Architectural Detailing Palette





## Door Palette



## Window Palette



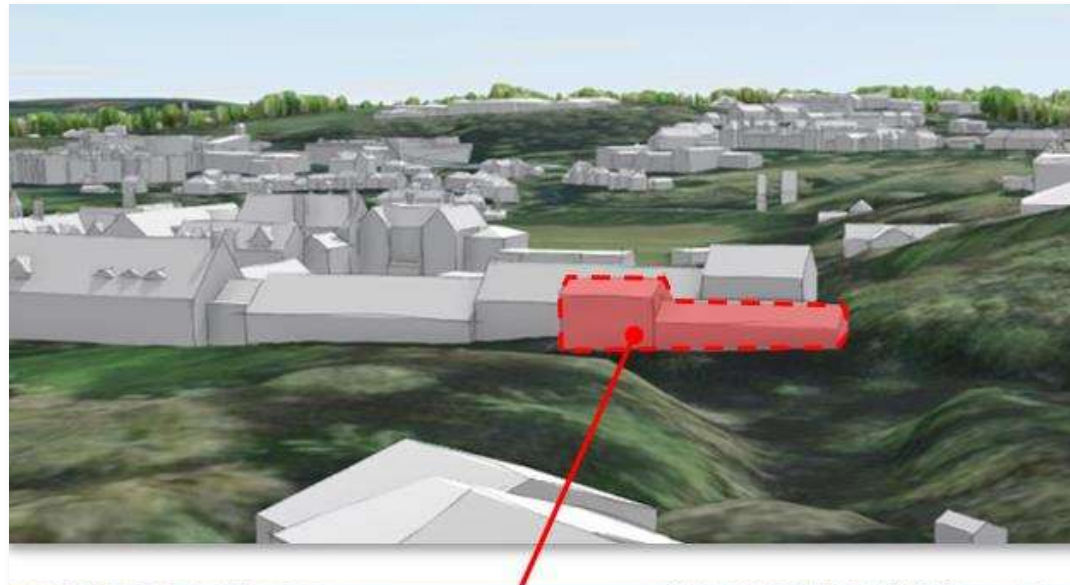


## What detract from the areas special character?

Within the character zone only 1 building has been identified as detracting, this is the extension to the Music Centre/Porters Lodge at Durham School. The older building dates from c.1889 with the extension post-dating c.1950. It comprises of a lifeless rendered building of two parts, one two storey the other a long linear one storey building, they have pitched roofs with blank elevation treatments. The building is visually prominent on the corner junction of Margery Lane and Grove Street where it detracts from the streetscene and does not represent the architectural quality found at Durham School.

### Historic Buildings

The historic buildings in this area are very intact in terms of retention of traditional materials and period features. The exception is found at St Margarets Centre where the late 19<sup>th</sup> century school has insensitive bottom opening uPVC casement windows.



### 3.3.4 Ambiance & Pedestrian Experience

The character and ambiance within this character zone is markedly different to the others that are situated within the busier urban and commercial environment of the city centre. In contrast this area is located on the urban edge that is much quieter and more tranquil despite the presence of the main route into the city via Potters Bank and the surrounding dense areas of modern housing in the west. However, the roundabout can be noisy and congested at peak times, while the route of Margery Lane is used as short cut into/out of the city and again is busier at certain times of the day.

The character is semi-rural and more academic focused rather than residential, as it is dominated by Durham School. As a result, footfall can be high with school pupils, and students using the area to access the Peninsula and Hill Colleges nearby in the south. This also generates more noise which is increased when the sports pitches are in use. Nevertheless, the ambience away from Potters Bank remains subdued.

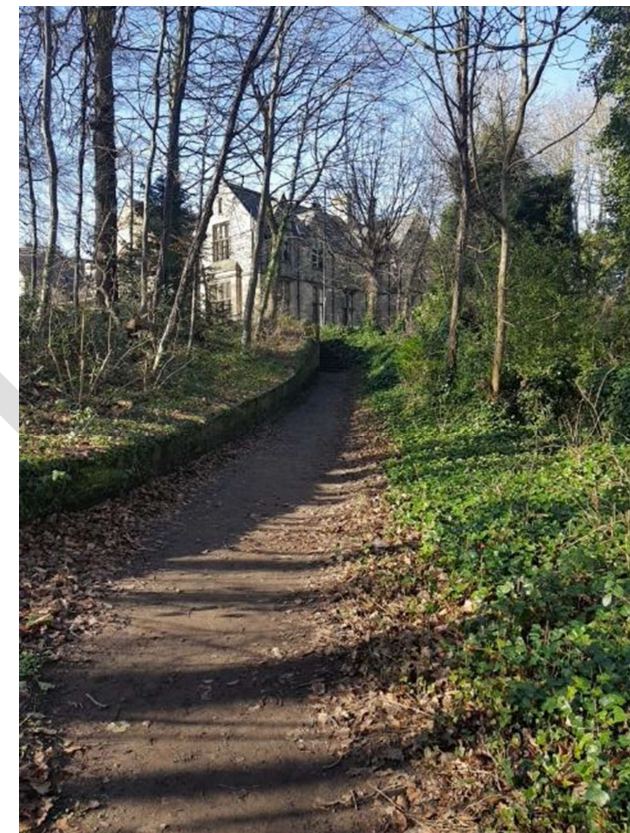
Due to the high amount of tree coverage, boundary walling, and built development lining the streets it is very enclosed, shady and sheltered, this is a fundamental part of its character, but the area is unwelcoming at night with limited lighting provision.

Most of the time along Pimlico and Margery Lane vehicle traffic is generally limited. When there are parked cars in Pimlico due to the enclosed nature of the street and narrowness of the footway, provided along one side only, it can feel too congested that detracts from the historic intimate feel to the space.

Along Grove Street the impact of traffic decreases as it widens with some dedicated and in-plot parking provided at the school. Aside from this the street is accessible with a series of important pedestrian links down to the riverbanks and Prebends Bridge. It is therefore a popular route for walkers, joggers and cyclists.

The main street at the north end of Margery Lane is affected by a high amount of traffic, pedestrian activity and thus noise, due to the proximity of the busy road junction at Crossgate Peth, Crossgate, Sutton Street and Margery Lane. However, the allotment gardens provide an invaluable quiet retreat and community recreational facility.

Clay Lane has been an important pedestrian only route since the medieval period and remains a key pedestrian route into the city from the west connecting up to Darlington Road and Nevilles Cross through the housing estates. Like Blind Lane in Crossgate, it is a very quiet, informal and winding route, fundamental to the city-wide route network.



**Fig 13,** The informal path leading up through the woodland from Pimlico to Durham School on Quarryheads Lane

There are important informal lanes connecting the area to the riverbanks footpaths that provide a much quieter, informal, and characterful pedestrian experience.



The surfacing is mostly standardised across the area, comprising of tarmacadam, concrete kerbs and paving flags. The tarmacadam is mixed with a black coloured surface finish along Pimlico and red-chipped along Margery Lane and Grove Street that is more visually appealing.

These materials are varied in terms of condition with the road surfacing deteriorated to different degrees and places that suffer from a higher amount of cracked and broken paving flags. Some flags have been insensitively replaced with tarmac that is visually detracting.

There are areas of positive traditional floorscape for example along the north side of Durham School onto Margery Lane where there is a long section of granite setts, that continues up to the entrance of Clay Lane. The driveway entrance to Trinity Hall has stone sets and stone edging, that complements the stone gate piers and walling.

Clay Lane and the public rights of way over and around Observatory Hill and those linking Durham School and Pimlico to the riverbanks are a mixture of tarmac and informal dirt tracks.

Only a limited number of street furniture items are found, reinforcing the areas semi-rural character. There is the odd seat and litter bin and some signage that is not very positive. Lighting columns are all of different modern styles that appear mismatched

### Surfaces Palette



### Street furniture Palette





Boundary treatments are both common and important characteristics of the area. They are mixed in type demarcating the individual building plots, and reinforcing the liner, enclosed, form and character of the streets and lanes.

Historic stone walls are prevalent, randomly coursed, with different flat, and half-round stone copings. Stone walls, varying in height and construction, bound sections of the carriageway along Grove Street and Margery Lane. Examples of traditional black metal railings can be found around Durham School and The Grove. There are notable heavy stone gate piers such as at Trinity House and St Margarets Centre. Some sections of stone walling are in deteriorated condition. Timber fencing is infrequent but there are sections at the entrance to Blind Lane.

At Briardene the modern housing estate is enclosed on its east side facing Margery Lane by tall brown brick walls with projecting columns, but the visual harshness in the streetscene is reduced by its deep set back from the roadside and softening by planting.

At Potters Bank, around the Observatory and Observatory House, boundaries comprise of a mixture of hedging and shrubbery, timber post and wire fencing, and timber fencing.

Palette of Boundary Treatments





### 3.3.5 Visual Experiences

The area predominantly has a quiet inwards character where the strong sense of enclosure is created by a combination of the buildings, boundary treatments, dense tree cover and vegetation. It then opens up moving north along Margery Lane back towards the city centre, and at Observatory Hill. As such, views are generally restricted but there are some significant views that contribute positively to the character and experience of the area.

The key views identified within this character zone are:

**View 1** – View west along Grove Street/Margery Lane

**View 2** – View east along Grove Street

**View 3** – View east from Margery Lane

**View 4** – View north along Potters Bank

**View 5** – View east from Observatory Hill

Locations and details of these views are provided on the following pages.



## Key Views Location



## Image



## Description

View west from Grove Street / Margery Lane.

Along both Grove Street and the south part of Margery Lane there is a fine channelled view towards Durham School where the impressive Gothic stone frontage provides a notable historic landmark.



View east along Grove Street.

A fine unfolding view of Durham Cathedral. The view is seasonal but impressive, approaching along the street the Cathedral is hidden from view, but it then reveals itself firstly in glimpses before the view opens up at the street's junction with South Street.



## Key Views Location



## Image



## Description

View west from Margery Lane overlooking St Margarets allotments.

A fine view of Durham Cathedral's central and western towers in the sky line above the tree canopy with similar views provided from within the allotment gardens and adjacent at St Margarets Centre.



View north along Potters Bank.

Travelling into the city centre along Potters Bank there are no notable views, the route being enclosed by dense tree cover, but as the road turns and dips there is a chaneled view of the Cathedral's central tower framed by the trees. However, the extent and quality of view has been reduced due to the unmanged tree cover.

## Key Views Location



## Image



## Description

View northeast from Observatory Hill

One of the most impressive visual experiences in the City is from Observatory Hill, walking up the steep incline provides a sequence of views of the WHS seen in its broad townscape and landscape setting.

On a clear day Penshaw Monument can be seen in the backdrop to the Cathedral.



Key Nighttime View

Location 5, Observatory Hill



### 3.3.6 Summary of Condition, Issues, Threats & Problems

#### Built form

- The buildings generally appear to be in a good condition and maintained. There is some visible historic masonry and render decay to some buildings.
- A high level intactness with traditional materials and features prevalent.
- No buildings have been identified as being at risk. One building has been identified as detracting.
- Nearly all of the buildings appear to be in use, apart from the Observatory and two buildings adjacent that are vacant and fenced off.
- The visual appearance of some historic buildings is slightly marred by modern fixtures to front facades.
- The area overall has a very high level of intactness with traditional materials and features prevailing.
- Only one historic building has been identified as being unsympathetically altered via the insertion of upvc windows.

#### Urban spaces

- Spaces vary in materials and condition, there are some areas of positive traditional floorscape.
- Lower quality surface materials in place that detract from the visual appearance of the area.
- Inconsistent and deteriorated surfacing in places, and some poor patch repairs.
- Good connectivity to surrounding streets, riverbanks and wider city.
- Some sections of stone walling are in a deteriorated condition.
- Spaces can be detracted by parked vehicles at peak times.

#### Green spaces

- The area has an abundance of greenery that is fundamental to its character.
- Unmanaged trees in places reducing views of Durham WHS.

#### Street furniture

- There is a limited amount of street furniture, so streets and lanes are uncluttered which is positive.
- Street lighting columns are a mixture of modern in different styles and different paint colour finish that are out of keeping.

#### Threats

- On going decline of those buildings and boundary walls that are deteriorated.
- Continued deterioration of street surfacing materials.
- Continuation of insensitive surfacing material replacement and patch repairs.